

# Board of Director's Meeting

May 27, 2015

9:00 a.m.



CENTRAL TEXAS  
Regional Mobility Authority



## Item 2

# Opportunity for Public Comment



**CENTRAL TEXAS**  
**Regional Mobility Authority**





## Item 3

# Presentation of Draft FY 2016 Budget



- **Review Chart of Accounts structure**
  
- **Budget in Summary**
  - FY 2015 End of Year Estimates
  - FY 2016 Revenue Estimates
  - FY 2016 Expense Estimates by Function and Department
  - FY 2016 Operating Capital Budget
  - FY 2016 Cash Flow Projections
  - FY 2016 Proposed Cash Expenditures
  
- **Budget Calendar**



## Major Expense Categories

### Previous

- Salaries and Wages**
- Contractual Services**
- Materials and Supplies**
- Operating Expenses**
- Financing Expenses**

### New (beginning FY 2015)

- Salaries and Benefits**
- Administrative Expenses**
- Operations and Maintenance**
- Other Expenses**
- Non Operating Expenses**

# FY 2015 Estimated Cash Flow



	FY 2015 Adopted Budget	FY 2015 Estimated Actual
<b>Revenues</b>		
Total Revenue	\$ 54,219,372	\$ 54,396,390
<b>Expenses</b>		
Total Expenses	\$ (86,804,785)	\$ (82,000,000)
<b>Add: Non Cash Expenses</b>		
Amortization Expense		1,540,000
Depreciation Expense		22,274,000
Bond Issuance Expense		250,000
Accreted Interest - CABS		4,100,000
Total Non Cash Expenses		<u>\$ 28,164,000</u>
Add: 2011 Sr. Bond Interest Expense funded from one-time source		17,893,212
<b>Less: Cash Outlays</b>		
Capital Expenses		(5,000)
Debt Service - Principal Due		(3,475,000)
Renewal and Replacement Funding		(3,000,000)
183/183A Intersection Funding		(2,000,000)
Net Estimated Cash Flow FY 2015		<u>\$ 9,973,602</u>



# FY 2016 Proposed Budget - Revenues



## Revenues:

	FY 2015 Adopted Budget	FY 2016 Proposed Budget	Increase (Decrease)
<i>Operating Revenue:</i>			
Toll Revenue	\$ 34,496,073	\$ 45,179,910	
Video Tolls	12,962,625	13,876,165	
Fee Revenue	4,181,074	3,356,500	
<b>Total Operating Revenue</b>	<b>51,639,772</b>	<b>62,412,575</b>	<b>20.86%</b>
<i>Other Revenue:</i>			
Interest Income	180,000	250,000	
Grant Revenue	2,399,600	3,130,258	
Misc Revenue	-	-	
<b>Total Other Revenue</b>	<b>2,579,600</b>	<b>3,380,258</b>	<b>31.04%</b>
<b>Total Revenue</b>	<b>\$ 54,219,372</b>	<b>\$ 65,792,833</b>	<b>21.35%</b>



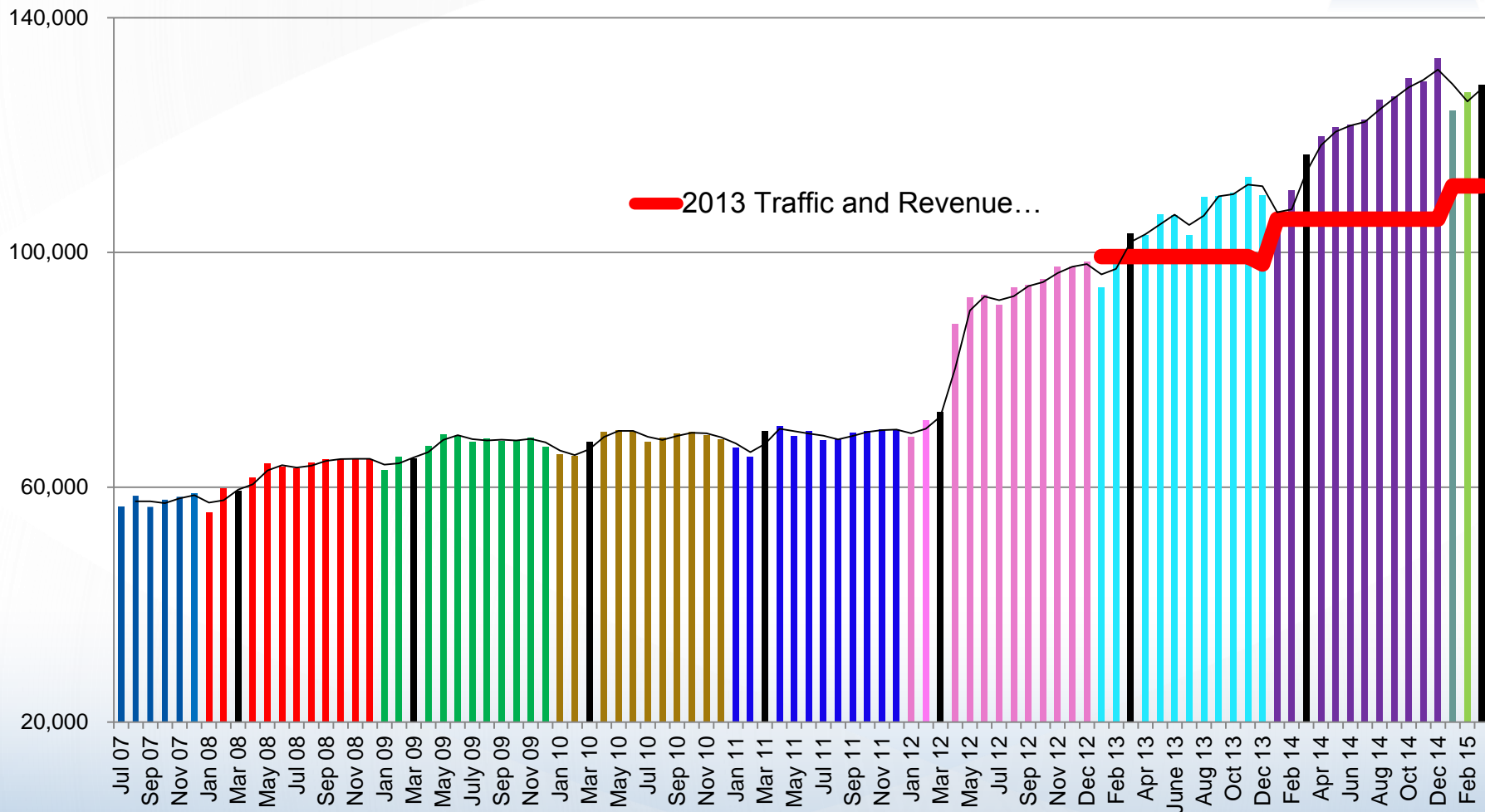


- **Revenues**

- Revenue increased by 21.35% primarily due to increased transactions on 183A and continued ramp up of the Manor Expressway project that opened in 2014
- Continuation of enhanced HERO program grant revenues
- Grant revenues to pay off Regions Note for project development

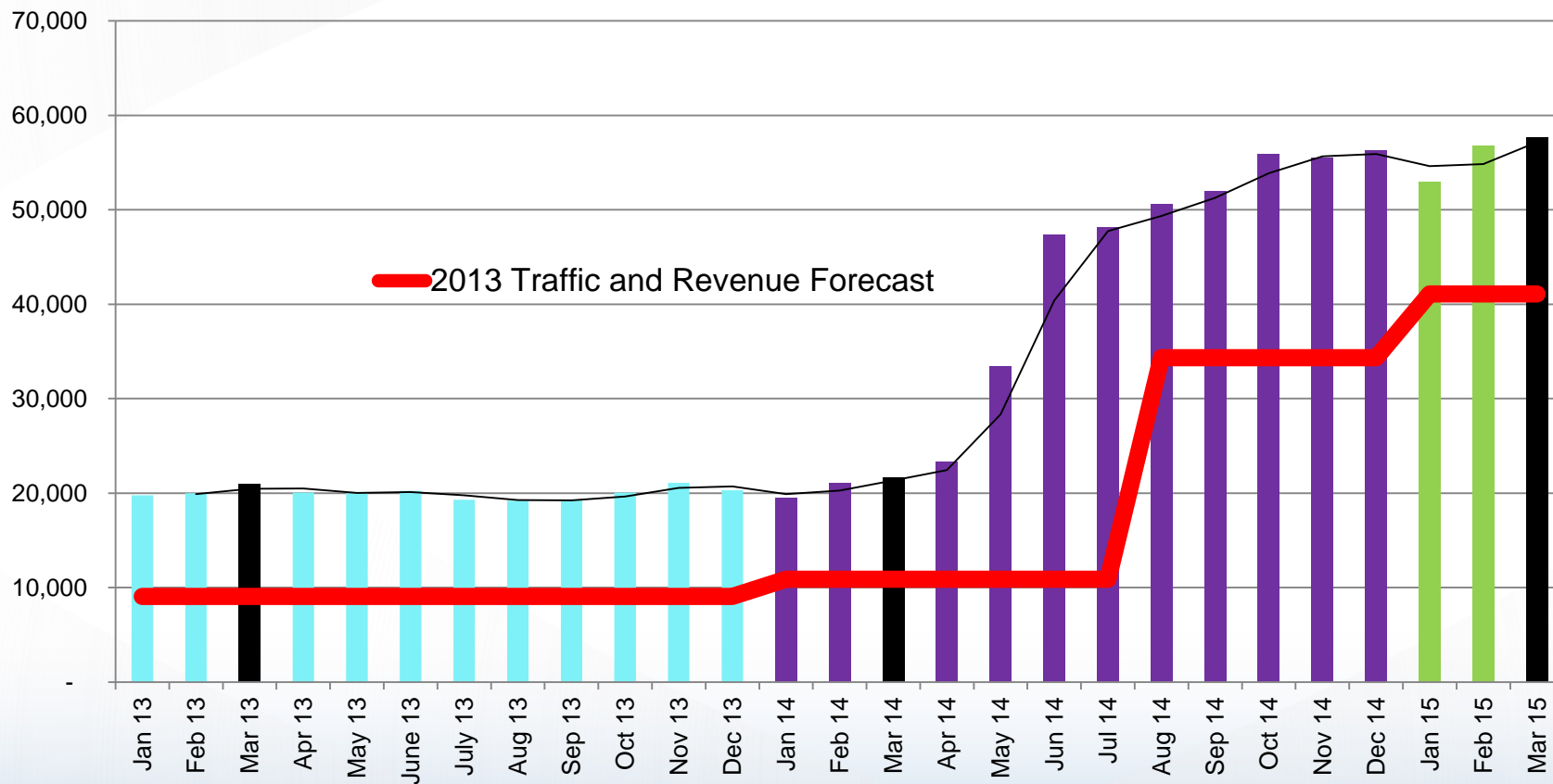


# 183A Average Weekday Transactions





## 290E Average Weekday Transactions



# FY 2015 Proposed Budget – Expenses by category

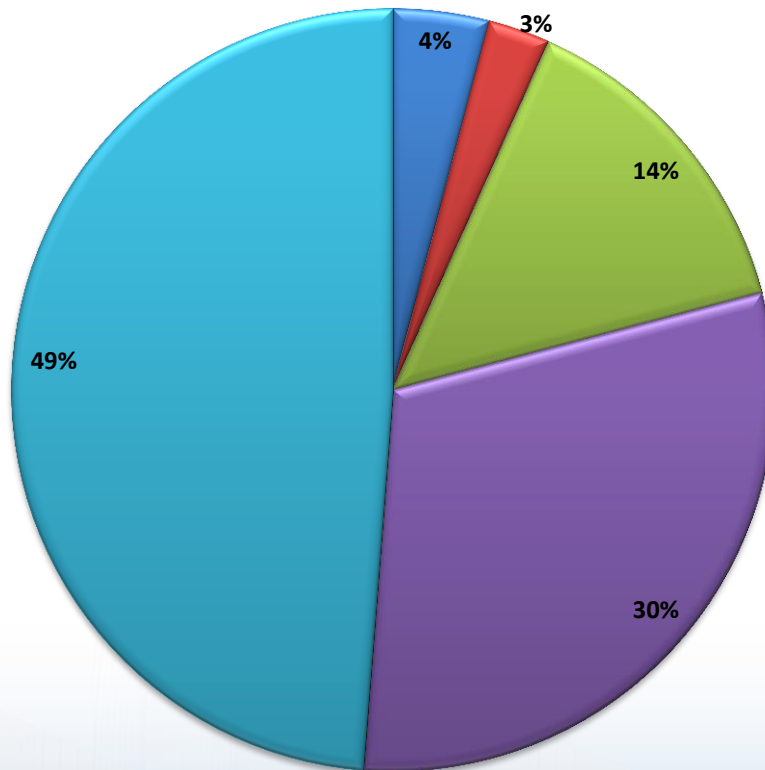


## Summary of Expenses:

	FY 2014 Adopted Budget	FY 2015 Proposed Budget	Increase (Decrease)
Salaries and Benefits	3,296,111	3,751,064	13.80%
Administrative Expenses	2,323,550	2,423,925	4.32%
Operations and Maintenance	10,100,710	13,079,159	29.49%
Other Expenses	26,584,700	27,958,000	5.17%
Non Operating Expenses	44,499,714	44,925,046	0.96%
<b>Total Expenses</b>	<b>86,804,785</b>	<b>92,137,194</b>	<b>6.14%</b>



# FY 2016 Proposed Budget – Expenses by category



- Salaries and Benefits
- Administrative Expenses
- Operations and Maintenance
- Other Expenses
- Non Operating Expenses

# FY 2016 Proposed Budget - Expenses



## Expenses by Department:

	<b>FY 2015</b>	<b>FY 2016</b>	<b>Increase</b>
	<b>Adopted Budget</b>	<b>Proposed Budget</b>	<b>(Decrease)</b>
Administration	1,354,398	1,327,468	-1.99%
Financial Services	25,581,106	28,138,220	10.00%
Debt Service	44,384,714	44,660,046	0.62%
Toll Operations	10,989,930	12,362,246	12.49%
Communications	846,733	1,185,178	39.97%
Engineering	2,979,667	3,897,252	30.79%
Legal	668,237	566,784	-15.18%
<b>Total Expenses</b>	<b>86,804,785</b>	<b>92,137,194</b>	<b>6.14%</b>



## • Expenses

- Expenses increased 6.14% or \$5.3 million
- Approximately \$1 million of the increase is for the new maintenance contract for system
- 4 new positions to address increased operating requirements including areas such as communication, information technology and road maintenance
- \$500K to replace video system on 183A – end of useful life
- Approximately \$2 million of the increase is for toll collection and processing costs due to increased transactions
- Debt service is level compared to FY 2015

# FY 2016 Proposed Capital Budget



## Capital Budget

Vehicle for new maintenance position	\$	25,000
Replace phone system (total project \$45,000)	\$	32,000
	\$	<u>57,000</u>



# FY 2016 Estimated Cash Flow



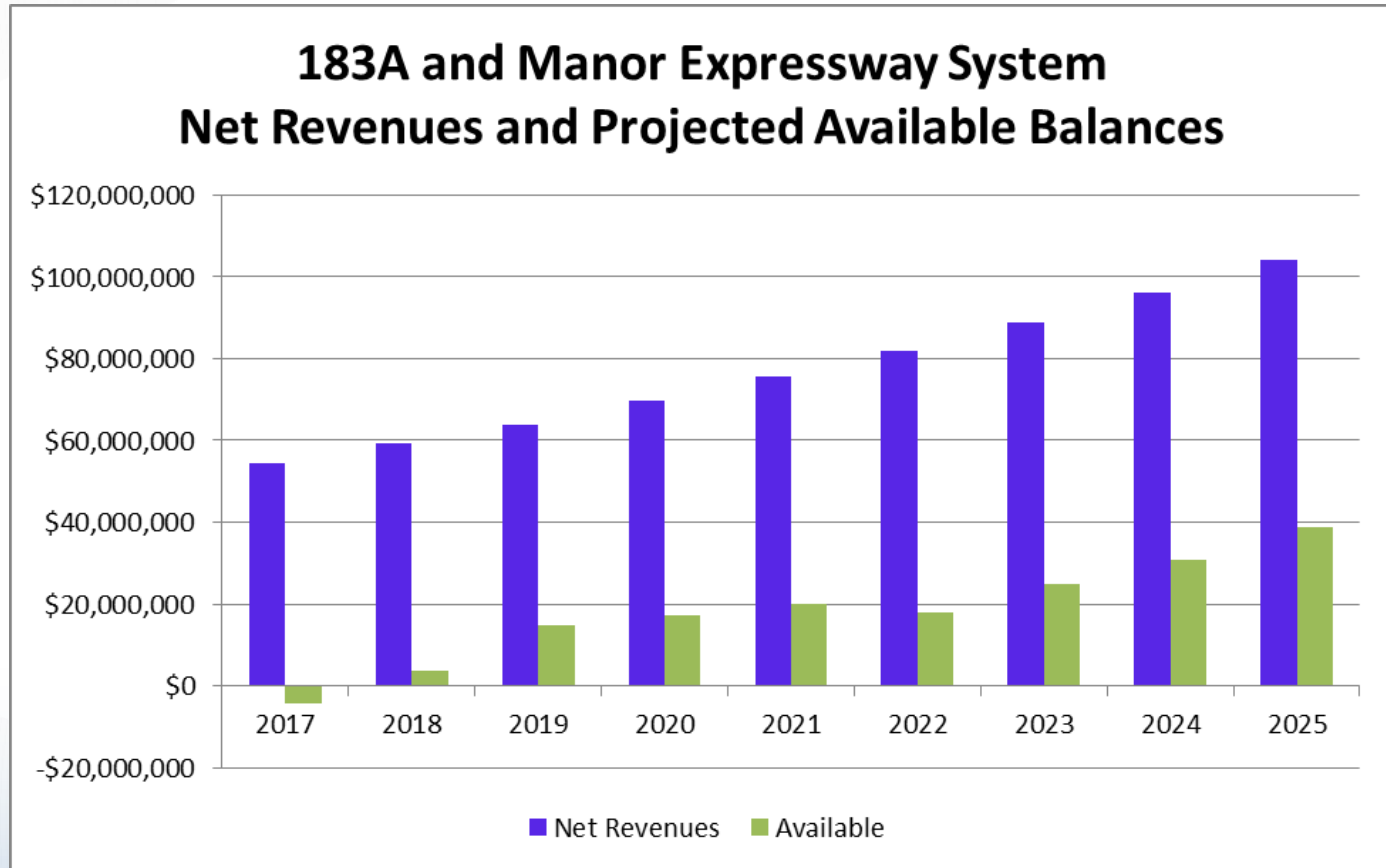
	FY 2015 Adopted Budget	FY 2016 Proposed Budget
<b>Revenues</b>		
Total Revenue	\$ 54,219,372	\$ 65,792,833
<b>Expenses</b>		
Total Expenses	\$ (86,804,785)	\$ (92,137,194)
Plus: Non Cash Expenses	\$ 28,246,450	\$ 31,104,109
Plus: 2011 Sr. Bond Interest Expense funded from other sources		17,893,212
Less: Cash Outlays (not included above)		
Operating Capital Budget		(57,000)
Debt Service - Principal Due		(5,175,000)
Payoff Regions Note		(1,730,258)
183/183A Intersection Funding		(2,300,000)
Net Cash Flow		<u>\$ 13,390,702</u>
Estimated Operating Cash - July 1, 2015		39,500,000
Estimated Unrestricted Cash - June 30, 2015		52,890,702
Board Operating Cash Reserve Policy FY 2016		(43,139,879)
Designated for allocation to future reserve policy	\$	<u>9,750,823</u>

# Cash Expenses and Calculation of Board Cash Reserve Policy



<b>Total FY 2016 Proposed Expenditures</b>	<b>\$ 92,137,194</b>
<b>Non Cash Expenditures:</b>	
<b>Amortization Expense</b>	<b>(1,305,000)</b>
<b>Total Depreciation Expense</b>	<b>(24,758,000)</b>
<b>Bond Issuance Expense Operating</b>	<b>(200,000)</b>
<b>Accreted Interest CABS</b>	<b>(4,841,103)</b>
<b>Total Non Cash Expenditures</b>	<b><u>\$ (31,104,103)</u></b>
<b>Total Cash Expenditures</b>	<b><u>\$ 61,033,091</u></b>
<b>Less: 2011 Bond Interest Expense Funded from Other Sources*</b>	<b>(17,893,212)</b>
<b>Total Operating Expenditures for FY 2016</b>	<b><u>\$ 43,139,879</u></b>
<b>Estimated Cash - June 30, 2016</b>	<b>52,890,702</b>
<b>Estimated Percent of Operating Expenditures in Cash Reserve - June 30, 2016</b>	<b>123%</b>

\*Represents the annual planned use of other funding sources to support the 2011 Bonds. The amounts will be phased in each fiscal year through 2017.



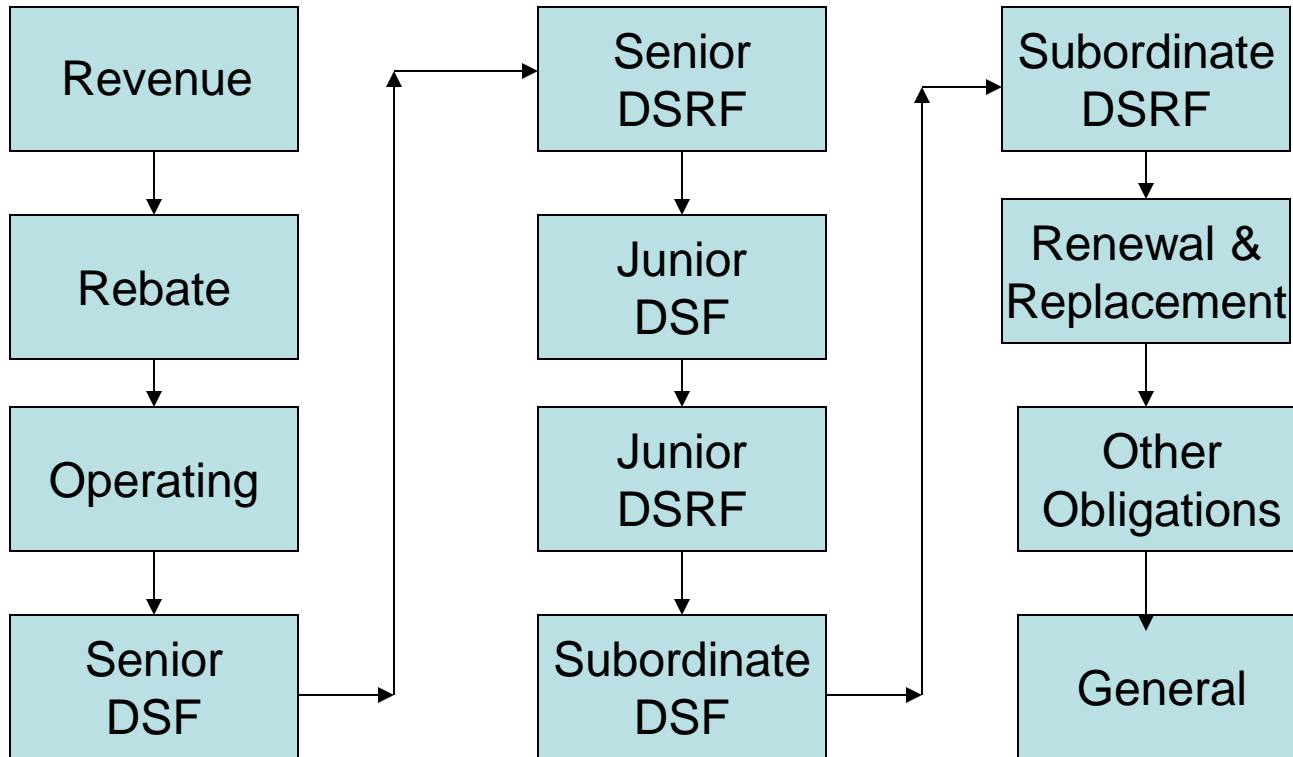


- ✓ **March – May, 2015 – Develop revenue and expense estimates**
- ✓ **May – Proposed FY 2016 Budget document presented to the Board of Directors**
- **May – June – meet with Board Members as requested for additional input and changes**
- **June – Finalize numbers based updated FY 2015 actual data**
- **July 1 – Board of Directors adopts FY 2016 budget and budget becomes effective**



# FLOW of FUNDS

## Trustee Accounts





**CENTRAL TEXAS**  
**Regional Mobility Authority**



Item 10

Approve Contract for Public  
Involvement Services for  
Bergstrom Expressway  
Project (183 South)



## Ongoing Procurements

- **Public Involvement**
- Construction Inspection
- Materials Acceptance Testing
- Survey Quality Assurance



# Procurement Timeline



ITEM	DATE
Issuance of Request for Proposals (RFP)	April 3, 2015
Deadline for Proposals	April 24, 2015
<b>Presentation of Recommended Firm to Mobility Authority Board for approval</b>	<b>May 27, 2015</b>
Anticipated Selected Team Notice to Proceed Date	Late June / Early July 2015





- **Four proposals were submitted:**
  - **CD&P**
  - **Crosswind Communications**
  - **Cultural Strategies**
  - **Group Solutions RJW**



**Proven experience of Respondent to successfully complete the tasks outlined in the scope of services | 20%**

**Creativity and innovation in past experience | 25%**

**Understanding of the Project and construction communications | 15%**

**Creative and innovative approach to services | 20%**

**Hourly Rates | 20%**



- **Evaluation Committee reviewed proposals for 2 weeks**
- **Scoring Meeting held May 8**
  - Reported out about reference checks & hourly rate analysis
  - Evaluated final scores
  - Recorded debrief notes
  - Noted lessons learned for future procurements
  - Committee recommendation



- **Group Solutions RJW**

- **Project Principal:**

- Robena Jackson, Group Solutions RJW

- **Project Manager/Public Involvement Task Lead:**

- Jackie Nirenberg, Group Solutions RJW

- **Spanish-language Media Support:**

- Bobbie Garza-Hernandez, Pink Consulting

- **Graphic Design:**

- Jonathan Smith, Arsenal Advertising

**LOCAL DBE FIRM**



**CENTRAL TEXAS**  
**Regional Mobility Authority**





## Item 11

Approve Decision to Discontinue Study on VPPP  
183A Downstream Impacts Program

Thomas Light, Ph.D.  
Economist, RAND

# *Project Objectives*

- **Mobility Authority's question:**
  - Is it possible to reduce 183A tolls in pre- and post-peak periods so as to:
    - Reduce downstream traffic congestion on US 183 (183) & MoPac?
    - Maintain current 183A toll revenue?
  - Focus on AM peak period
- **FHWA's question (rationale for funding via VPPP):**
  - In regions with some tolled routes and many free routes, can variable tolling influence traffic across the broader network?

# ***To Address Research Questions, we Surveyed Motorists and Performed Modeling***

- **Survey collected information on:**
  - **Demographics**
  - **Current travel behavior/experiences in the corridor**
  - **Changes to travel behavior that could be induced by tolls that varied by time of day**
- **From the survey data, we developed a model that describe how use of 183 and 183A change under time of day tolling during the morning (5AM and noon)**
- **We used the model to evaluate the effect of adopting alternative toll schedules that vary over the AM period**

# *Some Observations from the Survey Data*

- **Utilization of 183A**
  - 34% of respondents used 183A during their last southbound trip in the corridor (66% of users used a free alternative route e.g. 183)
  - Women are 38% more likely than men to use 183A
  - Younger motorists are more likely to use 183A
- **Ability/willingness to change departure time**
  - 59% of respondents report that their employer allows flexible work hours
  - 40% of respondents indicated they had some flexibility to change their departure time on their last southbound trip in the corridor

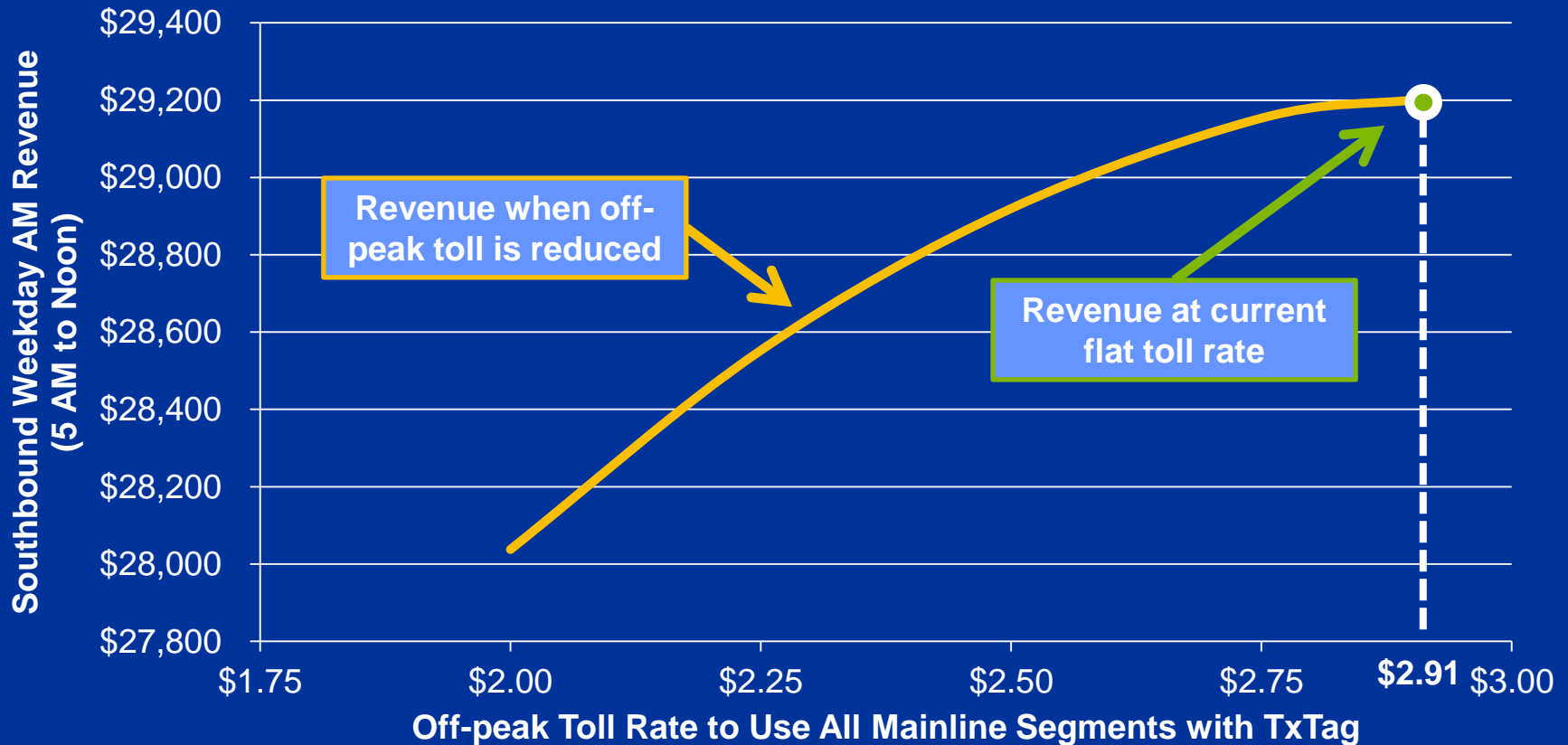
# Summary of Findings



- It is not possible to lower off-peak toll levels and remain revenue neutral
- Lowering off-peak toll levels will have little effect on peak-period traffic
- There are combinations of off-peak toll reductions and peak toll increases that will allow the facility to remain revenue neutral, but they won't create the desired shifting of traffic from peak to off-peak periods




# If Tolls During the Peak Are Held Constant and Off-peak Tolls Are Reduced, Revenues will Fall

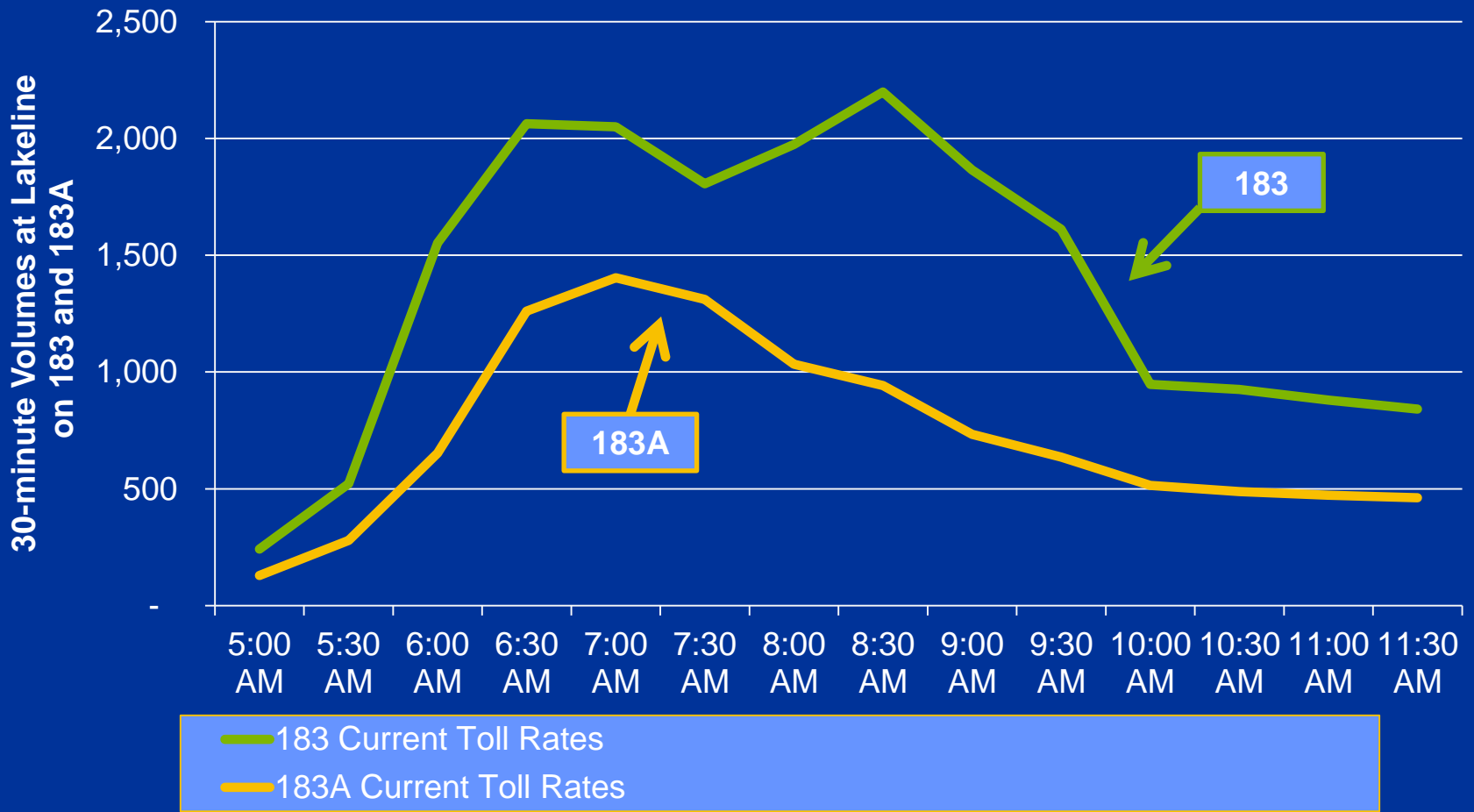


**Note:** Assumes toll during peak (6 to 9AM) remains at \$2.91 and off-peak toll (5 to 6AM and 9AM to noon) is reduced by varying amounts. \$2.91 is the toll paid by a motorist with a TxTag to use all southbound segments at the time this study was conducted.

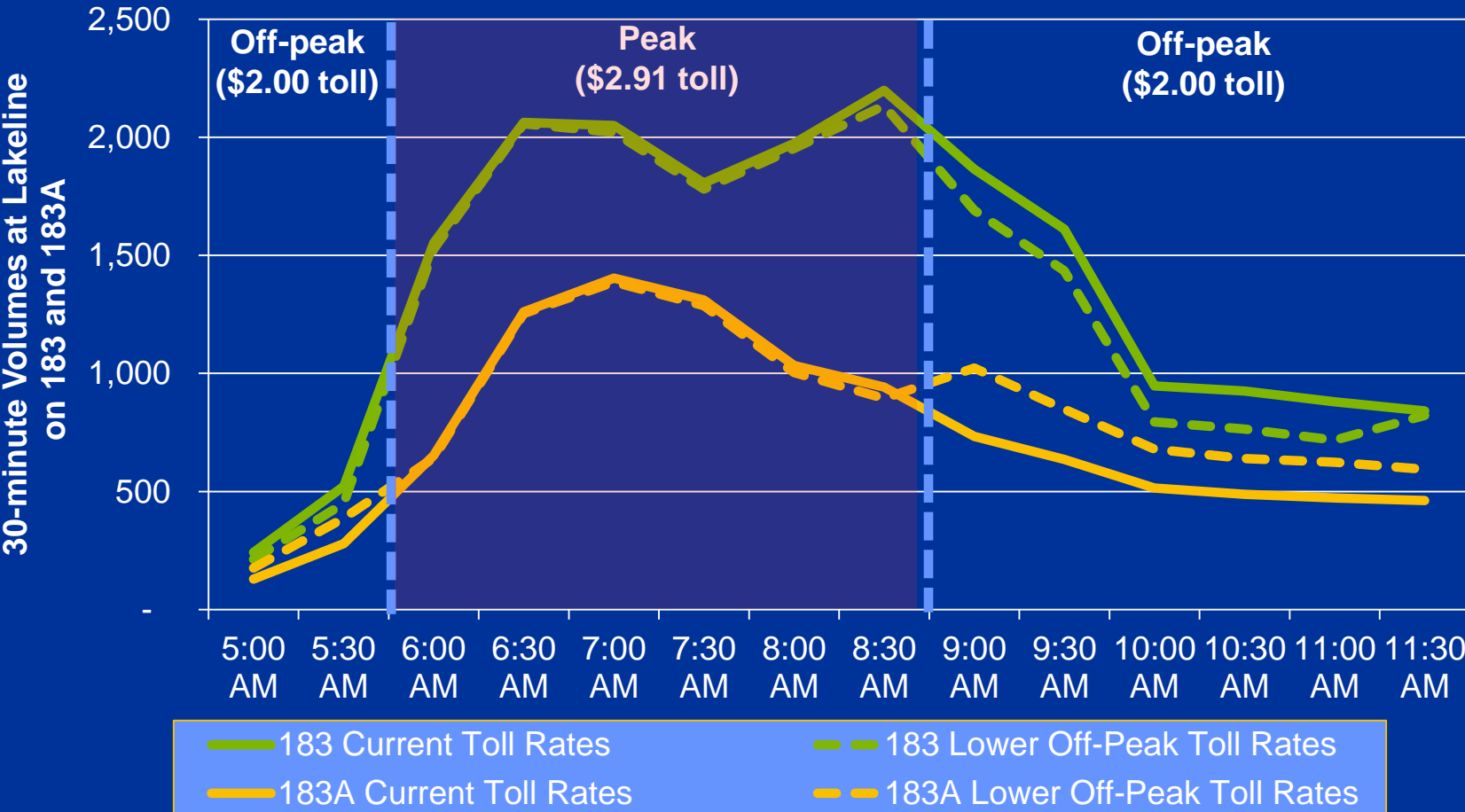
# Summary of Findings

- It is not possible to lower off-peak toll levels and remain revenue neutral
-  • Lowering off-peak toll levels will have little effect on peak-period traffic
- There are combinations of off-peak toll reductions and peak toll increases that will allow the facility to remain revenue neutral, but they won't create the desired shifting of traffic from peak to off-peak periods


# Current Weekday Morning Traffic Pattern on 183 and 183A



# Lowering Off-peak Tolls Will Cause Some Users to Shift From 183 to 183A But Will Draw Few Motorists Out of the Peak

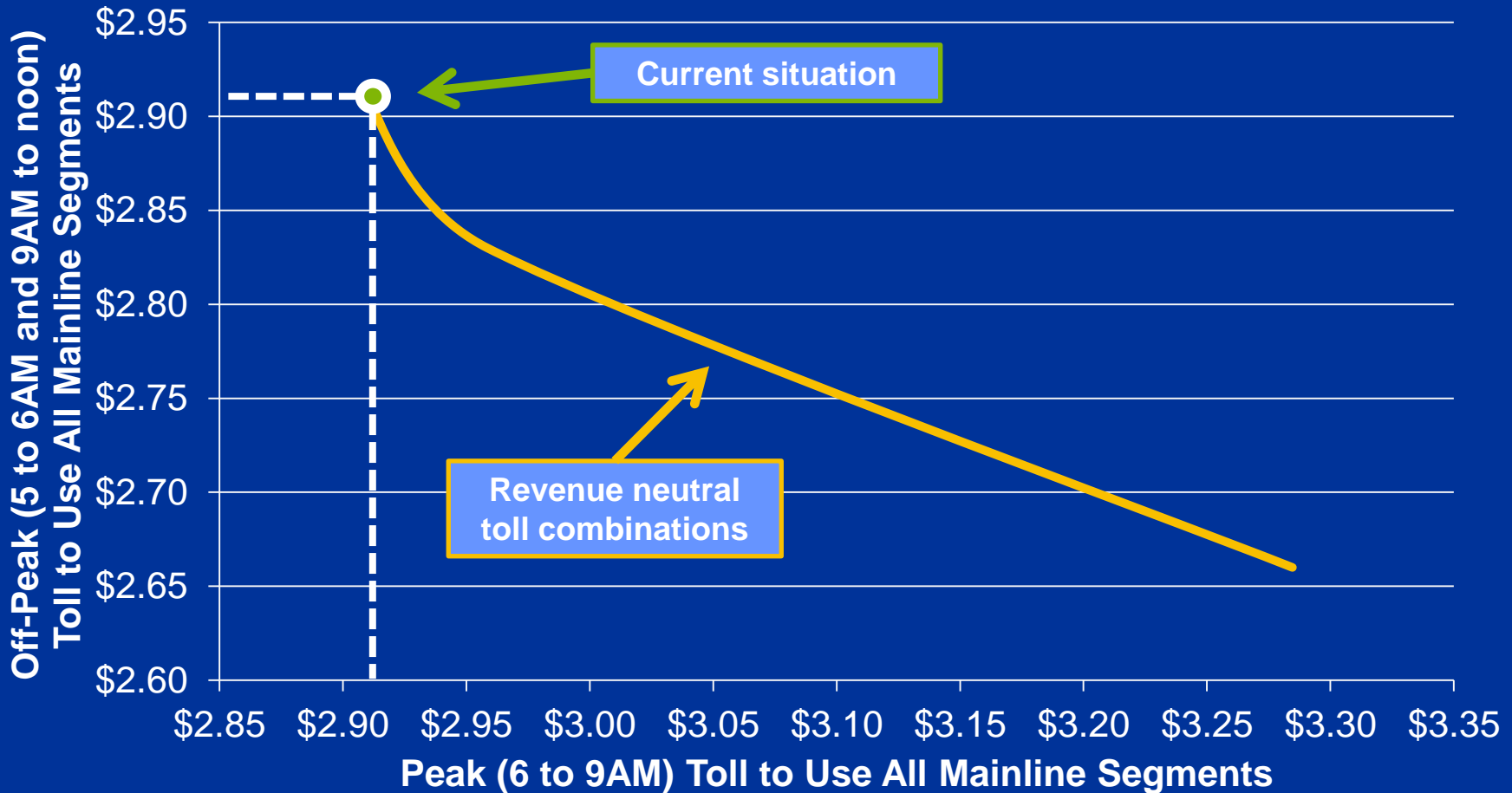


# Summary of Findings

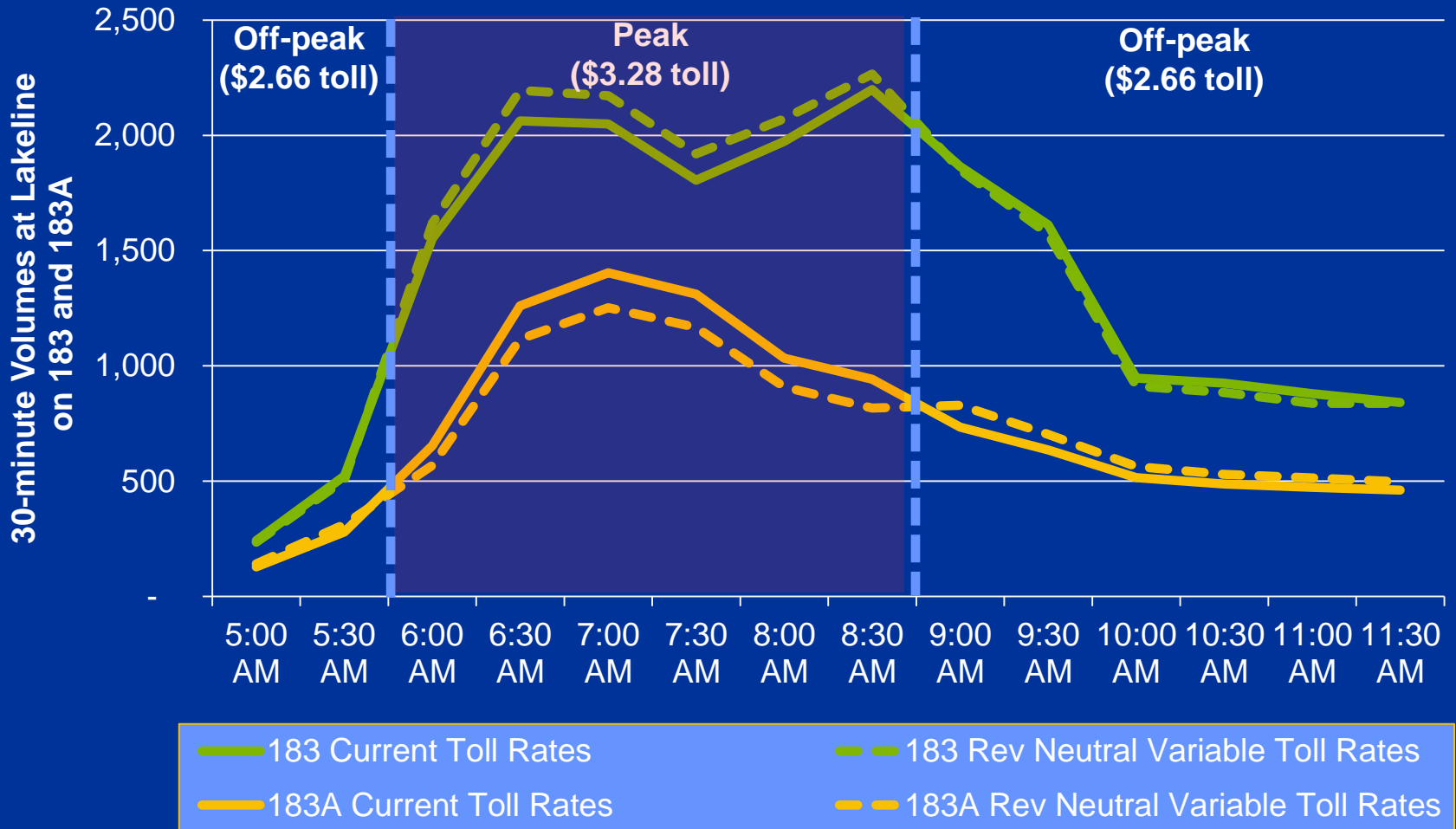
- It is not possible to lower off-peak toll levels and remain revenue neutral
- Lowering off-peak toll levels will have little effect on peak-period traffic
-  • **There are combinations of off-peak toll reductions and peak toll increases that will allow the facility to remain revenue neutral, but they won't create the desired shifting of traffic from peak to off-peak periods**



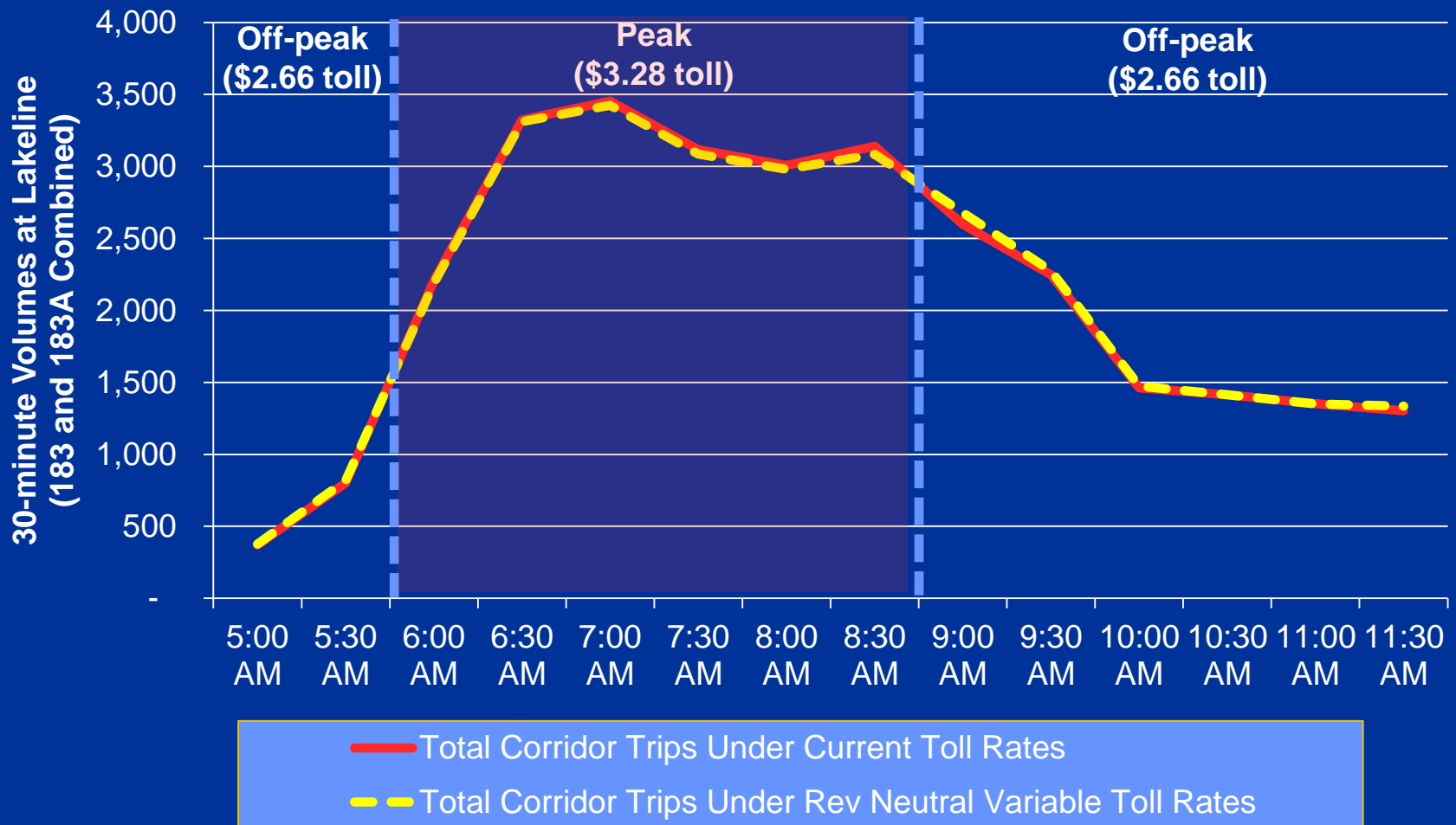
# By Raising Peak and Lowering Off-Peak Tolls, 183A Can Remain Revenue Neutral



# Change in Morning Traffic Patterns Under Revenue Neutral Change in Tolls



# Revenue Neutral Tolls Produce Almost No Time Shifting When 183A and 183 Traffic Streams Are Combined



# *Additional Details Can Be Found in Our Report*



## The Impact of Adopting Time-of-Day Tolling

Case Study of 183A in Austin, Texas

Thomas Light, Sunil Patil, Gregory D. Erhardt, Flavia Tsang, Peter Burge,  
Paul Sorensen, Mia Zmud

- For more information,  
please contact:

**Tom Light**

**RAND Corporation**

**Email: [tlight@rand.org](mailto:tlight@rand.org)**

**Phone: (310) 393-0411**







**CENTRAL TEXAS**  
**Regional Mobility Authority**



Item 12

Briefing on Design-Build  
Contract for the Bergstrom  
Expressway Project  
(183 South)

# Design-Build as a Project Delivery Method



- **Can result in a cash flow advantage**
- **Generally offers a schedule advantage**
- **Redistribution of project risks**
- **Familiarity to investors**
  - Certainty of price
  - Certainty of schedule



- **Combination of Professional Services and Competitive Bid**
  - Request for proposals
  - Shortlist recommended
  - One on one meetings
  - Final Detailed Proposals that include technical proposal, price and schedule
- **Specific design-build legislative requirements**
  - Price component of final proposal must be a minimum 70% of total score
  - Award design-build contract to “highest ranking proposal”

# Design-Build Procurement







- **Technical Proposal**
  - Project Management Plan
  - Development Plan
  - Value Added Concepts
  - Alternative Technical Concepts
  - Worth 30 points of total score
- **Price Proposal**
  - Total Price
  - Schedule to Substantial Completion
  - Worth 70 points of total score
- **Total maximum score = 100 points**





- **Making the Shortlist**
- **Mandatory attendance of Project Manager**
- **Conducted 5 rounds of One-on-One meetings**
- **Provided AT&T final relocation design**
- **Emphasis on schedule certainty**



- **Developer Risk**
  - Utility relocation
  - Final design
  - Construction
  - Quality control
  - Schedule
  - Cost
  
- **Owner Risk**
  - Acceptance testing
  - Quality assurance
  - Differing site conditions
  - Hazardous materials (unbalanced sharing)
  - Future maintenance costs



- **Balancing Risk in the Field**

- Trust
- True team approach
- Both parties to the contract must have the same goals
- Flexibility
- Vocabularies that build upon all of the above



**CENTRAL TEXAS**  
**Regional Mobility Authority**



# Executive Session



**CENTRAL TEXAS**  
**Regional Mobility Authority**

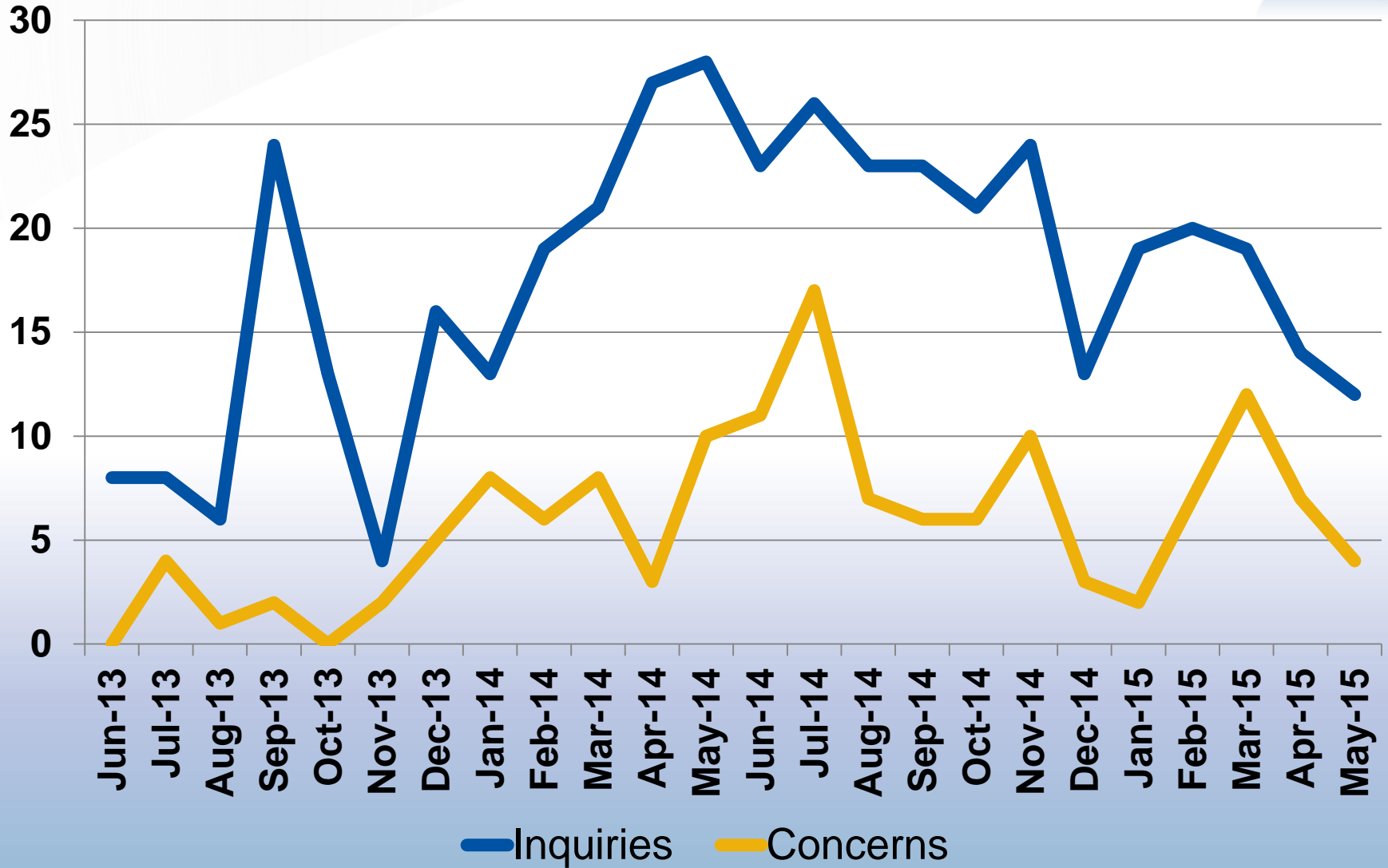




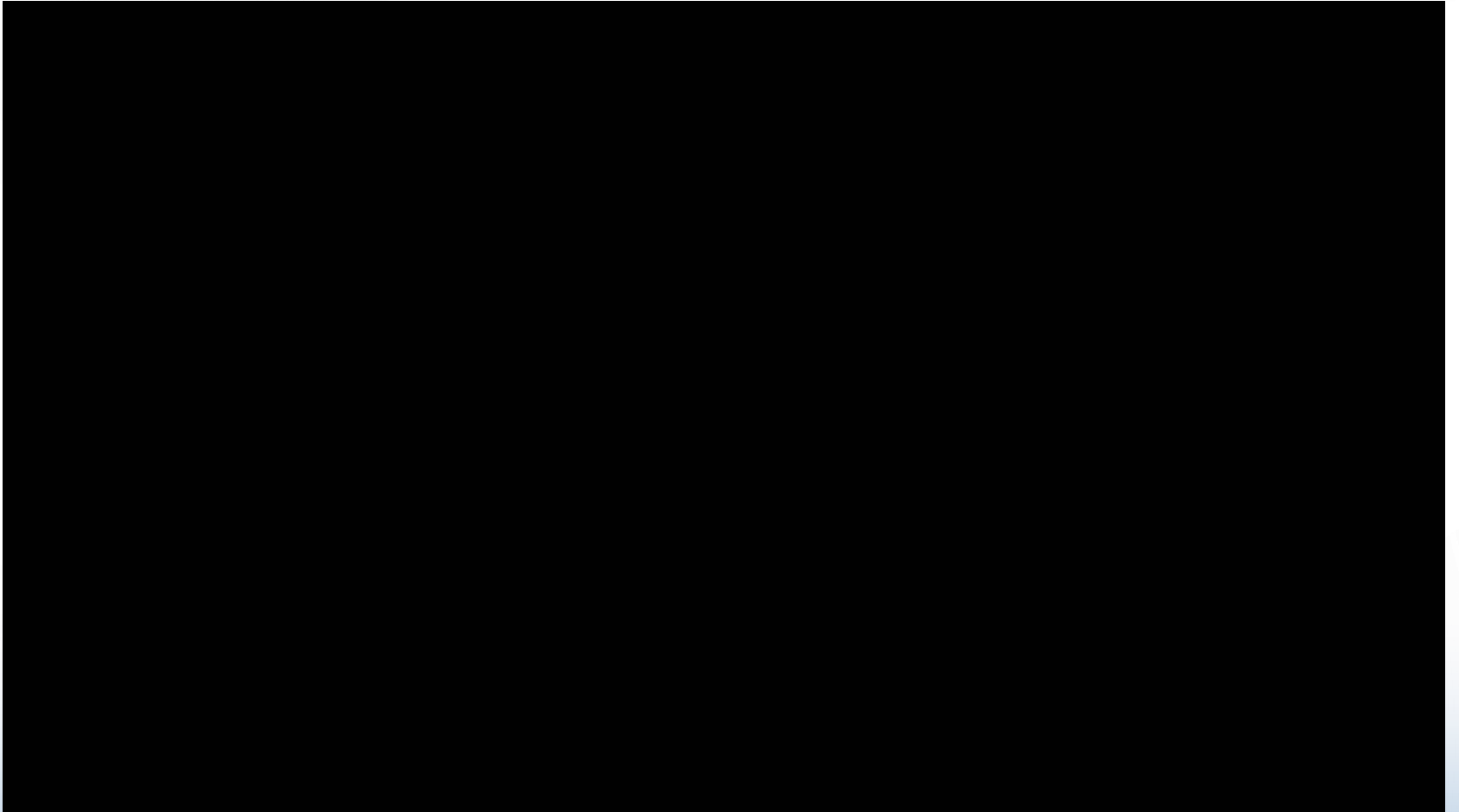
Item 13

# Executive Director's Report MoPac Improvement Project Update

# MoPac Community Input Trends



# Radio News Coverage





# Neighborhood Goodwill







**SORRY,  
YOU'LL HAVE TO FIND  
A NEW EXCUSE  
FOR BEING LATE.**

**THE MOBILITY AUTHORITY:  
SETTING CENTRAL TEXAS IN MOTION.**

The Mobility Authority is committed to getting you where you need to go—faster and more efficiently through a seamless network of roadways.

- 183A TOLL**  
An 11.6-mile toll road extending from northwest Austin through Cedar Park and Leander.
- 290 TOLL (MANOR EXPRESSWAY)**  
A 6.2-mile limited-access road, including three tolled lanes and three non-tolled fringe lanes in each direction.
- KELLAM ROAD**  
A new, non-tolled two-mile, three-lane rural road with a continuous center turn lane that extends from Rural Lane to SH 71 in southeastern Travis County. The roadway opened with a ribbon-cutting celebration in March 2015.
- MOPAC IMPROVEMENT PROJECT**  
Express Lanes are under construction along an 11-mile stretch of MoPac between Gear Change and Farmer Lane to manage congestion, facilitate emergency response and provide reliability. Segments of this variably-priced toll project are anticipated to be open late 2015.
- BERGSTROM EXPRESSWAY**  
Set to break ground late 2015, this toll project will add capacity to US 183 between US 290 and SH 71 to improve airport access.
- SH 45SW**  
A Record of Decision was issued by TxDOT in March 2015, allowing the project to move into final design and construction. The four-lane toll road will feature extensive measures to protect the area's sensitive resources.
- MOPAC SOUTH**  
An environmental study is in progress to identify options for managing congestion and improving mobility on south MoPac, between Gear Change and Slaughter Lane. In response to public feedback, the study has been extended and an additional Open House will be held late summer 2015.
- OAK HILL PARKWAY**  
In partnership with TxDOT, an environmental study is underway to improve long-term mobility for drivers navigating the bottleneck on US 290 and SH 71, or the "Y" at Oak Hill.
- 183 NORTH MOBILITY PROJECT**  
An environmental study is underway to identify options for managing congestion and improving reliability along US 183 between SH 45 and MoPac. A Public Hearing is planned for late 2015.
- SH 71 EXPRESS**  
Developed in partnership with TxDOT, a 3.9-mile toll road is under construction to improve traffic flow along the SH 71 corridor between the airport and SH 130.
- US 183/183A INTERSECTION**  
Non-tolled intersection improvements including pavement widening, safety and drainage improvements, and signal adjustments are expected to be complete late 2015.

[www.MobilityAuthority.com](http://www.MobilityAuthority.com)

**MOPAC IMPROVEMENT PROJECT**

With the new Express Lanes on MoPac, you'll be able to get places on time again. That's because the new lanes will use variable tolls, meaning the toll is higher when traffic is heavy and lower when traffic is light. Its technology that's been proven to keep traffic moving.

It's just the first of several projects planned by the Mobility Authority to bring relief to Austin drivers.

**Thanks for being patient, Austin.**  
A better MoPac is just around the corner.

[www.mobilityauthority.com/mopacexpress](http://www.mobilityauthority.com/mopacexpress)

**KEY TO LINES**  
 — ROADS OPEN TO TRAFFIC  
 - - - PROJECTS UNDER CONSTRUCTION  
 — ENVIRONMENTAL STUDIES UNDER DEVELOPMENT

## • Community Impact ads in all local editions

- Two 1/2 page ads in May

- Full page ad in June

- Driving readers to special website landing page

[www.MobilityAuthority.com/mopacexpress](http://www.MobilityAuthority.com/mopacexpress)

# MOPAC, MADE EASY.

The new MoPac Express Lanes bring the promise of a more reliable journey through this busy/bustling corridor. They use a variable tolling system that raises the toll when traffic is heavy and lowers it when traffic is light. It's advanced technology we're excited to implement in our high tech town. To see how it works, take our test drive. Shotgun!



## 5 FACTS ABOUT GOING FASTER

1

What is an Express Lane?

2

What is Variable Tolling?

3

Who is building it?

4

Where do I get on and off?

5

What's in it for me?

6

What's in it for Austin?



Click here to see the enhancements we're making along MoPac.



[CLICK HERE FOR EVEN MORE INFORMATION](#)



CENTRAL TEXAS  
Regional Mobility Authority







## Four Key Campaign Initiatives:

- **Online Digital Banners (over 1000 websites including all local media outlets)**
- **Facebook Sponsored Ads**
- **Twitter Ads and Organic Messaging**
  - #whatsyourexcuse
    - Share the reasons you would give for being late
  - #musicthatmovesyou
    - Share your favorite driving songs
    - Create Spotify playlist for download from consumer engagement
- **Viral Facebook Quiz “What MoPac lane are you?”**



10 QUESTIONS · TAKEN 88 TIMES

## What MoPac Lane Are You?

Austinites come in all speeds. Just like the lanes of MoPac. So tell us, which one are you?

START

## Result: You're the EXPRESS LANE!

SHARE YOUR RESULT

SHARE

TWEET



You're such an Austinite at heart that you physically ache when people complain about traffic. You're an early adopter of technology and might have even had a video game habit in the past. You tend to be high maintenance, so leaving things to chance is not in your DNA. You're the kind of person who always buys the warranty. However, because you're always prepared enough to keep hair product in your gym bag, when given the chance you like to drive fast, roll the window down, and mess your hair up. You're counting the days until you have the option to take the Express Lane.





**CENTRAL TEXAS**  
**Regional Mobility Authority**



Item 13

# Executive Director's Report Express Lanes Presentation

Ginger Goodin  
Texas A&M Transportation Institute



# EXPRESS LANES



# Express Lanes in the U.S.

- 26 priced express lane projects since 1996
- Most are HOV-to-HOT conversions with one lane per direction
- 10 projects have two or more separated lanes in each direction
  - 9 of 10 implemented with new construction



# Houston: Katy Freeway I-10





# Miami: 95 Express

# Seattle: I-405 Eastside Corridor







**CENTRAL TEXAS**  
**Regional Mobility Authority**



Item 18

# Bergstrom Expressway (183 South)

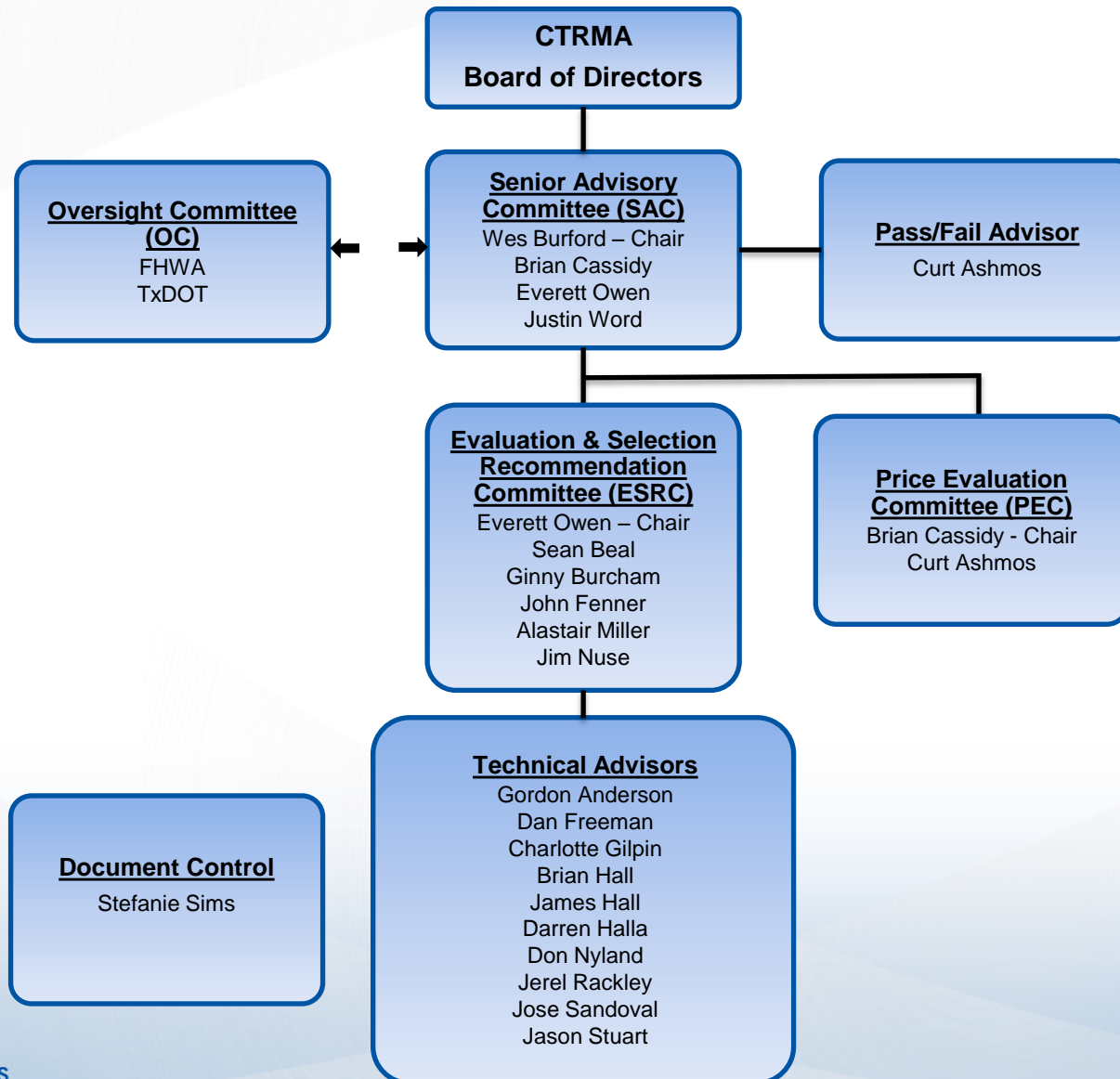
## Detailed Proposal Evaluation Results & Recommendation

# Design/Build Procurement Process





# Detailed Proposal Evaluation Team





## BERGSTROM EXPRESSWAY BUILDERS

- **Equity Owner:** Ferrovial Agroman US Corp.
- **Major non-equity members and other team members:**
  - Balcones Geotechnical
  - CSJ Engineering Associates
  - HRGreen
  - LAN
  - Louis Berger
  - OTHON
  - RVi Planning and Landscape Architecture



## BERGSTROM GATEWAY ALLIANCE

- **Equity Owner:** Austin Bridge & Road / Flatiron Constructors
- **Major non-equity members and other team members:**
  - ACI Consulting
  - AIA Engineers
  - APAC – Texas
  - Bridgefarmer & Associates
  - Burns & McDonnell
  - Corsair Consulting
  - H.W. Lochner
  - Huitt-Zollars
  - Nancy Ledbetter & Associates
  - Professional Services Industries (PSI)
  - Quantum Spatial
  - Rodriguez Transportation Group
  - The Rios Group
  - TRE & Associates



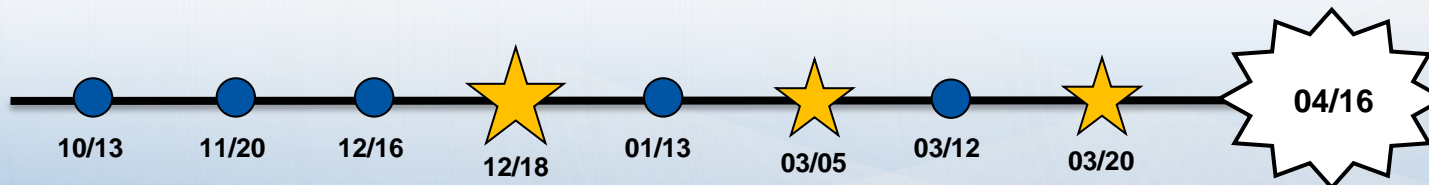
## COLORADO RIVER CONSTRUCTORS

- **Equity Owner:** Fluor / Balfour Beatty Infrastructure
- **Major non-equity members and other team members:**
  - AECOM
  - Aguirre & Fields
  - Beverly Silas & Associates
  - Drash Consultants
  - Halff Associates
  - Hicks & Company
  - Lamb-Star Engineering
  - MWM DesignGroup
  - Parsons Brinckerhoff
  - PE Structural Consultants
  - Raba Kistner

# Process Specifics



- **One-on-One Meetings**
- One-on-One Series 1: October 13, 2014
- One-on-One Series 2: November 20, 2014
- One-on-One Series 3: December 16-17, 2014
- One-on-One Series 4: January 13, 2015
- One-on-One Series 5: March 12, 2015
- **Final Request for Detailed Proposals (RFDP): December 18, 2014**
- **Addendum #1 to RFDP: March 5, 2015**
- **Addendum #2 to RFDP: March 20, 2015**
- **Proposals Submitted: April 16, 2015**





# Detailed Proposal Evaluation



- **Technical Proposal**

- Worth a maximum of **30%** in scoring calculation
  - Project Management Plan
  - Development Plan
  - Value Added Concepts (VAC)

- **Price Proposal**

- Worth a maximum of **70%** in scoring calculation
  - Total Development Price
  - Schedule to Interim and Substantial Completion

# Technical Proposal Evaluation



- **Project Management Plan**

- Organization
- Approach to Quality Management
- Project Schedule
- Issue Resolution
- Safety and Health Plan
- Understanding of Risk Allocation

- **Value-Added Concepts**

- **Development Plan**

- Railroad
- Utilities
- Environmental
- Water Quality
- Hazardous Materials Management
- Drainage
- Roadway Geometry
- Earthwork and Geotechnical Plan
- Bridges and Structures
- Landscape and Aesthetics
- Lighting and Traffic Signals
- Maintenance of Traffic
- Signing and Pavement Markings
- Toll Facility and ITS Infrastructure
- Right of Way
- Bicycle and Pedestrian Facilities
- Agency Coordination
- Community Relations Program
- Sustainability

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# Detailed Proposal Evaluation



	<u><b>BEB</b></u>	<u><b>BGA</b></u>	<u><b>CRC</b></u>
<b>Technical Proposal Score (of 30 points)</b>	<b>10.67</b>	<b>24.44</b>	<b>30</b>
<b>Price Proposal Score (of 70 points)</b>			
Interim Completion Schedule [Calendar Days]			
Substantial Completion Schedule (Calendar Days)			
<b>PROPOSAL SCORE (of 100 points)</b>			

**BEB** – Ferrovial Agroman

**BGA** – Austin Bridge & Road / Flatiron Constructors

**CRC** – Fluor / Balfour Beatty

04/1

# Detailed Proposal Evaluation



	<b><u>BEB</u></b>	<b><u>BGA</u></b>	<b><u>CRC</u></b>
<b>Technical Proposal Score (of 30 points)</b>	<b>10.67</b>	<b>24.44</b>	<b>30</b>
<b>Price Proposal Score (of 70 points)</b>	<b>70.00</b>	<b>45.96</b>	<b>56.98</b>
Interim Completion Schedule [Calendar Days]	1190	1190	1190
Substantial Completion Schedule (Calendar Days)	1675	1600	1515
<b>PROPOSAL SCORE (of 100 points)</b>			

**BEB** – Ferrovial Agroman

**BGA** – Austin Bridge & Road / Flatiron Constructors

**CRC** – Fluor / Balfour Beatty

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# Detailed Proposal Evaluation



	<u><b>BEB</b></u>	<u><b>BGA</b></u>	<u><b>CRC</b></u>
<b>Technical Proposal Score (of 30 points)</b>	<b>10.67</b>	<b>24.44</b>	<b>30</b>
<b>Price Proposal Score (of 70 points)</b>	<b>70.00</b>	<b>45.96</b>	<b>56.98</b>
Interim Completion Schedule [Calendar Days]	1190	1190	1190
Substantial Completion Schedule (Calendar Days)	1675	1600	1515
<b>PROPOSAL SCORE (of 100 points)</b>	<b>80.67</b>	<b>70.40</b>	<b>86.98</b>

**BEB** – Ferrovial Agroman

**BGA** – Austin Bridge & Road / Flatiron Constructors

**CRC** – Fluor / Balfour Beatty

04/1





**Award a contract to the Highest Ranking Proposal submitted by**

**Colorado River Constructors (Flour / Balfour Beatty)**

**Development Price of \$ 581,545,700**

**Development Schedule of 1515 calendar days**

04/1



**CENTRAL TEXAS**  
**Regional Mobility Authority**

# Detailed Proposal Evaluation



	<u>BEB</u>	<u>BGA</u>	<u>CRC</u>
Technical Score (TS)	26.42	60.54	74.30
Qualitative Factor [=(TS/high TS)]			
<b>Technical Proposal Points (Qualitative Factor x 30)</b>			
Development Price [\$]			
Interim Completion Schedule [Calendar Days]			
Interim Completion Schedule Differential [Calendar Days]			
Interim Completion Schedule Differential Adjustment [\$]			
Substantial Completion Schedule [Calendar Days]			
Substantial Completion Schedule Differential [Calendar Days]			
Substantial Completion Schedule Differential Adjustment [\$]			
Proposal Price Value			
Price Factor [=low Proposal Price Value/Proposal Price Value]			
<b>Price Proposal Points (Price Factor x 70)</b>			
<b>PROPOSAL POINTS</b>			

# Detailed Proposal Evaluation



	<u>BEB</u>	<u>BGA</u>	<u>CRC</u>
Technical Score (TS)	26.42	60.54	74.30
Qualitative Factor [=(TS/high TS)]	0.356	0.815	1.000
<b>Technical Proposal Points (Qualitative Factor x 30)</b>	<b>10.67</b>	<b>24.44</b>	<b>30.00</b>
Development Price [\$]			
Interim Completion Schedule [Calendar Days]			
Interim Completion Schedule Differential [Calendar Days]			
Interim Completion Schedule Differential Adjustment [\$]			
Substantial Completion Schedule [Calendar Days]			
Substantial Completion Schedule Differential [Calendar Days]			
Substantial Completion Schedule Differential Adjustment [\$]			
Proposal Price Value			
Price Factor [=low Proposal Price Value/Proposal Price Value]			
<b>Price Proposal Points (Price Factor x 70)</b>			
<b>PROPOSAL POINTS</b>			

# Detailed Proposal Evaluation



	<u>BEB</u>	<u>BGA</u>	<u>CRC</u>
Technical Score (TS)	26.42	60.54	74.30
Qualitative Factor [=(TS/high TS)]	0.356	0.815	1.000
<b>Technical Proposal Points (Qualitative Factor x 30)</b>	<b>10.67</b>	<b>24.44</b>	<b>30.00</b>
Development Price [\$]	\$ 465,400,000	\$ 716,777,777	\$ 581,545,700
Interim Completion Schedule [Calendar Days]			
Interim Completion Schedule Differential [Calendar Days]			
Interim Completion Schedule Differential Adjustment [\$]			
Substantial Completion Schedule [Calendar Days]			
Substantial Completion Schedule Differential [Calendar Days]			
Substantial Completion Schedule Differential Adjustment [\$]			
Proposal Price Value			
Price Factor [=low Proposal Price Value/Proposal Price Value]			
<b>Price Proposal Points (Price Factor x 70)</b>			
<b>PROPOSAL POINTS</b>			



# Detailed Proposal Evaluation



	<u>BEB</u>	<u>BGA</u>	<u>CRC</u>
Technical Score (TS)	26.42	60.54	74.30
Qualitative Factor [=(TS/high TS)]	0.356	0.815	1.000
<b>Technical Proposal Points (Qualitative Factor x 30)</b>	<b>10.67</b>	<b>24.44</b>	<b>30.00</b>
Development Price [\$]	\$ 465,400,000	\$ 716,777,777	\$ 581,545,700
Interim Completion Schedule [Calendar Days]	1190	1190	1190
Interim Completion Schedule Differential [Calendar Days]	0	0	0
Interim Completion Schedule Differential Adjustment [\$]	\$ 0	\$ 0	\$ 0
Substantial Completion Schedule [Calendar Days]	1675	1600	1515
Substantial Completion Schedule Differential [Calendar Days]	160	85	0
Substantial Completion Schedule Differential Adjustment [\$]	\$ 8,000,000	\$ 4,250,000	\$ 0
Proposal Price Value			
Price Factor [=low Proposal Price Value/Proposal Price Value]			
<b>Price Proposal Points (Price Factor x 70)</b>			
<b>PROPOSAL POINTS</b>			

# Detailed Proposal Evaluation



	<u>BEB</u>	<u>BGA</u>	<u>CRC</u>
Technical Score (TS)	26.42	60.54	74.30
Qualitative Factor [=(TS/high TS)]	0.356	0.815	1.000
<b>Technical Proposal Points (Qualitative Factor x 30)</b>	<b>10.67</b>	<b>24.44</b>	<b>30.00</b>
Development Price [\$]	\$ 465,400,000	\$ 716,777,777	\$ 581,545,700
Interim Completion Schedule [Calendar Days]	1190	1190	1190
Interim Completion Schedule Differential [Calendar Days]	0	0	0
Interim Completion Schedule Differential Adjustment [\$]	\$ 0	\$ 0	\$ 0
Substantial Completion Schedule [Calendar Days]	1675	1600	1515
Substantial Completion Schedule Differential [Calendar Days]	160	85	0
Substantial Completion Schedule Differential Adjustment [\$]	\$ 8,000,000	\$ 4,250,000	\$ 0
Proposal Price Value	\$ 473,400,000	\$ 721,027,777	\$ 581,545,700
Price Factor [=low Proposal Price Value/Proposal Price Value]			
<b>Price Proposal Points (Price Factor x 70)</b>			
<b>PROPOSAL POINTS</b>			

# Detailed Proposal Evaluation



	<u>BEB</u>	<u>BGA</u>	<u>CRC</u>
Technical Score (TS)	26.42	60.54	74.30
Qualitative Factor [=(TS/high TS)]	0.356	0.815	1.000
<b>Technical Proposal Points (Qualitative Factor x 30)</b>	<b>10.67</b>	<b>24.44</b>	<b>30.00</b>
Development Price [\$]	\$ 465,400,000	\$ 716,777,777	\$ 581,545,700
Interim Completion Schedule [Calendar Days]	1190	1190	1190
Interim Completion Schedule Differential [Calendar Days]	0	0	0
Interim Completion Schedule Differential Adjustment [\$]	\$ 0	\$ 0	\$ 0
Substantial Completion Schedule [Calendar Days]	1675	1600	1515
Substantial Completion Schedule Differential [Calendar Days]	160	85	0
Substantial Completion Schedule Differential Adjustment [\$]	\$ 8,000,000	\$ 4,250,000	\$ 0
Proposal Price Value	\$ 473,400,000	\$ 721,027,777	\$ 581,545,700
Price Factor [=low Proposal Price Value/Proposal Price Value]	1.000	0.657	0.814
<b>Price Proposal Points (Price Factor x 70)</b>	<b>70.00</b>	<b>45.96</b>	<b>56.98</b>
<b>PROPOSAL POINTS</b>			

# Detailed Proposal Evaluation



	<u>BEB</u>	<u>BGA</u>	<u>CRC</u>
Technical Score (TS)	26.42	60.54	74.30
Qualitative Factor [=(TS/high TS)]	0.356	0.815	1.000
<b>Technical Proposal Points (Qualitative Factor x 30)</b>	<b>10.67</b>	<b>24.44</b>	<b>30.00</b>
Development Price [\$]	\$ 465,400,000	\$ 716,777,777	\$ 581,545,700
Interim Completion Schedule [Calendar Days]	1190	1190	1190
Interim Completion Schedule Differential [Calendar Days]	0	0	0
Interim Completion Schedule Differential Adjustment [\$]	\$ 0	\$ 0	\$ 0
Substantial Completion Schedule [Calendar Days]	1675	1600	1515
Substantial Completion Schedule Differential [Calendar Days]	160	85	0
Substantial Completion Schedule Differential Adjustment [\$]	\$ 8,000,000	\$ 4,250,000	\$ 0
Proposal Price Value	\$ 473,400,000	\$ 721,027,777	\$ 581,545,700
Price Factor [=low Proposal Price Value/Proposal Price Value]	1.000	0.657	0.814
<b>Price Proposal Points (Price Factor x 70)</b>	<b>70.00</b>	<b>45.96</b>	<b>56.98</b>
<b>PROPOSAL POINTS</b>	<b>80.67</b>	<b>70.40</b>	<b>86.98</b>



**CENTRAL TEXAS**  
**Regional Mobility Authority**





Item 19

# Report on Legislative Issues

Brian Cassidy, Locke Lord



**CENTRAL TEXAS**  
**Regional Mobility Authority**