

## Questions submitted and discussed by the Blue Ribbon Committee:

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*On May 19, 2016, the City's Blue Ribbon Committee voted unanimously to recommend to the Cibolo City Council that the City as an organization pursue the feasibility of extending FM 1103 from Wagon Wheel Way to IH 10 via the means of a toll road.*

*On June 14, 2016, the Cibolo City Council accepted the recommendation from the Blue Ribbon Committee and authorized the City Manager to enter into negotiations with the Texas Turnpike Corporation. The primary goal being that the Texas Turnpike Corporation will pay for and consent the road improvements and extension of FM 1103 to IH 10 without financial assistance or guarantees from the City of Cibolo, Texas.*

*During their deliberations, the Blue Ribbon Committee asked some very insightful questions. We have assembled those questions/responses and have labeled them as "Frequently Asked Questions" to assist and help address questions within the Cibolo Community.*

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### April 7, 2016

#### **1. Who and what is the Texas Turnpike Authority Corporation (TTC)?**

The TTC is a Texas private, for-profit toll road corporation that was formed in 1991 under the now-repealed Texas Civil States Title 32, Article 1448-1465. Private toll road corporations incorporated prior to the repeal date were grandfathered in and continue to have legal authority to finance, design, construct, build, operate, and maintain private toll roads and toll tunnels. However, in order to connect to the State Highway System, certain governmental approvals and studies are required as outlined in the Texas Administrative Code and Texas Transportation Code. The TTC does not have eminent domain authority but may partner with a local governmental entity, tolling authority, or TxDOT.

#### **2. Who and what is Public Werks, Inc.?**

Public Werks, Inc. is a corporation that specializes in partnering with governmental entities to pursue infrastructure improvement. Public Werks manages all aspects of development in coordination with SPPDI.

#### **3. Who and what is Strategic Planning and Project Development, Inc. ("SPPDI")?**

SPPDI is a full service-consulting firm that provides comprehensive program management, construction management, design oversight, right-of-way acquisition, utility coordination and quality assurance management services. The SPPDI team has served as Program Manager overseeing the development of multiple transportation facilities throughout Texas.

#### **4. Can this road really be built, constructed and open in five years?**

If the Cibolo City Council takes action and decides to proceed, feasibility and environmental assessment studies will be commissioned. Once all of those studies, right-of-way acquisition and approval from the Texas Transportation Commission have been completed, construction activities can begin. It is anticipated that construction would take up to three years.

**5. The project seems small compared to other toll road projects found in Dallas and Houston. Why is Public Werks interested in this project in Cibolo?**

The Texas Transportation Commission is primarily focusing its efforts on reducing congestion in the large metropolitan areas. These tend to be large scale and capital-intensive projects, leaving little to no money on the table for more modest projects like this one. Public Werks was created to help communities like Cibolo bridge the financing and project management gap to help deliver projects that will enhance their infrastructure and quality of life.

**6. The S.H. 130 toll project appears to not be doing well financially and is approaching bankruptcy. If the Cibolo project does not have the projected volume of vehicles on it, will the City of Cibolo have to bail your company out or assist you will some level of financing?**

No. Because the Cibolo Turnpike would be 100% financed by the private sector (TTC/Public Werks), they would assume 100% of the risk. If projected traffic volume is lower than anticipated, it would take longer for the investors of TTC/Public Werks to recoup their investment, but the City of Cibolo would not be financially liable in any way.

**7. Recent newspaper articles have indicated that TXDOT will do away with financing toll roads in Texas. Why is this?**

In the past, our roads were built using money collected largely from the gasoline tax, which is a flat, 20-cents-a-gallon tax that hasn't been increased since 1991. As cars have become more fuel-efficient, they are traveling further and paying less. At the same time, increasing construction prices and property values, rapid population growth, and pledges from lawmakers not to raise taxes, have led to a decline in the purchasing power of the gas tax. One solution approved by the Legislature to add capacity and mitigate congestion without increasing taxes was to build toll roads. Public opinion showed people preferred paying tolls over a tax increase, so Texas built nearly two-dozen toll roads within a single decade. In the past three years, some lawmakers say there is a growing sentiment of "toll fatigue" in their districts, and they want to get rid of them. After voters approved Propositions 1 and 7, thus providing additional for transportation, some lawmakers say there will be enough money to convert the existing toll roads to free roads. TxDOT has been directed by the Legislature to determine the cost of eliminating all toll roads in Texas; preliminary estimates put that cost at \$40 billion. Regardless of the Legislature's direction to TxDOT, the decision to build the Cibolo Parkway will be a local one.

**8. What do you think the cost will be to use the Cibolo Parkway? Will it be so expensive that it will never pay for itself?**

The Cibolo Parkway will be consistent with the regional toll policy. Toll rates are predicted to be set initially at 20 cents per mile and increase by 2.75% compounded annually every two years, which allows for predictable, incremental increases to meet financial obligations. It is estimated that it will take about 50 years to pay off the project. (These numbers are estimates at this time as an investment grade traffic and revenue study has not yet been commissioned.)

**9. What happens to the road if Public Werks, Inc. meets with the same results of SH 130? Who owns the road at that point? Will the road be closed?**

The City of Cibolo will always remain the owner the road. If Public Werks were to declare bankruptcy or otherwise go out of business, the road will not be closed. In such instance, the city would likely enter into an agreement with another party to collect the tolls for the continued operation and maintenance of the road.

**10. When does the City of Cibolo share in the revenues paid by users on this road?**

This has yet to be determined but the City of Cibolo maintains the leverage during these negotiations.

**11. How do we know that Public Werks, Inc. will build the road on the timeline you stated**

As with anything in life, things are always subject to change. However, it is in Public Werks' financial interest to adhere to the stated timeline, or even expedite the timeline. The sooner the project is built, the sooner tolls can be collected and investors are paid back.

**12. What role will the Cibolo City Council play with this project?**

Should the Cibolo City Council deem there is enough public support for the project and choose to proceed, approval from the Council will be required. The Council would then authorize the City of Cibolo to begin the negotiation process with Public Werks to enter into a development agreement. Once these conditions have been met, the City of Cibolo and Public Werks would submit an application to TxDOT requesting a Memorandum of Understanding. The Council would authorize the City of Cibolo to begin the land acquisition process. The City will remain the owner of the road and will share in revenue generated from toll collections.

**13. If I already have an easy tag sticker with another Texas provider for toll road use, can I use the one I have or do I need to purchase another one for the Cibolo Parkway?**

Drivers will be able to use their state-issued TxTags, Houston EZ TAGs and Dallas TollTags on the Cibolo Parkway.

**14. Will the Cibolo Parkway be considered a managed lane roadway?**

No. The Cibolo Parkway will operate like a traditional toll road with two lanes in each direction, including a bridge over the Union Pacific Railroad and FM 78.

**April 13, 2016**

**1. Will there be sufficient traffic without changing the TxDOT plan for 1103?**

Cibolo is a fast growing city in a fast growing region of the state and, as a result, we anticipate there will be sufficient traffic for project feasibility without changing the existing TxDOT plan for FM 1103. Preliminary traffic forecasts also show the long-term need for the proposed Cibolo Turnpike and improvements to FM 1103 to ease increasing congestion. However, a nationally recognized traffic engineer accepted by Wall Street Investors will confirm all this after the commissioning of an investment grade traffic study.

**2. Zuehl Rd., Lower Sequin Rd., and SH78 are 3 of the 4 corners. What is the fourth?**

While a general corridor for the proposed facility has been shown (and the intention is for the exit of FM 1103 around Wagon Wheel Way to be the northern terminus) the exact location has not yet been designated. Additionally, the potential exists for a corner terminus location south of Steele High School campus and S.H. 78.

**3. Will law enforcement patrols be limited to City and County personnel?**

Yes, if that is what the City wants. Usually that service is a separate contract and requires additional personnel. We will need dedicated enforcement patrols for the Project. Such contracts will not be a financial burden to the City or County.

**4. In the event of a major accident that closes the highway in one direction, especially during the 2+2 lane configuration, how will traffic be rerouted?**

Traffic control plans and emergency management plans will be developed in consultation with city and public safety officials and will be incorporated into the on-going operations and maintenance of the facility. The goal is to have the safest and most efficient and effective plans in place in the event of a major accident.

**5. What is Plan B if the four corners fail to “explode with interest and commercial activity”?**

The Cibolo Turnpike is needed regardless of whether development alongside the facility materializes. Furthermore, the anticipated economic development is not a prerequisite for the development of the turnpike. This road project is being developed with the expectation that tolls alone will support the project. We believe that the Cibolo Turnpike will likely increase the pace of economic development in this area by providing better access to this area.

**6. What are the names of the other organizations that provide this same service that John Crew with Texas Turnpike Corporation does? He mentioned that there were 4 or 5 other companies and that only a couple were in good standing? What were the names of them and have we gone through this same process with them yet? If so what were the determining factors that kept us working with Texas Turnpike Corp (TTC)? Is there any other option for other investors to do the same thing?**

As of April 11, 2016, there are two other organizations that have “active” status on the Texas Comptroller’s website (<https://mycpa.cpa.state.tx.us>): Road & Bridges Builders, Inc. and National Tollroad Authority Corporation. We are unaware of any of their activities in the marketplace. To our knowledge, the City of Cibolo has not gone through this same process with them yet. The determining factor for working with TTC is their track record of providing pre-development dollars on a greenfield project. TTC is the only current tollroad corporation who has officially worked with TxDOT in developing a new facility.

**7. How does the TTC make their money? What is the percentage of the toll that would go to them? What is the return that TTC is expecting on the investment?**

Through our annual license fee plus a share of the profits after all expenses, which includes debt, equity, operating expenses, and capital reserves. TTC investors will have an ownership interest in the Project. To the extent the Project hits its feasibility, then TTC investors will receive distributions that will hopefully generate a 12-14% return on its capital, which is typical of concession contracts issue by TxDOT and elsewhere.

Typically, during the first ten years of a greenfield toll facility there is little current return available for investor equity.

There is not a direct percentage of the toll that goes to TTC.

**8. How long does the proposed toll take to “repay” the initial investment?**

Typical investors look to get their money out in ten years, however, completely amortizing the debt it would take at least 30-36 years; additional time to average the 12-14% return on equity. We estimate that there will be a ten-year holding period before recouping the initial investment on the Project, with little or no current return during that period. Initial investors will generally not go longer than this on greenfield development.

**9. When that term is over what are the plans for the road? Keep it a toll road? Take the tolls out?**

The term of ownership will be 75 years with an option to renew. There will also be an early buyout clause for the City, if they want to remove the tolls in the future.

**10. Can we allocate portions of the TIRZ money for other specific uses? Examples, 10% for parks improvements or development, 10% for economic development, 10% for funding Police?**

Money generated using Tax Increment Financing, whether TIRZ (Tax Increment Reinvestment Zone) or TRZ (Transportation Reinvestment Zone), are governed by rules as to what those funds can and cannot be used for. However, those rules are well understood, and the use of the funds is more of a policy decision by the local community.

**11. What is the cost that TTC has estimated that this will take to complete?**

The preliminary estimate prior to any design is approximately \$125MM.

**12. What is the timeline that they expect to complete?**

Upon agreement from first the local community and then TxDOT, we would move forward with Project Development. We anticipate that the planning and design phase would take approximately 18 months. Construction would take another 24 months with completion in 2020.

**13. Maintenance range that was given was between 7-25 years? Pretty big gap? What would be the factors to be considered to get it closer to the 25-year end before maintenance would be needed. What guarantees on the roads would be provided to assure quality?**

The reason for the big gap is that we have not yet done any geotechnical studies that will give us the exact answer to the question.

It is important to know that, in reality, maintenance occurs from day one once the road opens. Toll roads are typically maintained at a higher level than non-toll facilities because there is a fiduciary requirement to the bond holders that the facility is maintained to higher level.

As to when large capital maintenance projects occur, such as pavement overlay, rehab, etc., that will be indicative as to the type of the initial pavement. For example, we have illustrated concrete, not asphalt, and costs in our draft *pro forma*. Concrete is more expensive up front but does not require as much early maintenance.

TxDOT will have to approve all plans prior to construction and we expect that the general guarantees for road quality found in the marketplace would be in place on this project.

**14. Who will enforce/monitor traffic and safety on the toll road?**

Usually that service is a separate contract and requires additional personnel. We will need dedicated enforcement patrols for the Project. Such contracts will not be a financial burden to the City or County.

**15. How close will this road actually be to Steele High School?**

While a general corridor for the proposed facility has been shown, the exact location has not yet been designated. The actual proximity to Steele High School will be determined through the design process.

**16. Has Cibolo already appraised any of the properties according to the path shown on the map?**

The City has not spent any funds to appraise any of the properties along the proposed Cibolo Turnpike. The City has done a preliminary engineering survey review of the existing ownership of the properties within a quarter mile of the centerline of the proposed Cibolo Turnpike. As part of their review, LNV, Inc. accessed public records prepared by the Guadalupe County Appraisal District to show current land ownership and current land values. The route study was done by LNV, Inc. on December 28, 2015.

**17. Can any of the other Bond issues (roadway repairs; sidewalks; fire and police department buildings or personnel) be tied to this roadway project?**

No, however this is part of the planning process that looks to revenue applications for dollars generated from a combination of the TRZ's and TIRZ's.

**18. What level of approval does the TTC need in order for them to move forward on this project, if this route is chosen?**

Upon formal resolution from the City of Cibolo requesting TxDOT to enter into a Memorandum of Understanding with TTC, we could move forward with Project Development. TTC would also need for the Project to be on the MPO's funded Metropolitan Transportation Plan.

**19. Is the FM 78 'finger' necessary to this overall project?**

No; however, the land use plan indicates that it is important for commercial development for the City of Cibolo.

**20. Can this project be accomplished in phases or is it an all or nothing? By this I mean can the phase from 1103 to 78 be one bit and then 78 to IH 10 be the other?**

From a revenue standpoint, it needs to be a complete project connecting the two interstates. The value of the project is to create connectivity, therefore, a staggered or phased concept would not allow for the revenue generation that could meet cash flow needs. Although toll projects are considered scalable, it is important to understand that this scalability is based on capacity and connectivity.

**April 27, 2016**

**1. Are we the first city of our kind (population, size, location, etc.) to do a project like this?**

Yes, Cibolo is taking advantage of its growth rate, location and size to initiate the development of its needed transportation infrastructure. The process for accomplishing this task has been previously detailed, as well as experienced, by TXDOT within the past two years. This project will be overseen by the TXDOT San Antonio district engineer and his staff.

**2. How close will the proposed road be to Steele High School?**

The exact location is yet to be determined, however those types of details can be controlled by the City and incorporated into the engineering details and design.

**3. How will the proposed road tie in on the southern end (IH 10)?**

It is expected to be engineered to be safe and efficient for the traffic that will be entering and exiting the existing frontage roads on IH-10. Again those details will be influenced heavily by the City’s desires as well as the overall feasibility. The intent is to tie the new road into Zuehl Road. Ultimately, there will be direct flyovers and connections to the main lanes of IH 10.

**4. Explain “contracted” law enforcement. Who will pay for this?**

Our law enforcement will be extra duty for the existing law enforcement officials and the Project will need to ‘contract’ for that additional cost of enforcement including added personnel dedicated to the Project. The Project revenues will pay for this cost.

**5. What exactly are we agreeing or disagreeing to? Are we simply making a recommendation that this project is worthy of further pursuit?**

You are making a recommendation to the City Council that this idea be pursued as a way to accomplish/construct these needed transportation improvements now.

**6. How will the proposed road merge onto FM 1103?**

It is expected to be engineered to be safe and efficient for the traffic that will be entering and exiting the existing section of FM 1103. Again those details will be influenced heavily by the City’s desires as well as the overall feasibility.

**7. How do we get from the process here to “turning dirt?”**

‘Project Gates’

<b>Gate #</b>	<b>Item</b>	<b>Occurrence</b>
1 <sup>st</sup>	Initial meeting with Cibolo City Manager to discuss Texas Turnpike Corporation’s (TTC) credentials in Cibolo, TX	November, 2014
2 <sup>nd</sup>	Meeting with Cibolo City Staff and Regional TxDOT officials including the District Engineer, at District Headquarters in San Antonio, TX	January, 2015
3 <sup>rd</sup>	Introduction of concept to Cibolo City Council at public council workshop in Seguin, TX	February, 2015
4 <sup>th</sup>	Re-introduction of concept to Cibolo City Council at public council workshop in Seguin, TX	February, 2016
5 <sup>th</sup>	Formation of Blue Ribbon Committee by the City of Cibolo	March, 2016
6 <sup>th</sup>	Deliberation of concept by Blue Ribbon Committee	April & May, 2016
7 <sup>th</sup>	Written recommendation of Blue Ribbon Committee to Cibolo City Council	June, 2016
8 <sup>th</sup>	City Council Resolutions to: -to request Memorandum of Understanding with TxDOT -to request Metropolitan Planning Organization to add Project to Regional Metropolitan Transportation Plan -to initiate formation of TRZ/TIRZ	June, 2016

9 <sup>th</sup>	Discuss and consider pursuit of FM 1103 ‘giveback’ with TxDOT	June, 2016
10 <sup>th</sup>	Level One Traffic & Revenue Study & Initial Construction Cost Estimate & Environmental Constraints Report	By July, 2016
11 <sup>th</sup>	Project added to Funded Regional Transportation Plan by the Alamo Area Metropolitan Planning Organization	By July, 2016
12 <sup>th</sup>	Execution of MOU between TxDOT and TTC/City of Cibolo	By July, 2016
13 <sup>th</sup>	Formation of TRZ/TIRZ – Tax Increment Zones	By July, 2016
14 <sup>th</sup>	Generation of Project Concept and Drawings	By August, 2016
15 <sup>th</sup>	Initial Investment and Development Capital raise by TTC	After Above
16 <sup>th</sup>	Scheduling of Public Hearings: Discussions with local project stakeholders; Endorsement of Project	After Above
17 <sup>th</sup>	City of Cibolo Land Use Plan identifies right of way acquisition activities	After Above
18 <sup>th</sup>	Execution of Ground Lease Agreement with the City of Cibolo	To be scheduled
19 <sup>th</sup>	Level Two Traffic & Revenue Study / Construction Estimate Feasibility	To be scheduled
20 <sup>th</sup>	Conclusion of Environmental Assessment/identification of necessary permits	To be scheduled
21 <sup>st</sup>	Acquisition of additional right-of-way if needed	To be scheduled
22 <sup>nd</sup>	Design parameters / TxDOT concurrence reflected in Minute Order	To be scheduled
23 <sup>rd</sup>	Commencement of finance package	To be scheduled
24 <sup>th</sup>	Conclusion of financing package and construction guarantees	To be scheduled
25 <sup>th</sup>	Commencement of final design and construction	To be scheduled
26 <sup>th</sup>	Completion of construction	To be scheduled
27 <sup>th</sup>	Toll road open to traffic	2020

**8. Will public hearings be scheduled?**

Yes. By regulation of the Texas Administrative Code we are required to hold multiple public hearings under the same parameters that TXDOT holds its hearings.

**9. Has the City pursued other options besides a toll road?**

I believe that the City Manager said that he had exhaustively evaluated all other practical options.

**10. How many properties will be affected?**

The current plan impacts approximately 40 to 45 land owners.

May 2, 2016

**1. How was this company vetted against their competitors?**

There was a meeting at TXDOT in the San Antonio District office with the District Engineer, Mario Jorge and others. At the meeting the concept of a public-private partnership was discussed and Texas Turnpike Corporation as well as Cintra illustrated how each would interface with the City. TTC would provide the predevelopment capital in their illustration, however, Cintra would not be willing to expend the early predevelopment capital. This arrangement with TTC is one that TXDOT has entered into before.

**2. What is the economic impact of the toll road 5, 10 years?**

Those studies will be part of the feasibility that the predevelopment money will be used for.

**3. What is the anticipated impact of the traffic on the new FM 1103? Is the traffic anticipated to be commercial or auto?**

The traffic studies will illustrate the impact to all the corridors of ingress and egress in the City. It is anticipated that the traffic will be automobile only.

**4. Who will maintain the toll road and how will it be paid for? Who will own maintaining the existing FM 1103 due to the additional traffic?**

TTC will be responsible for maintaining the toll road. It will be paid for as a current expense from toll revenues.

**5. What is the impact to the existing land owners what the TIRZ/TRZ is created?**

The landowners will have their taxable assessed values fixed at the time the TRZ would be formed. Any growth would be taxed much like it would be normally except that the incremental taxes would go to the district. If their land was in agriculture exemption, it would stay that way until sold or until a different use was employed.

**6. Who makes up the TIRZ / TRZ board?**

This is determined by the City Council and in alignment with the enabling legislation.

**7. What are the reasons we SHOULD NOT do this? Negative impacts.**

The infrastructure is needed and TxDOT does not have the funds to provide a viable alternative for building this project.

**8. How do we hold the contractor accountable? Success Criteria?**

TTC would not be a contractor. They will be an investor/owner of the tollroad along with the City of Cibolo. The City and TTC's interest will be aligned except for the exclusion of the negative downside risk to the City. The return of capital and the return on capital will be the efficiency drivers. All of this to be detailed by agreement.

**9. As you know the current SH130 contractor is in serious financial trouble? What will make this different and what are the implications of the road failing financially?**

The contractors/Concessionaires are not in trouble, the senior lenders and equity holders are the ones with a problem. The Concession owners are still making annual fees and are maintaining the facility. This will ultimately be a financial restructuring so that the anticipated revenues received are more accurately correlated to the necessary financial obligations- debt and equity.

We will follow the estimations of our Investment Grade Traffic study and will actually have a larger percentage of equity in the transaction than Cintra, (et.al.) did. It still boils down to getting the usage of the Tollroad to the level that it will pay for cost of operations and for the necessary financial returns. If the road misses its financial obligations the “loser” is the investors. The motoring public will still be using the road as if nothing had happened. The portion of SH130 that is in trouble is still having traffic utilize the roadway.

**10. According to responses to previous questions the project is expected to have provided a 12-14% return on investment by 30-36 years after completion. Why would the contract be for 75 years? Why would the city even consider renewing said contract after 75 years?**

**Previous Response:** Typical investors look to get their money out in ten years, however, completely amortizing the debt would take at least 30-36 years; additional time would be needed to average the 12-14% return on equity. We estimate that there will be at least a ten-year holding period before recouping the initial investment on the Project, with little or no current return during that period. Initial investors will generally not go longer than this on greenfield development.

**Additional Information:** *TTC is taking all the risk and providing all the cash to develop and construct the Project, and therefore, we are only interested in an ownership interest in the Project. We are not interested in ‘leasing’ the Project for a limited period of time. We feel that 150 years is a length of time, however, that represents ownership, even though it too is limited. Remember as well, that the City will be partnering with us and will financially benefit from this. The City is providing no guarantees as other governmental entities have done in the past on similar Texas projects.*

**11. If Texas Turnpike feels it necessary to maintain the road to a high standard in order to protect the investment of their investors and it wants a contract to operate the road for 75 years shouldn't it alone be responsible for maintaining the road out of the tolls it collects? If not, why not? If so, why the need for a TRZ or TIRZ?**

**Additional Information:** *TTC feels that the City can enhance the credit worthiness of the Project by adding the TRZ/TIRZ (“Zone”) to the mix. All operation and maintenance dollars will be provided for by the tolls paid for by the Public traveling the Project. Those monies are spent first on all operational and maintenance expenses and those expenses get paid before debt service/investment return in the flow of funds. The Zones could provide for specific needs that may occur, and would require additional infrastructure development that would be outside the scope of the toll project. There are specific development needs that support the use of the toll facility that can be directly funded by revenue from a TIRZ. The public service improvements are important due to the growth service needs. If these service needs are not addressed in the early stages and subsequently cannot be developed then the restrictive application of the land use planning would have a negative effect on the traffic demand. In addition, the Zone formations could allow the Project to receive additional early credit enhancement that was generated. It would reflect a confidence that new growth and economic development are expected. We are partnering with the City for the reason that their contribution to the success of the Project will be with the formation of the Zone. A successful Project is a ‘win-win’ for the investors and the City. Zone creations provide committed revenue for public service needs, while providing a method for the City to be a participant without having exposure to the debt service.*

**12. If funding for road maintenance is provided by the TRZ or TIRZ why will taxpayer funds be used to maintain private investor share/bond values?**

*Additional Information: There is not a plan to use zone funds for toll road functions. It is the intent to use these funds to insure the mutual benefit of the project, and they are placed in a manner that provides confidence that the FUTURE development needs will be addressed.*

**13. The proposed future land use map shows a commercial zone at the intersection of Arizpe and the Cibolo Turnpike but the proposal doesn't call for an exit at that intersection. How is a commercial zone expected to flourish without an exit? How will Arizpe traffic cross the turnpike? If there is an overpass or traffic signal to allow Arizpe traffic to cross the turnpike who will pay for it?**

*Additional Information: The Project is waiting conceptual validation and then, with the request of City, will we design the wish list for intersections and the roadway location. The "How's" will be engineered as to financial feasibility and then agreed upon with City officials. The Project has not advanced far enough to give you a detailed design of that intersection at this time. There will be no at-grade crossings of the Project. If the Arizpe intersection is called for by the land use planning committee then it will be included into the Project's cost.*

**14. How will the interchange at Lower Seguin Road function? Will there be an overpass in order to maintain speed along the turnpike or a traffic signal to allow crossing traffic to move safely? If there is an overpass or traffic signal at this interchange who will pay for it?**

*Additional Information: The answer to the previous question will be the response to any question that requires a detailed, or even desktop review of traffic flow, safety and economic impact needs. It is first critical to remove any question as to financial constraint on the roadway or service needs that must be addressed in this process.*