

EXHIBIT 2

DEVELOPER'S SCHEMATIC PLAN OF FACILITY AND PROPOSAL COMMITMENTS

Schematic Plan of Facility
[Under separate cover]

Proposal Commitments

Proposal Location	Proposal Commitment	Affected Provisions of CDA Documents
<p>Vol. 1B, Section C.1.1.2.e, Page 24</p>	<p>Developer will prepare and agree to a task-specific Consultation & Liaison Strategy with the TxDOT Facility Manager and will use the Audience & Stakeholder Database to ensure that effective communication and consultation occur at the appropriate time, and in a systematic and consistent manner. The Liaison Strategy that Developer establishes with TxDOT and the Independent Engineer (IE) will include the following concepts:</p> <ul style="list-style-type: none"> <input type="checkbox"/> TxDOT or IE Requests for Information – TxDOT or the IE may issue Requests for Information (RFI) to request additional information on an issue and Developer will respond promptly. <input type="checkbox"/> Meetings with TxDOT and the IE: <ul style="list-style-type: none"> - Periodic Design and Construction progress meetings – attendees will include TxDOT, Developer, the Design-Build Contractor and the IE. Subcontractor representatives may also attend these meetings as necessary. - Developer's representative will arrange other meetings as necessary, on topics such as traffic control and public relations. Attendees at these ad hoc meetings may include relevant governmental entities, road users, public transportation operators, resident associations, public representatives, landowners and other interested parties. <p>The secure Facility Extranet site will enable team members and authorized third parties to access and store project data, progress meeting minutes, draft text and drawings. It will contain an e-mail list server to notify Facility personnel of significant upcoming</p>	<p>Book 3 Section 2.6 does not require audience and stakeholder database or project Extranet site for team members and third parties to access and store project data.</p>

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	<p>events and emergencies. The Extranet will also allow serve as a clearinghouse to request information from other team members. Developer will regularly post Facility-related documents on the Facility Extranet for review by TxDOT, the IE and other stakeholders.</p>	
<p>Vol. 1B, Section C.1.2.2, Page 29</p>	<p>The Facility Control Group will develop, monitor and update the integrated CPM Facility Schedules for engineering, procurement and construction. It will also monitor Work progress, recommend corrective action if required and compile all information into a monthly progress report.</p> <p>The Planning and Scheduling Section will develop and maintain the following schedules and reports:</p> <ul style="list-style-type: none"> <input type="checkbox"/> master schedule; <input type="checkbox"/> 60-day look-ahead schedules; <input type="checkbox"/> detailed CPM schedules for design, procurement, environmental, utilities and construction; <input type="checkbox"/> manpower histograms; <input type="checkbox"/> progress curves; <input type="checkbox"/> monthly progress reports; <input type="checkbox"/> evaluation and monitoring reports for Subcontractors' schedules; <input type="checkbox"/> schedule requirements for Procurement Tender Packages; and <input type="checkbox"/> schedule analyses for adverse variances. 	<p>Book 2 and 3 schedule requirements from Section 2.1.1 - 2.1.1.2.5 do not require some of the reports shown.</p>
<p>Vol. 1B, Section C.1.3.4, Page 35</p>	<p>Developer will replace the pedestrian bridge located at Cavender Road to ensure connectivity for pedestrians and bicyclists who rely on this facility</p>	<p>Book 3 Section 20.2.1 does not specifically require this bridge to be reconstructed.</p>
<p>Vol. 1B, Section C.1.4.2, Page 38</p>	<p>Developer will use a multi-pronged approach to capturing, resolving and documenting questions and concerns from the public. Developer will implement an Audience & Stakeholder Database, an interactive system proven to simplify and improve the public interface on projects. It will define audiences and stakeholders, including their contact details and agreed-upon liaison protocols. It provides an auditable trail of contacts made, minutes of meetings and details of concerns and issues as well as a register of inquiries and complaints. The database will contain an Electronic Comment Management System, which will record actions taken and correspondence with complainants. The general</p>	<p>Book 2 and 3 public involvement requirements in Section 3 do not require audience and stakeholder database and its use as shown in the Proposal.</p>

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	<p>methodology includes:</p> <ul style="list-style-type: none"> <input type="checkbox"/> maintaining an Audience & Stakeholder Database of all citizen communications (calls, e-mails, letters, etc.) and responses to these communications; <input type="checkbox"/> routing questions and complaints to the appropriate person, or group, for resolution <input type="checkbox"/> distributing comment cards at meetings, briefings and at the Public Information 	
<p>Vol. 1B, Section C.2.1.1, Page 48</p>	<p>Thors – This Cintra-proprietary SAP® software package is a unique tool used to gather comprehensive data from Toll Roads throughout the world developed or operated by Cintra and its Affiliates. It will allow Developer to benchmark the Facility against other operational toll roads across the globe.</p>	<p>Book 2 and 3 operations requirements in Section 22 do not require benchmarking with other operational toll roads.</p>
<p>Vol. 1B, Section C.2.1.1, Page 49</p>	<p>The following items summarize three additional operational subsystems that exceed TxDOT's ITS requirements, as specified in Book 2:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Toll Tag Tracking System – This system will complement the information gathered by the TCS through several other tag reader locations, to produce data enough for an accurate calculation of travel times (to be displayed through the DMS and the Facility website) and origin/destination matrices (allowing, for instance, advanced Corridor Planning Studies). <input type="checkbox"/> Road Weather Information Systems (RWIS) – The RWIS includes sensors to detect fog, ice and flooding, which will facilitate user alerts and quick emergency response <input type="checkbox"/> Facility Public Traffic Website – this will be the main gateway for users to contact Developer and obtain pre-travel information. 	<p>Book 2 and 3 operations requirements in Section 17.</p>
<p>Vol. 1B, Section C.2.1.1, Page 50</p>	<p>Personalized Traveler Service (PTS) – The PTS module, an extension of the public website module, notifies subscribed individuals by e-mail of traffic incidents, road closures and other events that could affect their travel.</p>	<p>Book 2 and 3 operations requirements in Section 17 do not require PTS as shown in the proposal.</p>
<p>Vol. 1B,</p>	<p>Accident Investigation and Prevention Studies (AIP)</p>	<p>Book 2 and 3</p>

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Section C.2.2.2.d, Page 59	<p>have been developed from years of experience taking advantage of accurate data collection, and have been successfully put in place in numerous road projects with immediate safety benefits. Although Developer will review the design of main lanes and frontage roads for optimal safety in several stages, Developer feels that it is important to implement AIPs as well, as circumstances may change during the Term.</p> <p>The proposed system AIP will start with identification of "hot spots" along the Facility (main lanes and frontage roads), in terms of number of accidents and their yearly evolution for a second stage in which the data is statistically analyzed (Chi square test). AIPs will also include onsite evaluation, resulting in a proposal phase when Developer puts forward and prioritizes corrective measures for outstanding issues according to the expected benefits of each measure.</p>	operations requirements in Section 11.
Vol. 1B, Section C.3.3.1, Page 78 Table C3-3	4 ramp profiles were revised to meet the maximum slope of 4%	Book 2 Table 11-2 note 5 exempted these ramps from meeting the 4% maximum grade.
Vol. 1B, Section C.3.3.8, Page 98	In addition to the aesthetic allowance, Developer shall contribute, plant and maintain an extra 1,023 10-gallon trees.	Book 2 and 3 Section 15.3.4 requirements specify the numbers of tree to be planted using several formulas based on opened land outside of the clear zone.
Vol. 1B, Section C.3.3.6, Page 95	RWIS included with ITS plans.	The RWIS was not specified in the CDA in Book 2 and 3 Section 17.
Vol. 1C, ETCS & ITS Final Document, Page 15	As part of the ETCS, Developer will install an Access Control and Alarm Monitoring System (ACAMS) and integrate it into the MOMS at each Toll Zone.	The ACAMS was not specified in the CDA in Book 2 and 3 Section 21.
Vol. 1C, ETCS & ITS Final	The toll collection system, though not required by the RFP the ETCS will have an independent Transaction Audit System (TAS) as an added level of risk	Book 2 and 3 Section 21.5 only requires an annual audit of the

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Document, Section 5.0 Page 1	management	system reliability and accuracy.
Vol. 1C, Final Tolling Plan (Appendix D.4) pages 19-20	<p>Each Tolling Zone on the Facility will have at least two lanes and one full shoulder wide enough for a maintenance or enforcement vehicle to safely park and work on the equipment or observe traffic.</p> <p>The interim configuration associated with the declaration zone requirements pertaining to the eastbound managed lane ramp near Iron Horse and US 377 is relieved of the obligation to meet the technical requirement that the development and construction of an interim configuration accommodate the constraints of the Ultimate Configuration. This Deviation shall only apply to the interim configuration condition; future development and construction of the Ultimate Configuration shall meet all requirements as contained in Book 2. Developer's obligation to conform to such technical requirements for development of the Ultimate Configuration shall be without cost, expense, obligation or liability of TxDOT.</p>	<p>Section 21.3 of Book 2</p> <p>Section 1.1 (Project Scope) and Section 1.2 (Project Description) of Book 2</p>

Identified Key Personnel

Developer commits to provide, and TxDOT hereby approves, the following individuals to initially serve as the following Key Personnel:

Names of Key Personnel	Titles	Facility Key Personnel Positions
Javier Martin Rivals	Concession Facility Project Manager	Person responsible for overall management of the Facility
Emmanuel Rotat	Concession Facility Deputy Project Manager	Person responsible for overall management of the Facility
Luis Rivas	Chief Financial Officer (Developer)	Person responsible for overall management and/or control of the Facility's finances
Rossanna Salazar	Public Information Coordinator	Person responsible for public relations and community outreach

Names of Key Personnel	Titles	Facility Key Personnel Positions
Luis Amigo Lunares	Design Manager	Person responsible for design of the Facility
Mark Smith	Construction Manager	Person responsible for construction, coordination of subcontractors, and scheduling
Dennis Sedlachek	ROW Acquisition Manager	Person responsible for right of way
John Schulte	Utility Manager (Contractor)	Person responsible for utility adjustment
Jesús Alvarez Arcos	QA/QC Operations Manager (Developer)	Person responsible for the control of quality, and the implementation and operation of the Facility's quality systems
Francisco Moreno	Corporate Quality Manager (Developer)	Person responsible for independent quality acceptance
Jennifer Oshel	Environmental Compliance Manager (Design-Build Contractor)	Person responsible for environmental compliance
Federico Gredilla	Roadway Operations Director	Person responsible for Facility operations (such as traffic control and toll collection)
Carles Franch Torm	Maintenance Manager	Person responsible for Facility maintenance