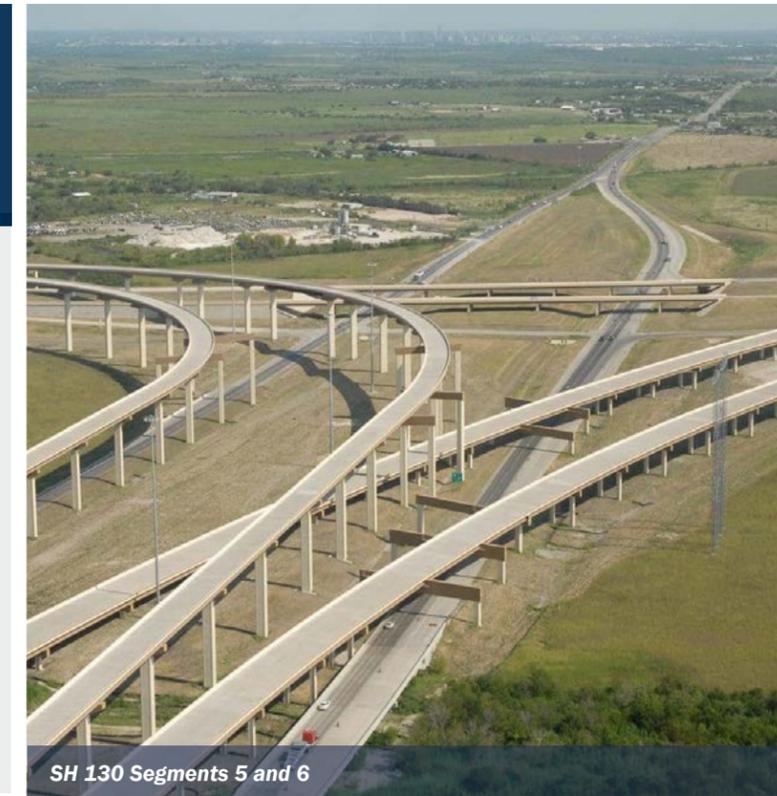




SH 130 (SEG. 5 & 6)

ALTERNATIVE DELIVERY PROGRAM

DEVELOPER: SH 130 Concession Company, LLC



SH 130 Segments 5 and 6

SUCCESS STORY

INNOVATIVE FINANCING



First Public-Private-Partnership (P3) project utilizing the Design-Build-Finance-Operate-Maintain (DBFOM) concession model to deliver a new roadway minimizing the use of TxDOT funds; Developer built the facility when the State could not fund approximately \$900M for construction via traditional methods.



This stretch of road holds a special place in our history. This is the first road built via a public-private partnership.

- Senator Kirk Watson, D-Austin

ACCELERATED DELIVERY



The P3 delivery model enabled the facility to be built by the Developer faster by separating the design and construction for Segments 5 and 6 into four simultaneous projects to expedite the design process that enabled faster overall delivery.

ENHANCED MOBILITY



The facility provides the final step for a continuous bypass from San Antonio to north of Austin by extending the Austin-area bypass all the way to San Antonio and provides an alternative to the heavily-travelled I-35 corridor.



PROJECT DESCRIPTION

FROM: SH 45 TO: I-10

SH 130 is a four-lane, 41-mile toll road southeast of Austin designed to relieve congestion on the heavily traveled I-35, the primary north-south route through Central Texas.

LANE MILES:

267

TOTAL CONTRACT VALUE

\$975 million

PROJECT VALUE AND BENEFITS

- Construction, ROW acquisition, utility relocations, and long-term maintenance costs were paid by private funding in exchange for toll revenues, freeing up State funding for other projects.
- TxDOT received an estimated \$1.3 billion facility with long term operations and maintenance, \$140 million in concession payments, and shared toll revenues; Developer had the revenue risk associated with traffic not meeting projections.
- Developer was financially responsible for addressing post-construction drought-induced road and bridge performance issues.
- TxDOT protected from financial damages when the Developer filed for bankruptcy.
- Hand back requirements provide added value to TxDOT because the Developer must maintain the facility throughout the long-term lease to ensure it meets performance requirements for transfer of facility back to TxDOT.
- Toll Revenue sharing supports other regional mobility improvements.
- Developer is obligated to fix defects due to errors in design or construction.
- Developer must meet defined performance requirements and maintenance obligations at the Developer's cost.
- Facility must meet specific conditions when the facility is handed back to TxDOT after the maintenance term ends.

PROJECT DETAIL HIGHLIGHTS

- Segment 5 is 12 miles, from north of Mustang Ridge to FM 1185 north of Lockhart, following the current US 183 alignment.
- Segment 6 is 29 miles, from FM 1185 to I-10 northeast of Seguin, along approx. 3 miles existing and approx. 26 miles new right-of-way.
- 17 miles of continuous non-tolled frontage roads run from north of Mustang Ridge through CR 218 south of Lockhart (all of Segment 5 and part of segment 6).
- Direct connections at SH 45 Southeast north of Mustang Ridge, at US 183 north of Lockhart, and at I-10.

PROJECT INNOVATIONS

- One of the first facilities in the country to fully embrace the all-electronic open-tolling concept eliminating the construction of and need for manned toll booths.
- Developer utilized new satellite-based tools to monitor roadway conditions.

AWARDS



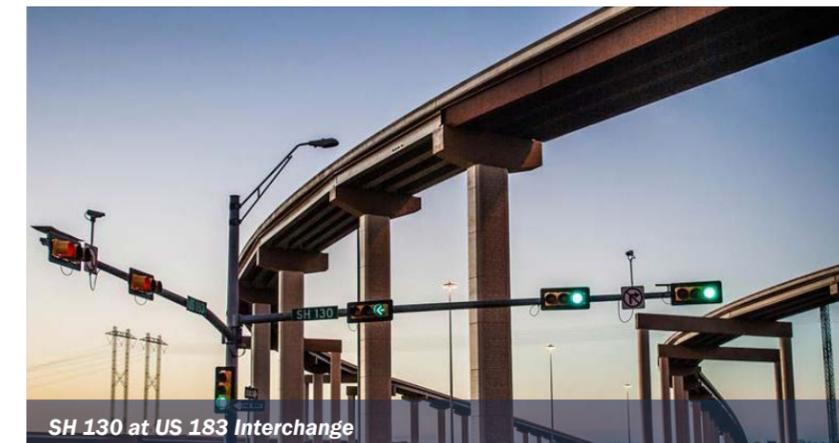
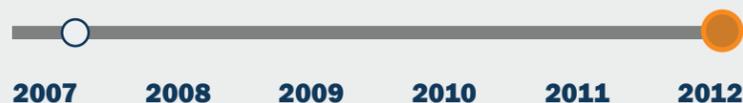
2008 - Project Finance magazine's "Transportation Deal of the Year Award"



2011 - FHWA's "Excellence in Utility Relocation and Accommodation Award"

MAR. 2007
CONTRACT
EXECUTION

OCT. 2012
SUBSTANTIAL
COMPLETION



SH 130 at US 183 Interchange