



Regional Toll Implementation Plan

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PBS&J
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Introduction

- CRRMA Regional Toll Implementation Plan (RTIP)
Purpose
 - Analyze the 2008 Comprehensive Mobility Plan (2008 CMP) toll projects
 - Provide an understanding of each project's configuration, status of development, and estimated development/construction cost profile
 - Identify the next steps required for the CRRMA to initiate implementation of its toll program



RTIP Presentation Overview

- 2008 Comprehensive Mobility Plan (2008 CMP)
- 2008 CMP Toll Projects Location Map
- Project Development/Delivery Process
- Regulatory Governance Overview
- EP Metropolitan Planning Organization (EPMPO)
- National Environmental Policy Act (NEPA)
- MTP 2035 Plan and 2008 CMP Toll Projects
- Border Highway West Projects
- Project 14c – Auxiliary Lanes
- Project Cost Estimates
- Funds Identified for 2008 CMP Toll Projects
- Implementation Scenarios
- Project Financing Sources
- Next Steps
- Project 12 Market Valuation



2008 CMP Project Descriptions



2008 Comprehensive Mobility Plan - Updated

El Paso District

JANUARY 2010 - DRAFT

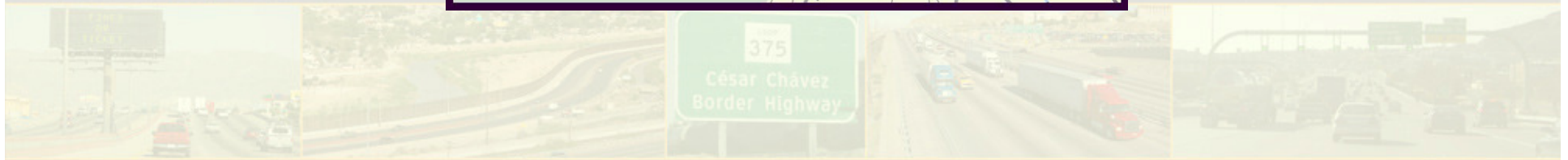
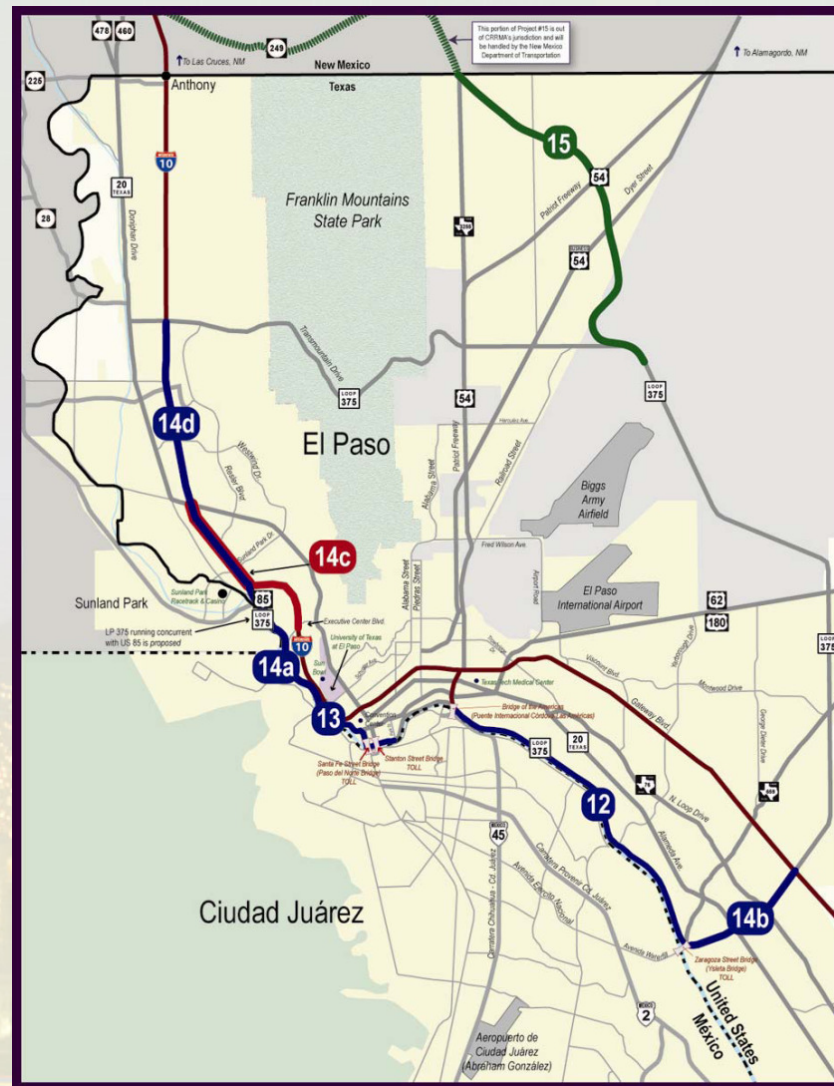
UPDATES LEGEND:	
January-10	
November-09	
October-09	
April-09	

(In Millions)																					
		Roadways																			
CBJ	Proj #	HIGHWAY	DESCRIPTION	Ready to Let Year	Unsat Cost (YOE) Total Project Cost	Cat 1 Preventive Maint. & Rehab.	Cat 2 Metro Area Corridor Projects	Cat 5 CMAQ	Cat 7 STP Metro Mobility	Cat 10 Misc.	Cat 11 District Discr.	CBI Coord Border Infrastr	Estim. TRZ Bond	Estim. Toll Revenue Bond	ARRA TTC	ARRA MPO	Prop 14	Prop 12	Other TBD	Comments	Project Developer
2552-01-033	1	LP 375 (Woodrow Bean Transmountain West)	I-10 to State Park, widen from 2 to 4 lane divided. With grade separations at major streets. 2 direct connects and frontage roads.	2011	\$80.0		\$0.0					\$0.0						\$80.0		Pending approval TPB 1-2010 TPB 10-2-09	TxDOT
2121-02-123	2	I-10 @ UTEP	Interchange improvements	2010	\$12.0		\$0.0			\$0.5		\$11.5								TPB 10-2-09	TxDOT
2552-01-036	3	LP 375 (Woodrow Bean Transmountain Northeast)	Dyer to US 54, build 4 main lanes - including interchange underpass at US 54	2011	\$80.0		\$60.0					\$0.0	\$20.0							TPB 4-3-09 TPB 10-2-09	CRRMA
0874-01-037	4	FM 76 (North Loop)	City limits to FM 1281 widen from 2 to 4 lanes	2011	\$17.0	\$8.0					\$9.0										TxDOT
2552-03-034	5	LP 375 @ FM 659	Interchange improvements, incl'd 2 connectors	2011	\$32.0		\$17.0						\$15.0								CRRMA
2121-04-085, etc.	6	I-10 @ LP 375 (Americas)	Build 2 connectors (out of 8) Original CMP	2010	\$50.0		\$5.0					\$15.0	\$30.0		\$0.0					TPB 4-3-09 TPB 10-2-09	CRRMA
2121-04-082	7		Build 2 connectors (out of 8) ARRA Project	2010	\$96.0										\$75.0	\$21.0				TPB 4-3-09 TPB 10-2-09	
8050-24-001, etc.	8	Horizon / Buford	FM 76 to SH 20 widening from 2 to 4 lanes	2012	\$9.0	\$2.0	\$3.0		\$4.0												TxDOT
0809-01-001	9	SPUR 276 (LP 375 Re-alignment)	From north of Borderland to west of I-10	2011	\$27.0		\$5.0		\$16.0	\$6.0									\$0.0		TxDOT
					subtotal (1)	\$403.0	\$10.0	\$90.0	\$0.0	\$20.0	\$6.5	\$9.0	\$26.5	\$65.0	\$0.0	\$75.0	\$21.0	\$0.0	\$80.0	\$0.0	
		Transit																			
0001-02-054	10	SH 20 (Mesa) - Phase I	SH 20 (Mesa) From Doniphan to UTEP	2010	\$25		\$23	\$2													City of El Paso
0374-02-089	11	US 62/180 (Montana) - Phase I	US 62/180 (Montana) from Hueco Club Park to Airway	2011	\$2		\$2	\$0													City of El Paso
					subtotal	\$27	\$0	\$25	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
		Aesthetics/Highway Improvements																			
2121-01-080	12	I-10	I-10 from LP 375 (Transmountain) to LP 375 (Joe Battle/Americas)	2010	\$10		\$5						\$5								CRRMA
					subtotal	\$10	\$0	\$5	\$0	\$0	\$0	\$0	\$5	\$0	\$0	\$0	\$0	\$0	\$0		
					Non-Toll Projects Total (1)																
						\$440.0	\$10.0	\$120.0	\$2.0	\$20.0	\$6.5	\$9.0	\$26.5	\$70.0	\$0.0	\$75.0	\$21.0	\$0.0	\$80.0	\$0.0	
		CRRMA																			
CBJ	Proj #	HIGHWAY	DESCRIPTION	Ready to Let Year	Total Project Cost	Cat 1 Preventive Maint. & Rehab.	Cat 2 Metro Area	Cat 5 CMAQ	Cat 7 STP Metro Mobility	Cat 10 Misc.	Cat 11 District Discr.	CBI - Coord. Border	Estim. TRZ Bond	Estim. Toll Revenue	ARRA TTC	ARRA MPO	Prop 14	Prop 12	Other TBD	Comments	Project Developer
2552-04-029	13	PHASE I Southern Corridor LP375 (Cesar Chavez)	Add 2 express toll lanes	2011	\$79					\$5							\$74			TPB 4-3-09	CRRMA
2552-04-027	14	PHASE II Southern Corridor LP 375 (Keystone BHW Extension Part I)	Build 4-lane toll connection (Park to Schuster) Schuster Re-alignment with connection to I-10 and Loop 375	TBD	\$226		\$151														CRRMA
2552-04-892	15	PHASE III Southern Corridor LP 375 (BHW Extension Part 2 and Americas)	Build 4-lane elevated toll (Schuster to I-10 at Sunland Interchange) & add 2 express toll lanes at Americas (Zaragoza to I-10)	TBD	\$426									\$250						\$281	CRRMA
2121-02-801 (CDs)	16	I-10 (CD lanes, Sunland Park to I P)	Collector Distributor Lanes (Mesa to Sunland Park)																		CRRMA
2121-01-082	17		Add 2 toll express lanes (Sunland Park Interchange to Loop 375 Transmountain)																		CRRMA
2121-02-119	18	Northeast Parkway	Right of Way acquisition for ultimate design	TBD	\$30		\$0							\$0							CRRMA
0024-06-136	19																				
					RMA Total	\$761	\$0	\$151	\$0	\$5	\$0	\$0	\$0	\$250	\$75	\$0	\$74	\$0	\$281		

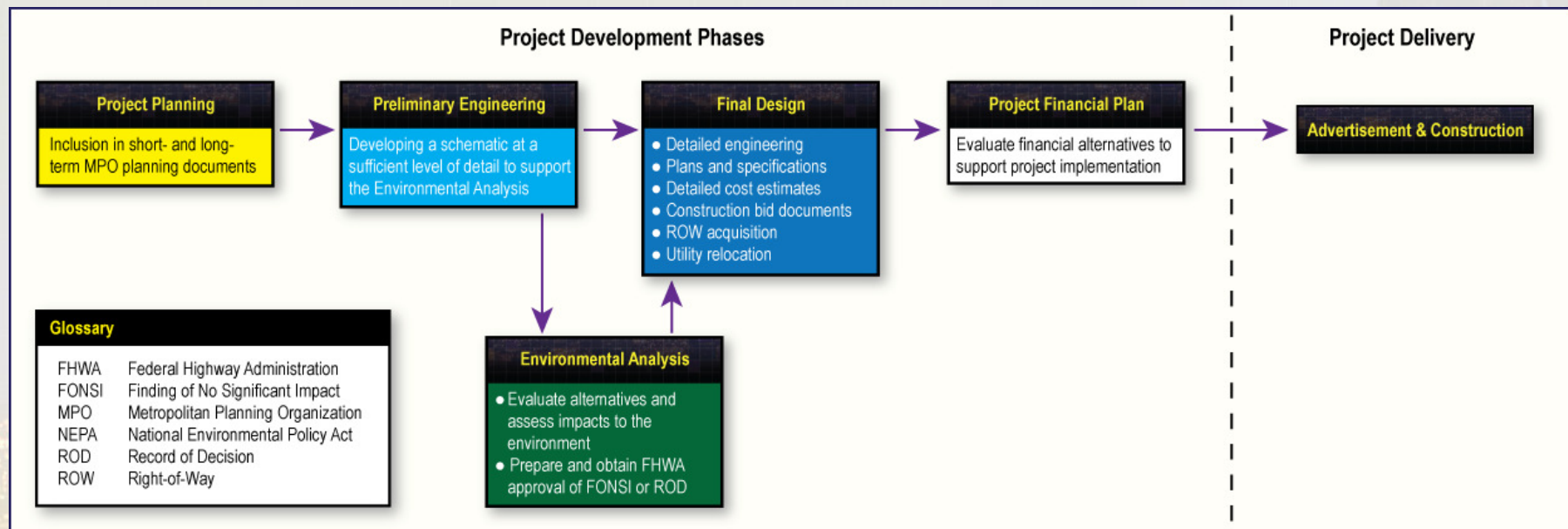
Note (1): Subtotals reflect sum of construction costs for some project and total project cost for others.



2008 CMP Toll Projects Location Map



Project Development/Delivery Process



Project Development/Delivery Time Line

- EPMPO planning – ranges from annually to once every four years depending on plan type
- Preliminary engineering – averages 18 months
- Environmental studies – averages from one to five plus years depending on level of study
- Final design – approximately one year
- Construction – approximately 36 to 45 months depending on project complexity



Regulatory Governance Overview

- Federal US DOT
 - Federal Highway Administration (FHWA)
 - Metropolitan Planning Organization (MPO)
 - National Environmental Policy Act (NEPA)
- SB 792 Market Valuation



EP Metropolitan Planning Organization

- EPMPO: regional multi-modal policy, planning, and federal funding conduit
- Regional transportation plans – fiscally constrained
 - Metropolitan Transportation Plan (MTP)
 - Transportation Improvement Program (TIP)
 - Unified Plan Work Program (UPWP)
- 2008 Comprehensive Mobility Plan (2008 CMP)



National Environmental Policy Act (NEPA)

- Federal funding subject to NEPA regulations
- NEPA Levels
 - Categorical Exclusion (CE)
 - Environmental Analysis (EA)
 - Finding of No Significant Impact (FONSI) OR
 - Environmental Impact Statement (EIS)
 - EIS
- Regional toll network analysis (Jan. 2009)



MTP 2035 Plan & 2008 CMP Toll Projects



- 2008 CMP Toll Projects EPMPO 2035 MTP Plan
 - Project 12 – César Chávez (FONSI 2009)
 - Project 15 – Northeast Parkway (EA in progress)
- 2008 CMP Toll Projects in 2035 MTP – not as toll
 - Project 13
 - Project 14b (MTP 2010 update as toll)
 - Project 14d



MTP 2035 & 2008 CMP Toll Projects (cont.)

- 2008 CMP non-tolled project in MTP plan
 - Project 14c (collector/distributor)
- 2008 CMP tolled project not in MTP
 - Project 14a



Border Highway West Projects

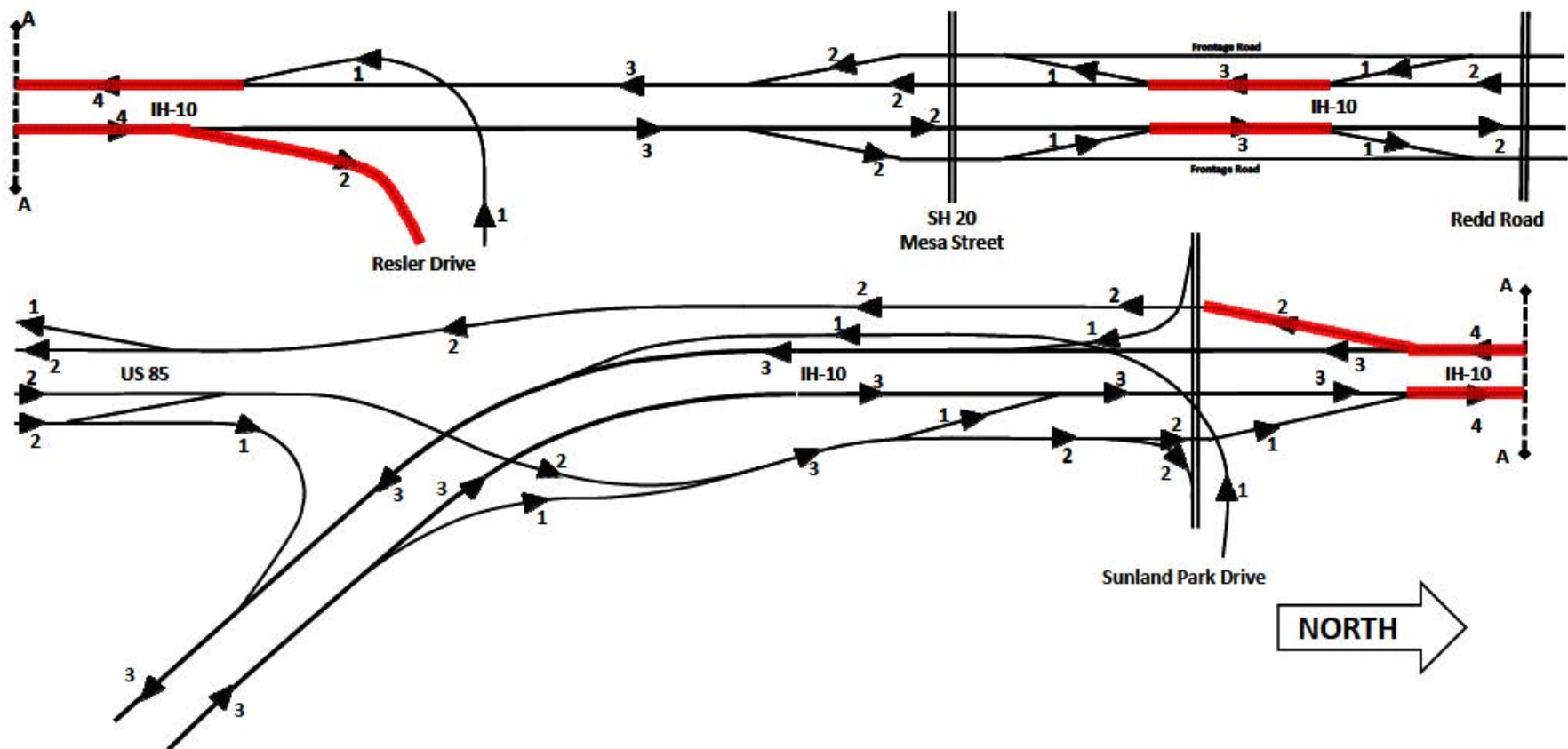
- TxDOT to reinitiate Border Highway West (BHW) projects Environmental Analysis (EA) that will study alternative alignments for
 - Projects 13 /14a
 - Project 14d
 - Project 14c (non toll collector/distributor)
- CRRMA cannot advance BHW projects until the EA is completed and alignments finalized
- Addressed need for congestion relief on I-10 with alternative option (Project 14c – Auxiliary Lanes)



Project 14c – Auxiliary Lanes

Interstate 10 Interim Auxiliary Lane Concept - US 85 to Redd Road

Number of Directional Traffic Lanes



Project 14c – Auxiliary Lane Benefits

- Provides extra merge space for traffic coming onto the highway from entrance ramps
- Allows exiting vehicles extra space to “weave” with entering vehicles rather than “merge” to improve efficiency and throughput
- Two lane exits added for two of the exit ramps to optimize weaving lane arrangements for the best efficiency and throughput



Project Cost Estimates (2009\$)

Project	Phase	Cost	Project	Phase	Cost
12	Planning (EPMPO)	COMPLETED	14C Auxiliary Lanes	Planning (EPMPO)	\$0**
	Preliminary Engineering	COMPLETED		Preliminary Engineering	\$279,000
	Environmental Analysis	COMPLETED		Environmental Analysis	\$72,000
	Final Design & Project Delivery*	\$105,585,157		Final Design & Project Delivery*	\$13,170,749
	Total	\$105,585,157		Total	\$13,521,749
13/14A	Planning (EPMPO)	\$0**	14C Collector Distributor	Planning (EPMPO)	\$0**
	Preliminary Engineering	\$0**		Preliminary Engineering	\$0**
	Environmental Analysis	\$0**		Environmental Analysis	\$0**
	Final Design & Project Delivery*	\$674,279,050		Final Design & Project Delivery*	\$143,324,049
	Total	\$674,279,050		Total	\$143,324,049
14B	Planning (EPMPO)	\$0**	14D	Planning (EPMPO)	\$0**
	Preliminary Engineering	\$879,000		Preliminary Engineering	\$0**
	Environmental Analysis	\$72,000		Environmental Analysis	\$0**
	Final Design & Project Delivery*	\$37,106,964		Final Design & Project Delivery*	\$197,644,359
	Total	\$38,057,964		Total	\$197,644,359
<i>*Includes final design, right-of-way, utility and construction costs</i> <i>**No CRRMA funds required to complete – costs to be incurred by others</i> 2008 CMP toll project estimated costs: \$1.4B in 2009\$			15	Planning (EPMPO)	COMPLETED
				Preliminary Engineering	COMPLETED
				Environmental Analysis	\$0**
				Final Design & Project Delivery*	\$269,854,450
				Total	\$269,854,450



Funds for 2008 CMP Toll Projects

EPMPO funds identified

- Currently Available Funds:
 - \$79M dedicated to Project 12
- Future Funds:
 - Approximately \$151M available for 2008 CMP toll projects as follows:
 - ✓ \$81.3M in 2015
 - ✓ \$45.25M in 2018
 - ✓ \$24.75M in 2019



Implementation Scenario 1

SCENARIO 1: PROJECT 15 RIGHT-OF-WAY ACQUISITION

IDENTIFIED FUNDS

	FUNDING CONSTRAINED SCHEDULE										
	\$79 MILLION		\$151 MILLION								
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
PROJECT 12											
PROJECT 13/14A						NO FUNDING FOR PROJECT DEVELOPMENT ACTIVITIES					
PROJECT 14B											
PROJECT 14C						NO FUNDING FOR PROJECT DEVELOPMENT ACTIVITIES					
PROJECT 14D						NO FUNDING FOR PROJECT DEVELOPMENT ACTIVITIES					
PROJECT 15											
AVAILABLE FUNDS	\$79.0	\$69.4	\$0.0	\$0.0	\$0.0	\$81.3	\$69.1	\$53.9	\$45.3	\$41.6	\$13.8
FUNDS NEEDED FOR PROJECT 12	\$9.6	\$103.1									
FUNDS NEEDED FOR PROJECT 14B						\$1.7	\$4.6	\$43.3	\$0.5		
FUNDS NEEDED FOR PROJECT 15						\$10.6	\$10.6	\$10.7	\$28.0	\$27.8	
TOTAL FUNDS NEEDED	\$9.6	\$103.1	\$0.0	\$0.0	\$0.0	\$12.3	\$15.2	\$53.9	\$28.4	\$27.8	\$0.0
FUNDS REMAINING	\$69.4	\$0.0	\$0.0	\$0.0	\$0.0	\$69.1	\$53.9	\$0.0	\$16.9	\$13.8	\$13.8
SHORTFALL		\$33.7									

NOTES:

1. BASE COST ESTIMATES WERE PREPARED IN 2009 DOLLARS. SCHEDULE REPRESENTS INFLATED COSTS BASED ON YEAR ACTIVITY INCURRED. ANNUAL INFLATION RATES USED TO ESTIMATE FUTURE COSTS ARE AS FOLLOWS: 5% FOR RIGHT-OF-WAY AND UTILITIES AND 3.5% FOR ALL OTHERS (I.E. PRELIMINARY ENGINEERING, ENVIRONMENTAL, FINAL DESIGN, CONSTRUCTION & CE&I).

NO FUNDS AVAILABLE IN 2012 THROUGH 2015 TO COMPLETE PROJECT 12.

Implementation Scenario 2

SCENARIO 2: PROJECT 14C (AUXILIARY LANES) DEVELOPMENT & PROJECT 15 RIGHT-OF-WAY ACQUISITION

IDENTIFIED FUNDS

	FUNDING CONSTRAINED SCHEDULE										
	\$79 MILLION		\$151 MILLION								
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
PROJECT 12											
PROJECT 13/14A											
PROJECT 14B											
PROJECT 14C (AUXILIARY LANES)											
PROJECT 14D											
PROJECT 15											
AVAILABLE FUNDS	\$79.0	\$69.4	\$0.0	\$0.0	\$0.0	\$81.3	\$79.0	\$71.6	\$45.3	\$24.8	\$0.0
FUNDS NEEDED FOR PROJECT 12	\$9.6	\$103.1									
FUNDS NEEDED FOR PROJECT 14B						\$1.7	\$4.6	\$43.3	\$0.5		
FUNDS NEEDED FOR PROJECT 14C						\$0.7	\$2.8	\$13.8	\$0.3		
FUNDS NEEDED FOR PROJECT 15								\$14.5	\$44.5	\$32.7	
TOTAL FUNDS NEEDED	\$9.6	\$103.1	\$0.0	\$0.0	\$0.0	\$2.4	\$7.4	\$71.6	\$45.3	\$32.7	\$0.0
FUNDS REMAINING	\$69.4	\$0.0	\$0.0	\$0.0	\$0.0	\$79.0	\$71.6	\$0.0	\$0.0	\$0.0	\$0.0
SHORTFALL		\$33.7								\$7.9	\$7.9

NOTES:

1. BASE COST ESTIMATES WERE PREPARED IN 2009 DOLLARS. SCHEDULE REPRESENTS INFLATED COSTS BASED ON YEAR ACTIVITY INCURRED. ANNUAL INFLATION RATES USED TO ESTIMATE FUTURE COSTS ARE AS FOLLOWS: 5% FOR RIGHT-OF-WAY AND UTILITIES AND 3.5% FOR ALL OTHERS (I.E. PRELIMINARY ENGINEERING, ENVIRONMENTAL, FINAL DESIGN, CONSTRUCTION & CE&I).

NO FUNDS AVAILABLE IN 2012 THROUGH 2015 TO COMPLETE PROJECT 12.

2008 CMP Toll Projects Implementation



- Project 12 (\$33.7M shortfall)
- Project 14b funded / estimated opening 2018
- Implementation Scenario Options
 - Scenario 1: Acquire Project 15 ROW – \$13.8 M surplus allocate to BHW preliminary engineering
 - Scenario 2: Fund 14c Auxiliary Lanes and partial Project 15 ROW acquisition – \$7.9 M shortfall



Potential Project Financing Sources

- Federal Funds
 - Highway Trust Fund
- Loans
 - Transportation Infrastructure Finance and Innovation Act (TIFIA)
 - State Infrastructure Bank (SIB)
- Bonds
 - Municipal Bonds
 - Texas Prop 12 and Prop 14
- Other
 - Toll Equity Grants
 - Texas Comprehensive Development Agreements (CDA)
 - Pass-Through Finance Program



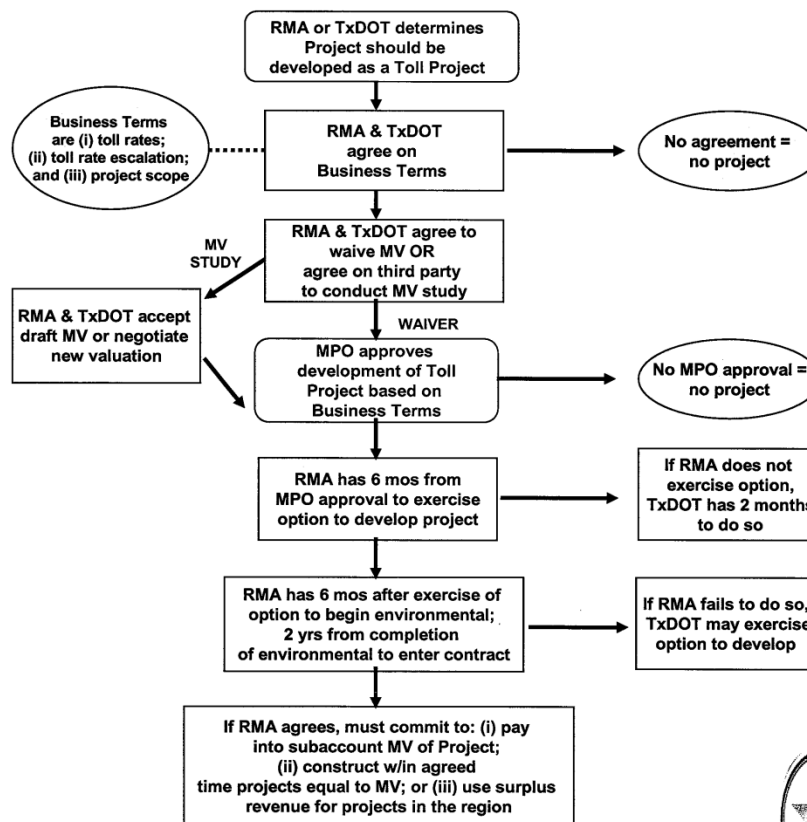
CRRMA Next Steps

- Project 12
 - Identify funds to make up **\$33.7M** funding gap
 - SB 792 Market Valuation Process
- 2008 CMP toll projects: preparation of financial plans require project specific traffic and toll revenue forecast and toll feasibility analysis



SB 792 Market Valuation Process

SB 792 Market Valuation Flow Chart



Project 12 Market Valuation Process

- SB 792 toll project market valuation (expires August 2011)
- TxDOT / CRRMA agree on business terms: project scope, toll rates, toll rate escalation followed by MPO approval
- TxDOT and CRRMA financial analysis
- Estimated revenues/cost – 52 year analysis
 - Capital (development/construction)
 - Life cycle (operations/maintenance)
 - Toll revenues
- If financial analysis shows project worth negative, then no market valuation (MV)
- If financial analysis positive, value negotiated between TxDOT and CRRMA



CRRMA Toll Implementation Plan

- Thank you
- Discussion

