

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 06-04

WHEREAS, the Central Texas Regional Mobility Authority ("CTRMA") was created pursuant to the request of Travis and Williamson Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, *et seq.* (the "RMA Rules"); and

WHEREAS, the Board of Directors of the CTRMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, in a minute order approved on August 25, 2005, the Texas Transportation Commission authorized the CTRMA to pursue the development of the 290 East Turnpike Project; and

WHEREAS, in Resolution No. 05-73, dated September 28, 2005, the Board of Directors approved the entry into a Traffic and Revenue Engineering Services Agreement with URS Corporation for the provision of traffic and revenue engineering services for CTRMA projects and potential projects; and

WHEREAS, URS Corporation has developed a scope of work and proposed budget for an investment grade traffic and revenue study for the 290 East Turnpike Project; and

WHEREAS, a copy of that proposed scope of work and budget is contained in Work Authorization No. 2, attached hereto as Attachment "A"; and

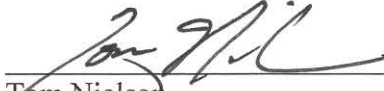
WHEREAS, the CTRMA Board of Directors must approve Work Authorization No. 2 before URS may proceed with work thereunder; and

WHEREAS, URS has represented to the Board of Directors that the work reflected in Work Authorization No. 2 and the cost thereof is necessary and appropriate.

NOW THEREFORE, BE IT RESOLVED, that the CTRMA Board of Directors approves Work Authorization No. 2, attached hereto as Attachment "A", provided that any work commenced under Work Authorization No. 2 be subject to the Traffic and Revenue Engineering Services Agreement between the CTRMA and URS.


Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 31st day of January, 2006.

Submitted and reviewed by:



Tom Nielson
General Counsel for the Central
Texas Regional Mobility Authority

Approved:



Robert E. Tesch
Chairman, Board of Directors
Resolution Number 06-04
Date Passed 01/31/06

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URS CORPORATION
SCOPE OF SERVICES
FOR
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY (CTRMA)
January 17, 2006

WORK AUTORIZATION # 2
US 290E TOLL DEVELOPMENT PROJECT
INVESTMENT GRADE TRAFFIC AND REVENUE ENGINEERING SERVICES

The Investment Grade Traffic and Revenue Engineering Services described herein are to be provided by URS Corporation (URS) to the Central Texas Regional Mobility Authority (CTRMA) to prepare an Investment Grade Traffic and Toll Revenue Study and Report for the US 290E toll road project. The US 290E baseline project is defined from US 183 to SH 130.

SCOPE OF SERVICES

This Scope of Services is organized into 13 principal tasks that encompass the investment grade study, documentation, and support of project financing. Significant analysis of all aspects of the US 290E project along with a comprehensive modeling effort involving the toll diversion forecasting and the socioeconomic data (SED) underlying the demographic projections are part of this complex study. Included in this comprehensive work program are the following tasks:

- Task 1 – Project Management
- Task 2 – Data Compilation and Review
- Task 3 – Traffic Data Collection/Field Surveys
- Task 4 – Economic/Demographic Data
- Task 5 – Stated Preference Travel Study
- Task 6 – Model Development/Validation
- Task 7 – Toll Rate Schedule/Toll Collection Plan
- Task 8 – Project Configuration
- Task 9 – Traffic Estimation
- Task 10 – Toll Revenue Forecasts
- Task 11 – Financial Feasibility
- Task 12 – Documentation
- Task 13 – Financing Support

The project schedule, staffing plan, and budget that support this scope of services are attached.

Task 1 – Project Management

Meetings, coordination, administration, and quality assurance comprise Task 1 and are described in the following subtasks:

- 1.1 Meetings
 - 1.1.2 Project Kick-Off, Scope Development, and Mobilization Meetings
 - 1.1.3 Project Progress Meetings to be Scheduled Monthly
 - 1.1.4 Presentations to the CTRMA Board and Other Interested Parties

ATTACHMENT "A"
TO
Resolution No. 06-04

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- 1.2 Coordination
 - 1.2.1 Coordination with the CTRMA Working Group, Governmental Organizations (including TxDOT), Charles River Associates (Regional Mobility Study), and Other Entities to be Identified by the CTRMA
 - 1.2.2 Coordination with Sub-Consultants: Resource Systems Group, GRAM Traffic, Bomba & Associates, and Alliance Transportation Group
 - 1.2.3 Establish Communications Procedures and Documentation
- 1.3 Project Schedule and Monthly Updates
- 1.4 Progress Reports and Invoices (Monthly)
- 1.5 Project Quality Assurance

Task 2 – Data Compilation and Review (Previous Relevant Studies)

This task involves maximizing the utilization of previous studies by evaluating their relevance for the US 290E project. The CTRMA and other local, state, and/or Federal governmental agencies have performed numerous studies with relevance to the US 290E project. URS will obtain and review studies pertaining to toll feasibility projects, TxDOT count data, and area SED projections. A technical memorandum will be issued to document the results of the Task 2 work. The subtasks below are not intended as a complete list, but are examples of previous studies that contain relevant information.

- 2.1 Review Other Relevant CTRMA Toll Feasibility Reports
- 2.2 Review CTRMA Market Research Survey Report (Wilson Research)
- 2.3 US 183A Investment Grade Study Report
- 2.4 Compile and Review Available Historical Traffic Volume and Travel Time Data
- 2.5 Obtain and Review TxDOT Count Station Data
- 2.6 Obtain and Review the Latest Capital Area Metropolitan Planning Organization (CAMPO) Regional Travel Demand Model Revised Roadway Network
- 2.7 Review the CTPP (Central Texas Turnpike Plan) 2005 SED Set
- 2.8 SH 130 Stated Preference Travel Study Report

Task 3 – Traffic Data Collection/Field Surveys

The first step in this task will be to determine the US 290E study area, which will go beyond the limits of the project to encompass a larger geographic area of influence. In this task, the baseline of existing corridor traffic and travel related data will be developed and documented. The principal purpose of developing this baseline will be for validation of the CAMPO model. Work will involve travel time studies, traffic data collection, origin/destination (O/D) studies, and review of available historical traffic information. Traffic study data collection will be closely coordinated with the CTRMA Director of Communications. A technical memorandum will be issued describing the data collection program and documenting the results of the traffic studies. The subtasks below describe the work that will be performed.

- 3.1 Develop traffic count program in the US 290E corridor to supplement available data from TxDOT count stations and other projects. A count program will be developed to gather current data from US 290E, parallel routes, cross streets, and other routes to be determined.
- 3.2 Conduct travel time studies on US 290E, parallel routes, cross street routes, and frontage roads.

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- 3.3 Perform trip origin-destination (O/D) surveys. In addition query travelers for information pertaining to trip frequency, trip purpose, vehicle classification, vehicle occupancy, and other travel information.
- 3.4 Compile traffic, travel time, and O/D study data for validation of the regional travel model.

Task 4 – Economic/Demographic Data

The CAMPO regional travel model contains the network that will be the baseline model for the US 290E traffic and toll revenue forecasts. Contained in the CAMPO model are the region's Traffic Serial Zone (TSZ) systems, which are the cartographic boundary files that detail the SED and travel-related data. URS understands that the revised CAMPO model updated the network only and not the SED set. The recently developed SED set for the CTTTP 2005 refinancing analysis will be used as the initial, underlying data for this effort. This data set will be expanded, as needed, to encompass the US 290E study area to provide a common and consistent database for this project and the Preliminary T & R corridors. Work in this task, as it pertains to gathering data from other organization sources, will be closely coordinated with the CTRMA Director of Communications. A technical memorandum will be issued describing the work performed in Task 4 and documenting the results.

For this task, URS has retained the services of Bomba & Associates to assess the reasonableness of the forecast in the updated CTTTP. Bomba & Associates has successfully completed this task in similar investment grade studies for three Austin area toll road projects: SH 130, SH 45/Loop 1, and US 183-A. Additionally, Bomba & Associates served as consultant in this capacity for the 2005 CTTTP SED update.

URS anticipates the 2005 CTTTP database will be used for TSZs outside of the project study area, since many previously received a close level of scrutiny. An assessment of the forecasts outside of the study area at a subarea level of geography will be performed for this investment grade analysis. Should any adjustments to the subarea forecasts be deemed necessary, the SED will be allocated proportionately to the TSZs.

4.1 Data Collection

Collect data and review recent literature that summarizes demographic and economic changes to Travis County, the Austin metropolitan area, and, in particular, changes within the US 290E study area. The data will be used to identify recent population and employment development trends and prospects for future growth. Data will be collected from the following sources:

- U.S. Census Bureau
- Texas State Data Center
- Texas Workforce Commission
- Texas Water Development Board
- Texas Comptroller of Public Accounts office
- Capital Area Metropolitan Planning Organization
- City of Austin
- City of Manor
- City of Pflugerville
- Travis County
- *Austin-American Statesman*

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- *Austin Business Journal*
- Any other relevant source.

Maps will be obtained from the various municipalities in the study area showing zoning, water and wastewater infrastructure, sensitive environmental features, etc., plus recent digital orthoimagery of the study area.

4.2. Field Surveys

Field surveys will be performed encompassing the entire US 290E study area to discern recent development patterns, including field surveys of selected areas of interest throughout Travis County. Areas of growth and change will be mapped for use during the study area assessment.

(NOTE: The level of effort that will be required in this task is dependent upon the level of SED changes in the CTTTP 2005 update from the previous version of the CTTTP.)

4.3 Interview Local Officials

Local officials who represent local public entities, such as planning or permitting departments, with jurisdictions in the study area will be interviewed. Public entities that will be contacted include:

- City of Austin
- City of Manor
- City of Elgin
- City of Pflugerville
- Travis County
- Others as determined appropriate

4.4 Review and Adjust Baseline Population and Employment at the TSZ Level

If necessary, the baseline population and employment estimates at the TSZ level will be adjusted based on the results of work in the previous subtasks. This effort will not employ econometric or demographic models to create new forecasts or to adjust existing forecasts. Baseline population estimates at the TSZ level will be randomly selected and compared to data from the 2000 U.S. Census. If a TSZ's baseline employment estimate is judged to be inaccurate, the figures will be updated. This will be done by conducting a field survey of the TSZ to record the locations of employment, identifying the square footage of those facilities, and multiplying the building area by a ratio of employees per square foot.

(NOTE: This subtask includes work associated with splitting TSZs and re-allocating the SED to the adjusted zonal system within the study area to achieve a more refined level of detail for traffic modeling purposes.)

4.5 Assess and Adjust TSZ Population and Employment Forecasts

Population and employment forecasts in the study area for the years 2007, 2017, and 2030 will be adjusted if necessary. Should intermediate forecast periods be required, the intervening years will be interpolated from the model forecast periods. Adjustments will be made to TSZs outside of the study area if it were determined these changes would be germane to this analysis.

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4.6 Identify Growth Sensitivities for a “Low-Growth” Scenario

Based upon the information collected in Subtasks 4.1, 4.2, 4.3, 4.4, and 4.5. TSZs within the US 290E study area might have their population or employment forecasts adjusted as part of a “low-growth” sensitivity analysis, should future conditions change. This identification will also include select areas outside of the study area as well.

Task 5 – Stated Preference Travel Study

URS will perform a Stated Preference Travel Study, the purpose of which is to survey motorists on their travel preferences, patterns, and willingness to pay tolls. Market based transportation research is especially critical in areas such as Austin where tolling is a new concept and there are no existing toll facilities from which to obtain and analyze actual user data. In addition, the URS Team will compare the results of the US 290E preference study with the 1999 preference study performed by the URS team for the SH 130 project. Work in this task, as it pertains to performance of the travel survey, will be closely coordinated with the CTRMA Director of Communications.

URS has retained the services of Resource Systems Group (RSG) to perform this study. Working with URS, RSG previously performed a Stated Preference Travel Study for the SH 130 project and is familiar with Austin and its environs. A technical memorandum will be prepared documenting the project approach, data and findings. It will include details of methods used for the survey, the survey data that were collected and the models that were developed. Work in this task is described below (scope enhanced since 11.1.05 draft).

Phase 1 – Travel Survey

5.1 Develop Survey Questionnaire

The survey questionnaire will include questions to describe the most recent trip that the respondent made within the corridor. These questions will be followed with stated preference experiments in which characteristics of the corridor travel alternatives – travel times tolls – are systematically varied. Finally, the questionnaire will include sufficient demographic details to allow the sample to be expanded to the full population. The questionnaire will be structured so that it can be completed in 10 minutes or less. An initial draft of the survey questionnaire will be developed and provided for team review and comment. The questionnaire will be revised in response to these comments and the revised draft used as the starting point for Task 5.2.

5.2 Program Survey Instrument

The survey questionnaire will be programmed using Resource Systems Group’s IVIS™ system. This system provides a graphical user interface and sophisticated dynamic branching to improve the efficiency and cost-effectiveness of stated preference data collection. The survey questionnaire will be programmed to be administered at central sites on laptop computers and will be available for use over the Internet. The instrument will include digital maps to allow respondents convenient alternatives for specifying trip origins and destinations. The completed survey instrument will be provided to the project team for review and comment and will be revised as appropriate based on pre-test results.

5.3 Develop Survey Plan

A survey plan will be developed that ensures adequate coverage of all key population groups. The survey administration will be conducted at a variety of sites. Obtaining the

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cooperation necessary to cover all of the most desirable sites will be an important piece of the administration planning. These sites will likely shopping centers, office buildings and other major activity centers. At each site, a cluster of 2-6 laptop computers will be provided. Survey staff will recruit/qualify potential respondents, assign them to a computer and assist them as necessary in completing the questionnaire.

In addition, the survey will be made available to respondents over the web. We have found that, particularly in the Austin region, the web option is particularly attractive to younger, more mobile, more educated individuals who have high non-response rates with conventional surveys.

5.4 Administer Survey

The survey will be administered in accordance with the final survey plan. An initial pre-test will be conducted to provide field input on the questionnaire design and administration methods. The survey questionnaire and plan will be modified based on the pre-test results and the revised survey will be sent to full field. The fieldwork will be directed by a staff manager with a field team of two to four others will be responsible for recruiting and assisting respondents. The staff manager will maintain tallies of survey progress and adjust the survey plan as necessary to ensure that the fieldwork is completed on time and within the allocated portion of the budget.

Phase 2 – Data Analysis and Modeling

5.5 Data analysis

Upon completion of the data collection, descriptive tabulations of the data will be completed. Tabulations will be prepared for responses to each question and selected cross-tabulations will be prepared to evaluate relationships among key variables. These tabulations will include general information about the characteristics of the sample and of their responses to the stated preference experiments.

The data will also be compiled into a dataset suitable for statistical choice model estimation.

5.6 Statistical Modeling

Stated preference data from the survey will be analyzed using accepted statistical techniques. Travel choice models will be estimated using ALOGIT, a widely used commercial software package that was developed specifically for this type of application. The models will include effects of travel time and toll level on the choice between tolled and toll-free routes.

5.7 Estimation of Individualized Models

This task will estimate values of time by individual respondent. This will be accomplished using state-of-the-art methods such as hierarchical Bayes or simulation-based classical estimation of the logit kernel model and will result in an estimate of the full distribution of values of time. The resulting models will be implemented in spreadsheet form and methods for implementing them in URS's traffic forecasting model will be developed.

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Task 6 – Model Development/Validation

URS will develop a traffic/toll revenue-forecasting model for the US 290E project for which the year 2030 CAMPO regional travel model will be the baseline. URS staff is familiar with the CAMPO regional travel demand model, which we are using for the Texas Turnpike Authority (TTA) SH 130 Investment Grade Study. URS will coordinate the calibration and validation of the CAMPO model with CAMPO staff. CAMPO is updating its model, which will be available to the TTA, CTRMA, and other agencies in the near future. Work in this task is described in the subtasks below.

- 6.1 Install the updated version of the CAMPO regional travel model for use on this project. URS currently utilizes the previous version of the CAMPO model for its T&R projects in the Austin area. Therefore, this step to review the new version of the CAMPO model documentation and then test the model is critical. Should URS staff experience any difficulties in testing the model, these will be resolved with CAMPO staff prior to applying the model to the US 290E study.
- 6.2 Compare the Task 3 field study results with the CAMPO model assumptions and validate the model to existing conditions. Compare field travel time data with the travel times estimated by the highway assignment process and adjust the CAMPO model highway network parameters as needed to improve replication of observed speeds. Compare the ground counts to those in the model and adjust, as needed, to reflect observed conditions. Verify the baseline trip table both at the screenline level and at specific link locations utilizing select-link techniques. This will be an iterative process requiring adjustments possibly both to the highway assignment and trip distribution routines. Model calibration and validation will be coordinated with CAMPO staff.
- 6.3 These parameters plus those from the O/D studies performed in Task 3 and Stated Preference Study results in Task 5 will be input to CAMPO the mode-choice model by traveler segment. It is assumed these data will provide the travel preference baseline for input to the US 290E project.
- 6.4 Update the CAMPO model with the URS Team revised TSZ system (the split TSZ's) re-allocated SED and enhanced roadway network (refer to subtask 4.4).
- 6.5 Perform a "reasonableness" test of the CAMPO model that will confirm the model validation to observed conditions and of the preference data. These tests are typically performed at specified traffic screen lines where modeled outputs are checked against observed conditions. Should modeled results vary from the observed conditions beyond levels considered "reasonable" for travel demand modeling, URS would first verify the model chain performance. If the model is determined to be performing as expected, then URS would make further adjustments to the model. This model adjustment process will be coordinated with CAMPO staff. Replication of observed conditions in the baseline model is important for forecasting future traffic. (NOTE: It is unknown at this time the level of testing that will be required on the updated CAMPO model for the CTRMA studies.)

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Task 7 – Toll Rate Schedule and Toll Collection Plan

The US 290E toll rate schedule will be established with specific input from the US 183A, other Austin-area toll road projects, and the Stated Preference Travel Study. Toll collection methods will be developed considering Electronic Toll Collection (ETC) and cash operations. Work to be performed is described the subtasks below.

- 7.1 Develop a toll rate schedule that is based on Austin-area toll rate plans and those being implemented on the US 183A, SH 130, and SH 45 projects. The rate schedule will identify the opening year rate with an annual escalator for estimating annual toll revenues. The toll rate schedule will be input to Task 9 for traffic modeling purposes.
- 7.2 Various methods of toll collection will be analyzed to determine the method most feasible for the US 290E project. It has been decided by the CTRMA T&R Working Group that a combined ETC and cash collection system and ETC only will be tested in the modeling program. The following toll options will be evaluated:
 - Non Tolled (baseline)
 - Tolled with ETC only
 - Tolled with Combined Cash and ETC
 - Open Road Tolling (ORT) – Video Tolling
 - Design Traffic (between non tolled and tolled) includes general turning movements

Task 8 – Project Configuration and Network Projects

The preliminary design of the US 290E project (prepared by the design engineer) will be provided to URS for input to modeling program. The modeling program will determine the levels of traffic attracted to the project, which may affect the ultimate sizing of the facility and subsequently the design. The following work will be performed.

- 8.1 Obtain the US 290E preliminary design for the roadway layout including the main lanes, ramps, frontage road system, and toll collection design. Code the project into the network in preparation for the modeling task. Through an iterative modeling process the traffic volumes will be estimated on the project. URS will make recommendations for sizing the project based on the traffic volumes and operations considerations, which could necessitate design revisions.
- 8.2 The baseline US 290E project is from US 183 to SH 130. Options to be evaluated (coded and modeled) include the following:
 - Direct connectors at US 183 to and from the north
 - Extension of US 290E from SH 130 to FM 973
 - Direct connectors at SH 130 from the north to the south
- 8.3 Update and maintain a file of future transportation projects in the CAMPO network. URS staff will review each future project and input it into an assumptions spreadsheet that will be included in the project report. This file will contain the name of the project, schedule, facility type, sponsoring entity (e.g., CTRMA, TxDOT, county, cities, etc.), and other relevant

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information. Projects will be updated based upon meetings with the sponsoring entities. Each project will be coded into the network based upon the updated assumptions.

Task 9 – US 290E Traffic Estimation

In this task, URS will perform the traffic modeling to estimate volumes for the US 290E project. With the SED and network links added into the CAMPO model (validated), URS will then use the model to forecast traffic. Included in the modeling process are assumptions pertaining to toll evasion, revenue ramp-up periods, and seasonal variations. Based upon the traffic volume estimates, URS will provide recommendations, if any, for sizing the facility or adjustments to the toll collection strategies, ramp configuration, and/or frontage road system. Work to be performed in this task is described below.

- 9.1 Develop a table of no-build and build alternatives to be modeled, which will include a no-toll scenario. Results of the no-toll scenario will reflect the estimated traffic volumes on the project without tolls. The no-build and no-toll scenarios will be used to compare the build toll alternatives to assess the impacts of toll constraints indicated by model output. In addition to the initial models runs, URS will perform sensitivity tests.
- 9.2 Model the no-build and build alternatives during the forecast period and with periodic toll increases with various toll strategies (from Task 7) including constant tolls. Each alternative will include toll details, e.g., interchange-to-interchange toll rates, discounts for tag users, etc. This disaggregated technique allows individual components of a revenue stream to be pooled to reflect the project forecast.
- 9.3 Model outputs can be expected to reflect the impacts of the tolls at various levels. However, as a check on the reasonableness of the model outputs, URS will conduct an independent traffic/toll elasticity analysis and compare the model outputs with the elasticity expectations. This work is an iterative process, in terms of model adjustment, that may require adjusting the model assumptions to resolve any differences between model output and elasticity.
- 9.4 Review traffic volumes for the baseline and alternatives to determine whether the proposed frontage road cross-sections and intersection approaches will operate at an acceptable Level of Service (LOS) based on a variety of factors, including turning lane movements. This capacity analysis will focus on the frontage road intersections along the corridor at 10 locations between US 183 and SH 130 and an alternative to FM 973 and design traffic on the main line. The analysis will be performed for morning and evening peak hour traffic volumes utilizing the methods of the 2000 Highway Capacity Manual with the Synchro / Sim Traffic 6.0 software.

Task 10 – Toll Revenue Forecasts

This task focuses on the US 290E toll revenue forecasts under various tolling strategies and design configurations assumed in previous tasks. URS will perform an extensive analysis to optimize toll rates, tolling strategies, and tolling locations. Opening year and future years' (40-year forecast) toll revenue potential will be analyzed and documented. Phasing or re-sizing the project may be considered based upon the estimated toll revenue stream. Preliminary T & R estimates will be documented in a technical memorandum for consideration by the CTRMA T&R Working Group. Work to be performed in this task is described below.

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- 10.1 Analyze the model outputs from Task 9 to determine the toll revenue potential for opening year and a 40-year forecast under various tolling conditions and project configurations. Results of this analysis will be displayed in a tabular format. Based upon the results of this analysis, schemes to optimize toll revenue may be introduced.
- 10.2 Results of the sensitivity and elasticity tests will be analyzed and shown in a tabular format in the project report. This analysis will provide additional documentation to support the reasonableness of the modeling approach and results. Sensitivity tests will include the following and others TBD by the T&R Working Group:
- Socioeconomic adjustments (differing growth forecasts)
 - Network adjustments (changes in competing or contributing roadway network)
 - Value of Time adjustments
 - Toll rate adjustments, e.g., lower rates, value pricing strategies, etc.
 - Economic indicators, such as fuel costs

Task 11 – Financial Feasibility

In this task, URS will analyze the Task 10 results and determine the feasibility of the US 290E toll project. Additional costs elements will be required to determine the feasibility of the project, e.g., capital costs and operations and maintenance (O/M) estimates. Work in this task will involve.

- 11.1 Obtain the project construction (soft and hard) cost estimates from PBS&J. Coordinate development of the annual O/M estimates with PBS&J.
- 11.2 Develop tables showing the annualized toll revenues versus the costs to determine the feasibility of the US 290E project for inclusion in the URS T & R report.

Task 12 – Documentation

The US 290E investment grade traffic and toll revenue study will be documented at various stages with technical memoranda, including the Preliminary Toll Revenue Forecasts, and the draft and final report. Technical memoranda will be issued in draft format for review, comment, and approval by the CTRMA T&R Working Group. Then the final technical memoranda will be issued. The documents are itemized below:

| Task | Deliverable |
|-----------|--|
| 1 | Scope of Services, Budget, Schedule |
| 2 | Technical Memorandum 1: Results of the Review of Other Studies |
| 3 | Technical Memorandum 2: Traffic Study |
| 4 | Technical Memorandum 3: Economic/Demographic Study |
| 5 | Technical Memorandum 4: Stated Preference Travel Study |
| 6 | N/A |
| 7/9/10/11 | Technical Memorandum 5: Toll Rate Schedule/Toll Plan and Preliminary T&R Forecasts/Feasibility |
| 8 | N/A |
| 12 | US 290E Investment Grade T&R Study Draft and Final Report |

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Task 13 – Project Financing Support

URS will support the financing of the project with documentation of the investment grade study and as a member of the CTRMA T&R Working Group. Our support will involve meetings with the working group, presentations of the Investment Grade study to the rating agencies, bond insurance companies, and other organizations to be identified by the CTRMA. URS will prepare materials (presentation boards, power point slides, handouts, etc.) as needed for presentation purposes.

URS assumes seven meetings/presentations in this scope for staffing and budgeting purposes. It is assumed four meetings will take place in Austin, TX, two meetings in New York City, and one meeting in Washington, DC. Should additional meetings/presentations be required to support project financing, URS will scope and budget these meetings on a time and materials (T&M) basis, plus reimbursable for other direct costs incurred, e.g., travel, lodging, meals, etc.

Work in this task is described in the subtasks below:

- 13.1 Review financing documents
- 13.2 Review disclosure documents
- 13.3 Participate in meetings regarding bond and disclosure documents and prepare presentation materials, e.g., power point slides, presentation boards, handouts, etc.
- 13.4 Certify information in the disclosure documents related to the URS Traffic and Toll Revenue Investment Grade Study report, including the underlying assumptions

URS Proposed Budget - WA #2
 US 290E Investment Grade Study
 4-Jan-06

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12 Month
 Schedule

| TASK | Total Hours | Total Labor Cost |
|---------------------------------------|-------------|------------------|
| Task 1 Project Management | 1572 | \$167,827.76 |
| Task 2 Review Previous Studies | 92 | \$8,500.01 |
| Task 3 Traffic Field Studies | 384 | \$35,714.23 |
| Task 4 SED Collection and Analysis | 344 | \$27,780.46 |
| Task 5 Stated Preference Travel Study | 152 | \$14,756.21 |
| Task 6 Model Development/Validation | 1068 | \$89,453.89 |
| Task 7 Toll Schedule / Plan | 236 | \$27,122.14 |
| Task 8 Project Configuration | 740 | \$58,826.03 |
| Task 9 Traffic Estimation | 1120 | \$104,280.67 |
| Task 10 Toll Revenue Forecasts | 414 | \$39,537.42 |
| Task 11 Financial Feasibility | 186 | \$18,987.15 |
| Task 12 Documentation | 1224 | \$112,728.95 |
| Task 13 Project Financing Support | 524 | \$75,801.55 |

LABOR
 Total hours 8056 \$781,316.47

Total labor (rounded) \$781,300

EXPENSES

| | |
|------------------------------------|----------|
| Air travel (22 trips @ \$600) | \$13,200 |
| Lodging (NY/Wash 8 nights @ \$300) | \$2,400 |
| Lodging (AUS 29 nights @ \$175) | \$5,075 |
| Meals (43 days @ \$90) | \$3,870 |
| Rental vehicle (35 days @ \$75) | \$2,625 |
| Gasoline (35 days@\$25) | \$875 |
| Postage | \$400 |
| Color Copies (@ \$1.40 ea) | \$140 |
| B/W Oversize Copies | \$200 |
| Tech Memos (5x25copiesx\$30/ea) | \$3,750 |
| Report (2X25copies@\$40/ea) | \$2,000 |
| Engineering/Graphic Plots | \$700 |
| Courier | \$850 |
| Presentation Boards (25@\$300/ea) | \$7,500 |
| Expense subtotal | |
| Total expenses (rounded) | \$43,600 |

TOTAL URS COSTS \$824,900

SUB-CONTRACTOR COSTS

| | |
|--------------------|-----------|
| ATG | \$53,100 |
| Bomba & Associates | \$98,800 |
| GRAM Traffic | \$290,400 |
| RSG | \$140,000 |

TOTAL US 290E URS T&R COSTS \$1,407,200