

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

**RESOLUTION NO. 10-87**

**Authorize a Green Credit Incentive Program in Connection with the  
Manor Expressway Design-Build Comprehensive Development Agreement RFDP**

WHEREAS, by Resolution No. 10-22, dated March 31, 2010, the Board of Directors authorized CTRMA staff to issue a Request for Qualifications ("RFQ") for development of all or a portion of the 290 East Turnpike Project (the "Project") as a design/build comprehensive development agreement; and

WHEREAS, by Resolution No. 10-71, dated July 28, 2010, the Board of Directors approved a short list of teams that responded to the RFQ who are eligible to submit a proposal in response to a request for detailed proposals ("RFDP") to be issued after a final RFDP is approved and authorized by the Board of Directors; and

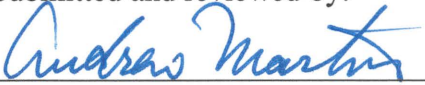
WHEREAS, in an effort to increase the sustainability of the Project and its development, CTRMA staff has proposed a "Green Credits" Program to be incorporated into the final RFDP for development of the Project through a design/build CDA that will be presented to the Board for its approval.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors approves the "CTRMA Manor Expressway D/B CDA Draft RFDP 'Green Credits' Program Summary" in the form or substantially the same form attached as Attachment "A" to this Resolution; and


BE IT FURTHER RESOLVED, that the terms and conditions of the "Green Credits" Program shall be incorporated into the final RFDP brought to the Board of Directors for its consideration and approval at a future meeting.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 29th day of September, 2010.

Submitted and reviewed by:

  
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Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

Approved:

  
\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number 10-87  
Date Passed 09/29/10

**ATTACHMENT "A"**  
**TO**  
**RESOLUTION 10-87**

**CTRMA Manor Expressway D/B CDA**  
**Draft RFDP 'Green Credits' Program Summary**

**CTRMA MANOR EXPRESSWAY  
D/B CDA DRAFT RFDP  
“GREEN CREDITS” PROGRAM SUMMARY**

**INTRODUCTION**

As part of the CTRMA’s efforts to increase the sustainability of their project implementation, a Green Credits program has been incorporated into the Request for Detailed Proposals (RFDP) which will be issued to procure a developer to enter into a Design/Build Comprehensive Development Agreement (D/B CDA).

In summary, the D/B CDA Developer shall complete all Mandatory Sustainable Initiatives and enough Optional Sustainable Initiatives to **achieve a total of 30 Green Credits** based on the specifications and associated credit values provided in the RFDP. **Attaining the required number of Green Credits is a condition of Final Acceptance.**

**MANDATORY SUSTAINABLE INITIATIVES**

The D/B CDA Developer is required to complete the following Mandatory Sustainable Initiatives. Green Credits will be awarded pending CTRMA approval of the completion of the requirements for each Mandatory Sustainable Initiative. Green Credits may be withheld if the CTRMA determines, in its sole discretion, that the D/B CDA Developer has not completed the requirements of the Mandatory Sustainable Initiative.

<b>ID</b>	<b>Action</b>	<b>Credits</b>
M-1	Establish, implement, and maintain a formal Noise Mitigation Plan.	1
M-2	Establish, implement, and maintain a formal Dust/Emission and Odor Control Plan.	1
M-3	Establish, implement, and maintain a formal Construction and Demolition Waste Management Plan (CWMP).	1
M-4	Establish, implement, and maintain a formal Site Recycling Plan.	1

**OPTIONAL SUSTAINABLE INITIATIVES**

The Developer may complete any of the following Optional Sustainable Initiatives. **Green Credits will be awarded pending CTRMA approval of the completion of the requirements for each Optional Sustainable Initiative.** Green Credits may be withheld if the CTRMA determines, in its sole discretion, that the D/B CDA Developer has not completed the requirements of the respective Optional Sustainable Initiative.

<b>ID</b>	<b>Action</b>	<b>Credits</b>
0-1	Use grass channels, where appropriate to increase permeable areas. <i>Action is intended to reduce stormwater runoff and associated pollutants to adjacent water resources.</i>	1 (25%), 2 (50%), 3 (75%)
0-2	All 250W and 400W luminaires shall be replaced with equivalent LED luminaires.	5 (100%)
0-3	Utilize fiber roll for sediment and erosion control. <i>Fiber roll is a tubular shaped device filled with natural core filling and wrapped with a containment mesh. Fiber rolls allow water to flow through while capturing runoff sediments.</i>	1 (3+ uses), 2 (5+ uses), 3 (7+ uses)
0-4	Use biodegradable silt fence.	1 (25%), 2 (50%), 3 (75%)
0-5	Use compost in lieu of traditional vegetative mulch. <i>Action is intended to reduce waste sent to landfills.</i>	1 (25%), 2 (50%), 3 (75%)
0-6	Use solar or battery powered warning signs.	1 (25%), 2 (50%), 3 (75%)
0-7	Use solar or battery powered traffic control devices.	1 (25%), 2 (50%), 3 (75%)
0-8	Use LED variable message signs.	1 (25%), 2 (50%), 3 (75%)

0-9	Reuse existing pavement.	4 (80%), 5 (90%)
0-10	Reuse on-site removed topsoil.	1 (50%), 2 (75%)
0-11	Use recycled materials as a substitute for virgin materials.	1 (10-20%), 2 (20-30%), 3 (30-40%), 4 (40-50%) 5 (50-60%)
0-12	Use recycled materials in fill/embankment.	1 (25%), 2 (50%)
0-13	Recycle natural untreated wood waste for use as mulch and/or ground cover.	1 (50%), 2 (75%)
0-14	Obtain regional materials for construction. <i>Action is intended to reduce transportation related emissions and support the local economy.</i>	1 (60% < 50 mi or avg < 500 mi) 2 (74% < 50 mi or avg < 338 mi) 3 (84% < 50 mi or avg < 225 mi) 4 (90% < 50 mi or avg < 150 mi) 5 (95% < 50 mi or avg < 100 mi)
0-15	Use precast or modular construction elements. <i>Action intended to reduce the consumption of material resources.</i>	1 (25%), 2 (50%), 3 (75%)
0-16	Use Certified Wood. <i>Action intended to support sustainable forestry practices.</i>	1 (25%), 2 (50%), 3 (75%)
0-17	Separate steel from other co-mingled demolished on-site materials for recycling.	1 (50% of steel separated), 2 (75% of steel separated)
0-18	Separate wood from other co-mingled demolished on-site materials for recycling.	1 (50% of wood separated), 2 (75% of wood separated)
0-19	Arrange for the reuse of signal appurtenances by another project.	1 (25%), 2 (50%), 3 (75%)
0-20	Arrange for the reuse of demolished guardrail by another project.	1 (25%), 2 (50%), 3 (75%)
0-21	Arrange for the reuse of demolished signs by another project.	1 (25%), 2 (50%), 3 (75%)
0-22	Arrange for the reuse of other demolished materials by another project, by another municipality or state agency, or at nearby abandoned quarries to help fulfill an approved reclamation plan.	1 (25% of each material), 2 (50% of each material), 3 (75% of each material)
0-23	Use reclaimed or non-treated water for dust control during construction to reduce the amount of potable water being used.	1 (25%), 2 (50%), 3 (75%)
0-24	Store all construction waste for landfill separately from construction waste for recycling.	1 (100%)
0-25	Reduce the overall consumption of fossil fuels by nonroad construction equipment.	1 (15%), 2 (25%)
0-26	Reduce air emissions from nonroad construction equipment by early achievement of the EPA Tier 4 emission standard.	1 (50% of fleet operation hrs), 2 (75% of fleet operation hrs)
0-27	Place at least 90% of HMA on the project using a paver that is certified to have met National Institute for Occupational Safety and Health (NIOSH) emission guidelines. <i>Action intended to improve human health by reducing worker exposure to asphalt fumes.</i>	1 (90%)
0-28	Locate the field office close to the Project construction site.	1 (<2 mi), 2 (<1 mi), 3 (<.5 mi)
0-29	Utilize automated idle shutdown for equipment.	1 (25%), 2 (50%), 3 (75%)
0-30	Utilize hybrid vehicles.	1 (25%), 2 (50%), 3 (75%)
0-31	Utilize vehicles and equipment with 4 cycle engines in lieu of 2 cycle engines. <i>The benefits of a 4 cycle engine include greater potential torque, higher fuel economy, and better emissions.</i>	1 (25%), 2 (50%), 3 (75%)
0-32	Retrofit diesel engines with cleaner certified configurations.	1 (25%), 2 (50%), 3 (75%)
0-33	Ensure spill kits are available on all equipment.	1 (100%)

## **REPORTING**

At the **end of each quarter** (April 1st, July, 1st, October 1st, and January 1st) **and at the completion of the Project, the Developer shall submit a report to the CTRMA outlining all Mandatory Sustainable Initiatives and Optional Sustainable Initiatives implemented/ utilized on the Project;** the associated number of Green Credits earned will also be tabulated. Should the Developer attain the Green Credit requirement prior to the end of the Project, they must continue to submit accurate reports regarding the implementation/ utilization of all initiatives. Failure to do so will result in forfeiture of any awards and/or incentives.

## **EFFECTS ON PRICE AND SCHEDULE**

**All cost and schedule impacts, both direct and indirect, associated with the inclusion of any and all Mandatory Sustainable Initiatives and Optional Sustainable Initiatives implemented by the D/B CDA Developer are considered to be included in the D/B CDA Developer's Proposal.** Inclusion of any and all Mandatory Sustainable Initiatives and Optional Sustainable Initiatives by the D/B CDA Developer in the implementation of this Agreement **will not be allowed as basis for any cost or time claims** by the D/B CDA Developer.

## **SUGGESTED GREEN CREDIT VALUES FROM D/B CDA DEVELOPER**

In addition to the Mandatory Sustainable Initiatives and the Optional Sustainable Initiatives, the **D/B CDA Developer may submit requests to the CTRMA to amend the initiatives.** These requests must contain a description of the new initiative, the sustainable benefits, and a suggested Green Credit value. Those requests approved by the CTRMA will be available for the D/B CDA Developer's use in attaining the required total number of Green Credits.

## **SUSTAINABILITY LEVEL 2 PROJECT**

For **exceeding** the Project requirement by **10 Green Credits**, the D/B CDA Developer will be **recognized with a plaque and an incentive payment of \$5,000.00.**

## **SUSTAINABILITY LEVEL 3 PROJECT**

For **exceeding** the Project requirement by **20 Green Credits**, the D/B CDA Developer will be **recognized with a plaque and an incentive payment of \$10,000.00.**

## **REFERENCES**

The following documents were used to compile the above list of sustainable initiatives.

Greenroads Version 1.0 Abridged Manual. <http://www.greenroads.us/366/download-the-manual.html>.

NYS DOT GreenLITES Project Design Certification Program. September 2008.

<https://www.nysdot.gov/programs/greenlites/repository/Green%20LITES%20Certification%20Program%20-%20Full%20Doc%20-%20Final.pdf>

Parsons Brinkerhoff Highway Sustainability Checklist Version 6.

[http://pbsustainability.com/pdfs/Highway\\_Sustainability\\_Checklist.xls](http://pbsustainability.com/pdfs/Highway_Sustainability_Checklist.xls)

MoDOT Green Credit Pilot Program. 2009.