

Board of Director's Meeting

September 30, 2015

9:00 a.m.



CENTRAL TEXAS
Regional Mobility Authority



Item 2

Opportunity for Public Comment



CENTRAL TEXAS
Regional Mobility Authority



Item 9

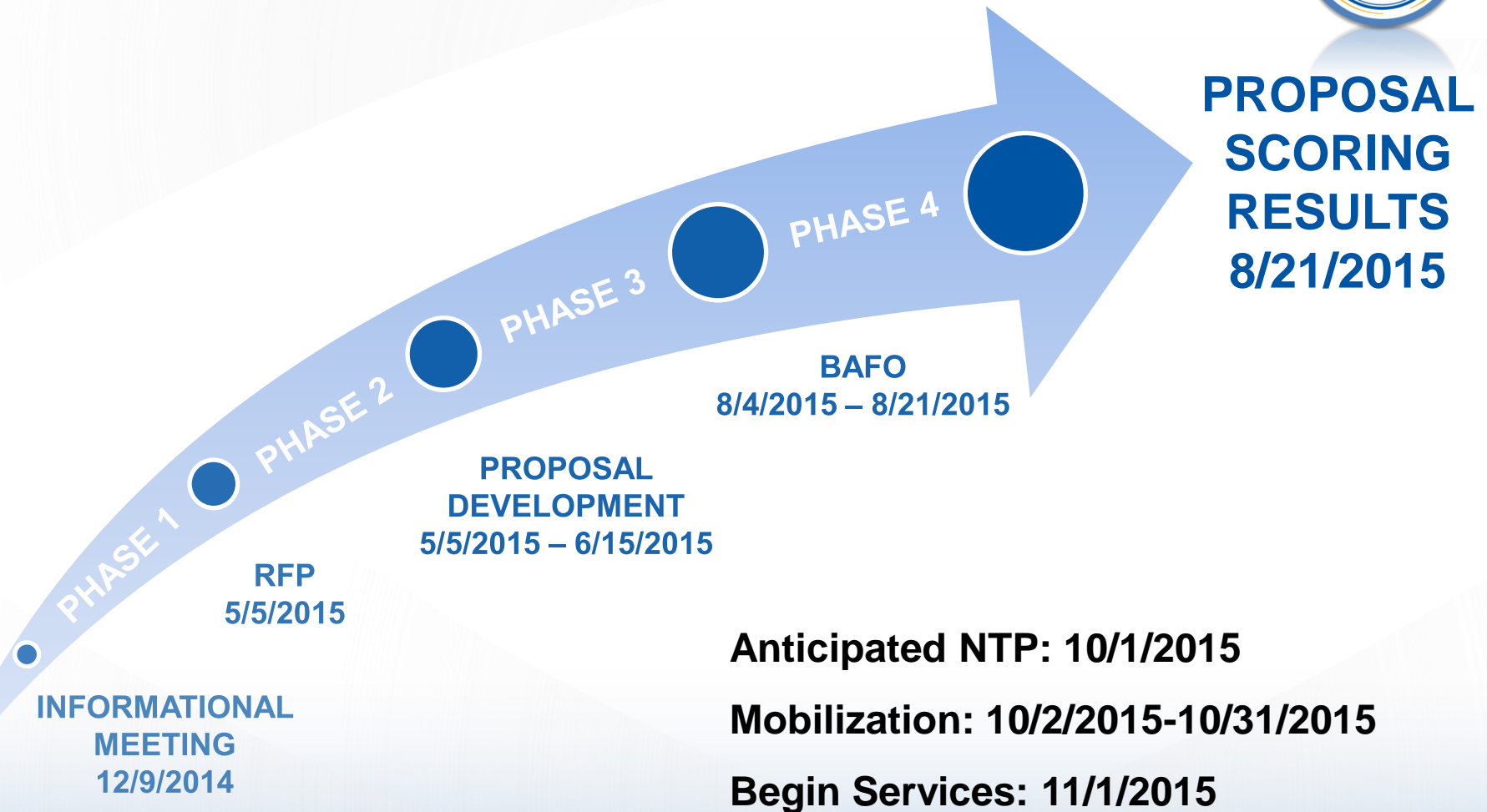
Award a contract for system-wide performance based maintenance services for current and future Mobility Authority corridors

Project Overview



- 5 year Contract Term
- 2 1-year Renewal Options
- ROW to ROW Routine Maintenance
 - Facilities, Shared Use Paths, Trailheads
 - Incident Response
 - Snow and Ice Control
- 183A, Manor Expressway, Mopac Improvement Project, 71 Express, SH 45 SW

Procurement Process



Proposers



- **HDR | ICA Maintenance, Inc.**
- **ISI Contracting, Inc.**
- **Roy Jorgensen Associates, Inc.**

Proposal Evaluation



▪ Technical Proposal

- **Worth 40% of scoring calculation**
 - Maintenance Management Plan (77%)
 - Value Added Concepts (3%)
 - Local Participation (20 %)

▪ Price Proposal

- **Worth 60% of scoring calculation**
 - Price Proposal (Full Maintenance Services) (95%)
 - Option Price Proposal (Optional Limited Maintenance Services) (5%)

04/1

Proposal Evaluation Results



	<u>ICA</u>	<u>ISI</u>	<u>JORGENSEN</u>
Technical Proposal Points (TS x 40%)	16	N/A	32.9
Price Proposal Points (PPS x 60%)	53.42	N/A	60
Final Total Proposal Score (FTPS)	69.42	N/A	92.9



Award a contract to the Best Value Proposer

Roy Jorgensen Associates, Inc.

Price Proposal: \$ 20,876,495

Final Total Proposal Score: 92.90

Agency Cost Sharing



Total Contract Cost Sharing		
Roadway	Local Government Cost	TxDOT Cost
183A	\$8,810,305	\$0
Manor Expressway	\$3,547,910	\$1,501,119
Mopac Improvement Project	\$1,601,307	\$3,920,104
71 Express	\$608,271	\$409,375
SH45 SW	\$478,105	\$0
TOTAL COST SPLIT =	\$15,045,897	\$5,830,598
TOTAL CONTRACT COST =	\$20,876,495	



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Item 10

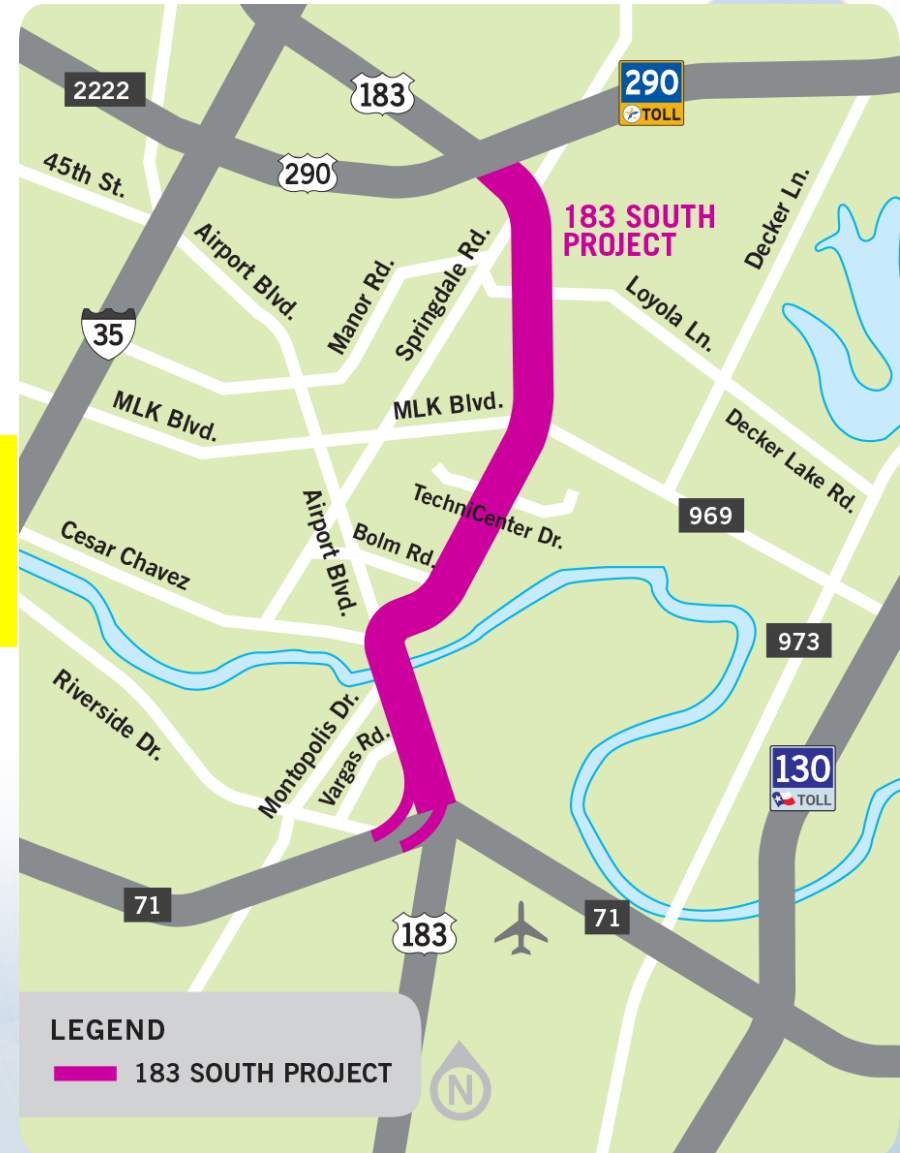
183 South

Award a Professional Services
Contract to Provide
Survey Quality Assurance
Services

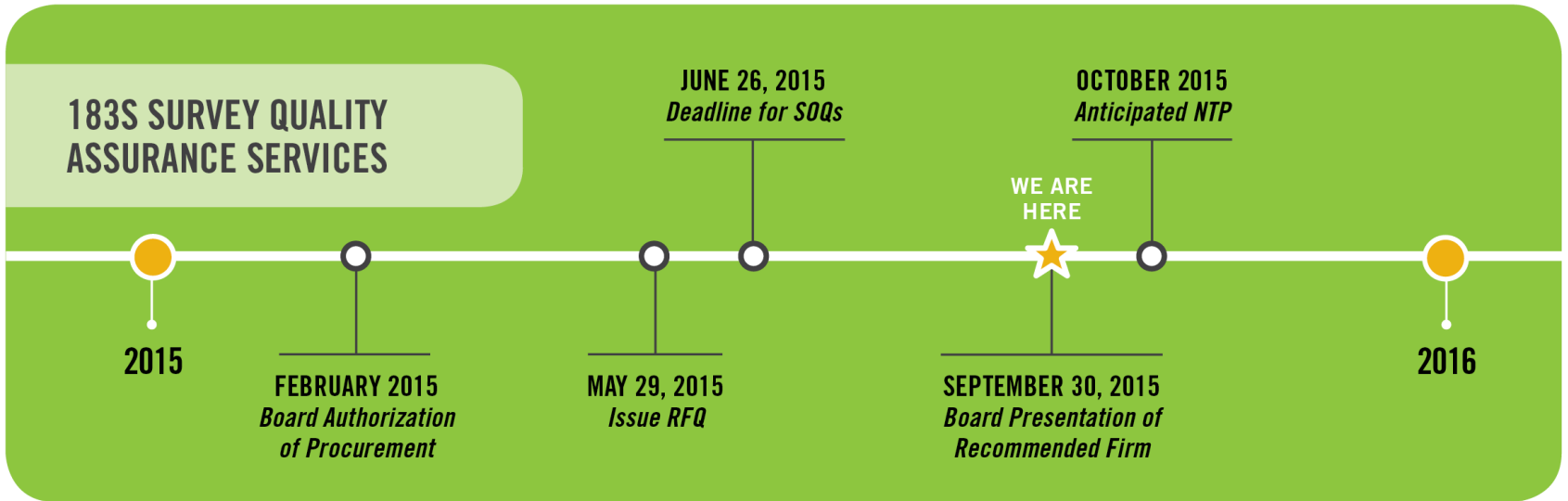


Ongoing Procurements

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



Procurement Timeline





- **We evaluated six responses:**
 - **Bain Medina Bain**
 - **Gorrondona & Associates**
 - **Inland Geodetics**
 - **McGray & McGray**
 - **Surveying and Mapping, LLC**
 - **Unitech Consulting Engineers**



**Team Organization
and Qualifications,
approach to DBE
Utilization | 30%**

**Project
Understanding
and Approach | 25%**

**Past Project
Experience | 20%**

**Demonstrated
Responsiveness to
Project Needs | 25%**



McGray & McGray

SUBCONSULTANT
Survey and Mapping, LLC

CERTIFIED DBE FIRM



CENTRAL TEXAS
Regional Mobility Authority



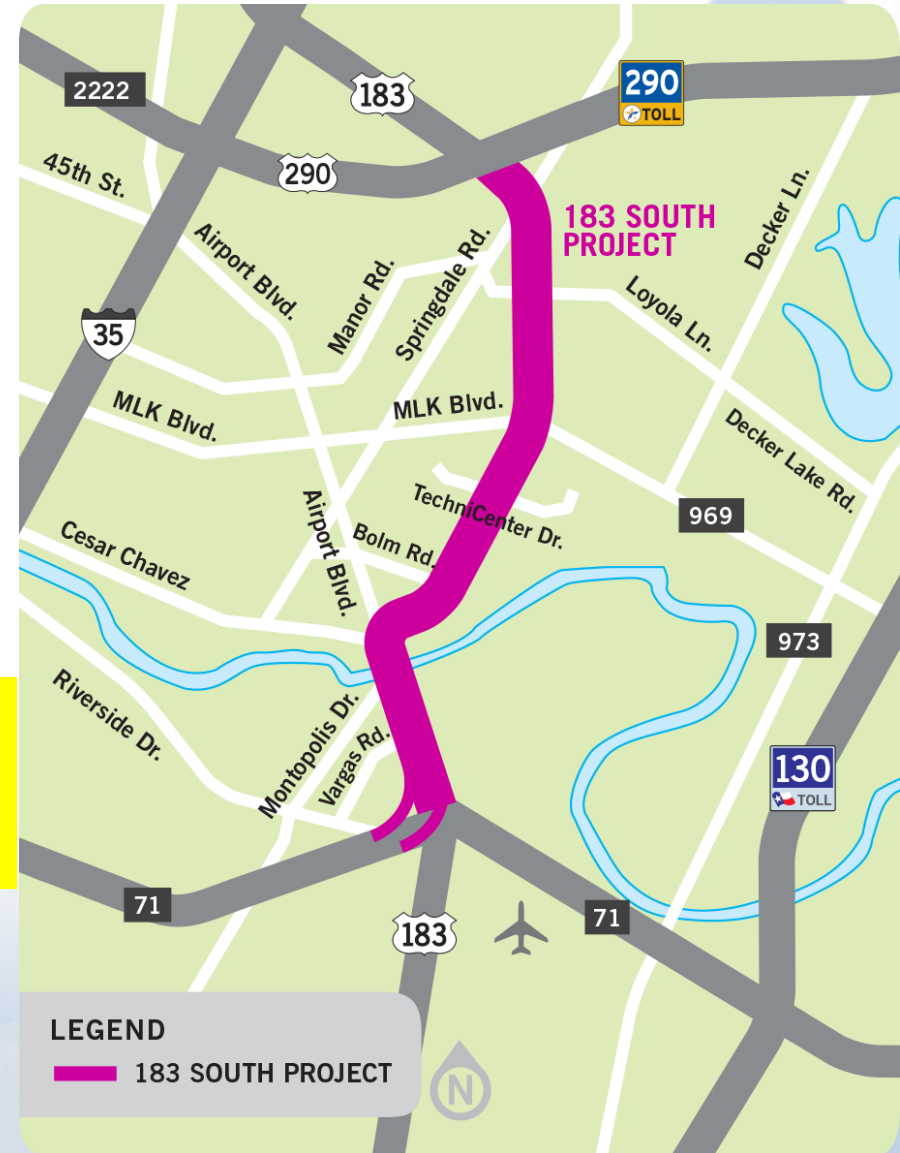
Item 11

183 South
Award a Professional Services
Contract to Provide
Materials Acceptance Testing
Services



Ongoing Procurements

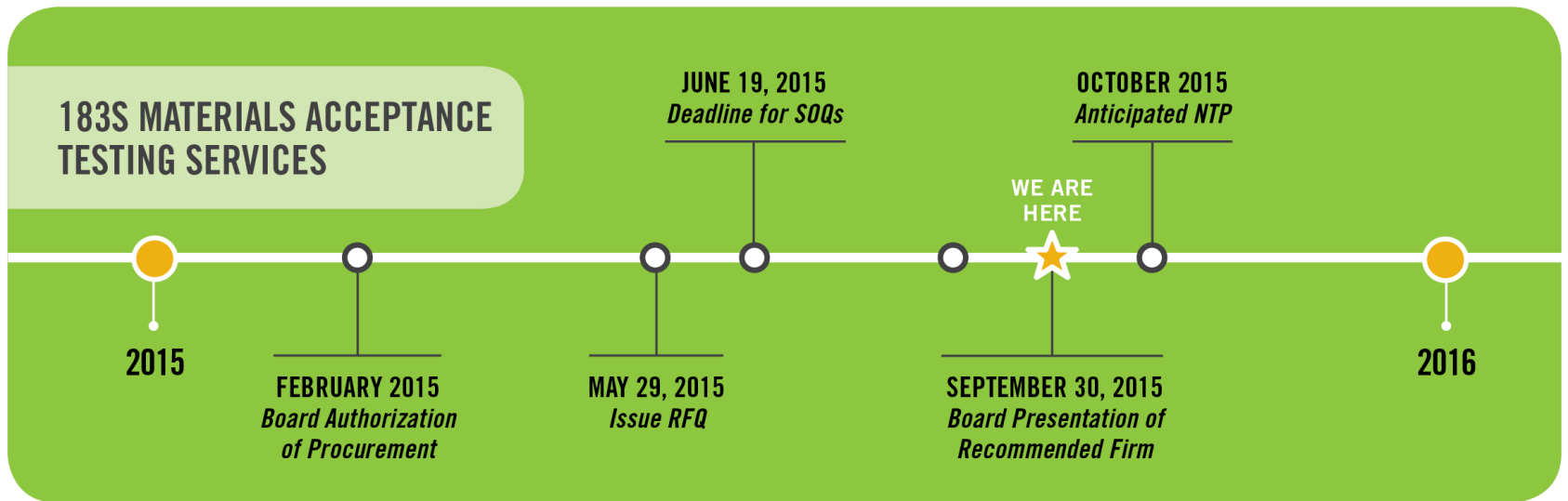
- Public Involvement
- Survey Quality Assurance
- **Materials Acceptance Testing**
- Construction Inspection



Procurement Timeline



183S MATERIALS ACCEPTANCE TESTING SERVICES





- **We evaluated seven responses:**
 - **Fugro**
 - **HTS**
 - **HVJ**
 - **Kleinfelder**
 - **PaveTex**
 - **REL**
 - **Terracon**



**Team Organization
and Qualifications,
approach to DBE
Utilization | 35%**

**Project
Understanding
and Approach | 30%**

**Past Project
Experience | 20%**

**Project Resource
Staffing and
Schedule | 15%**



Rodriguez Engineering Laboratories (REL)

CERTIFIED DBE FIRM



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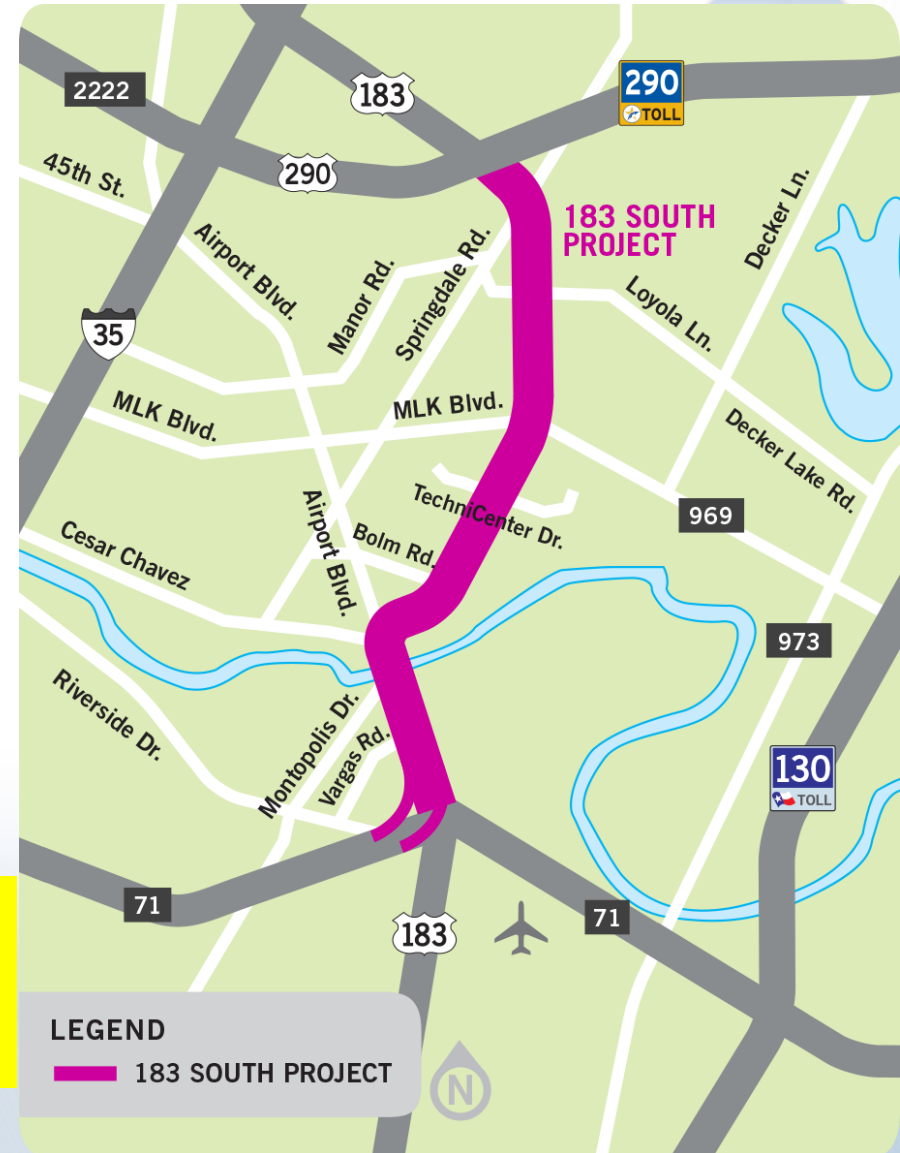
Item 12

183 South
Award a Professional Services
Contract to Provide
Construction Inspection Services

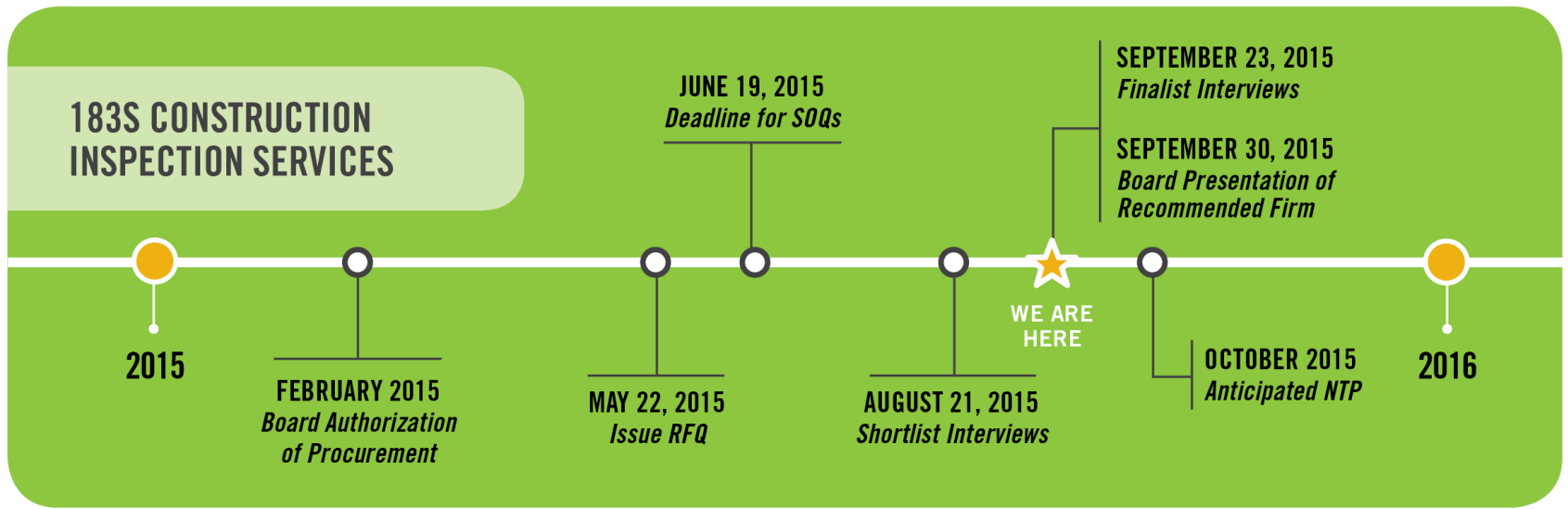


Ongoing Procurements

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



Procurement Timeline





- **We evaluated five responses:**
 - **AIA Engineers**
 - **HDR**
 - **Jacobs**
 - **RS&H**
 - **SAM-Construction Services**



**Team Organization
and Qualifications,
approach to DBE
Utilization | 35%**

**Project
Understanding
and Approach | 30%**

**Past Project
Experience | 20%**

**Project Resource
Staffing Plan | 15%**



- **Four firms were shortlisted for interviews:**
 - **HDR**
 - **Jacobs**
 - **RS&H**
 - **SAM-Construction Service**



Team Organization and Qualifications | 20%

**Demonstrated
Teamwork | 15%**

**Approach to DBE
Utilization | 10%**

**Past Project
Experience | 10%**

**Project
Understanding
and Approach | 20%**

**Project Resource
Staffing Plan | 10%**

**The Quality of
Your Overall
Presentation | 15%**



- **Two firms were finalists for a second interview:**
 - **Jacobs**
 - **RS&H**



Demonstrated Knowledge in Construction Inspection | 45%

Approach to Management of Staff, including field resources | 15%

Team Organization and Qualifications | 25%

Quality of and Innovation in Your Answers to Questions / Differentiators | 15%



RS&H

SUBCONSULTANTS

K Friese & Associates, Inc. (DBE)

G Sylva, LLC (DBE)

Bury Holdings, Inc.

PaveTex Engineering and Testing, Inc.

COMMITTED 35% OF CONTRACT TO DBE FIRMS



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Item 13

Authorize solicitation of bids to construct interim improvements to the 290 Toll / SH 130 intersection

Location Map – 290 East at SH 130 Intersection



Proposed Interim Improvements

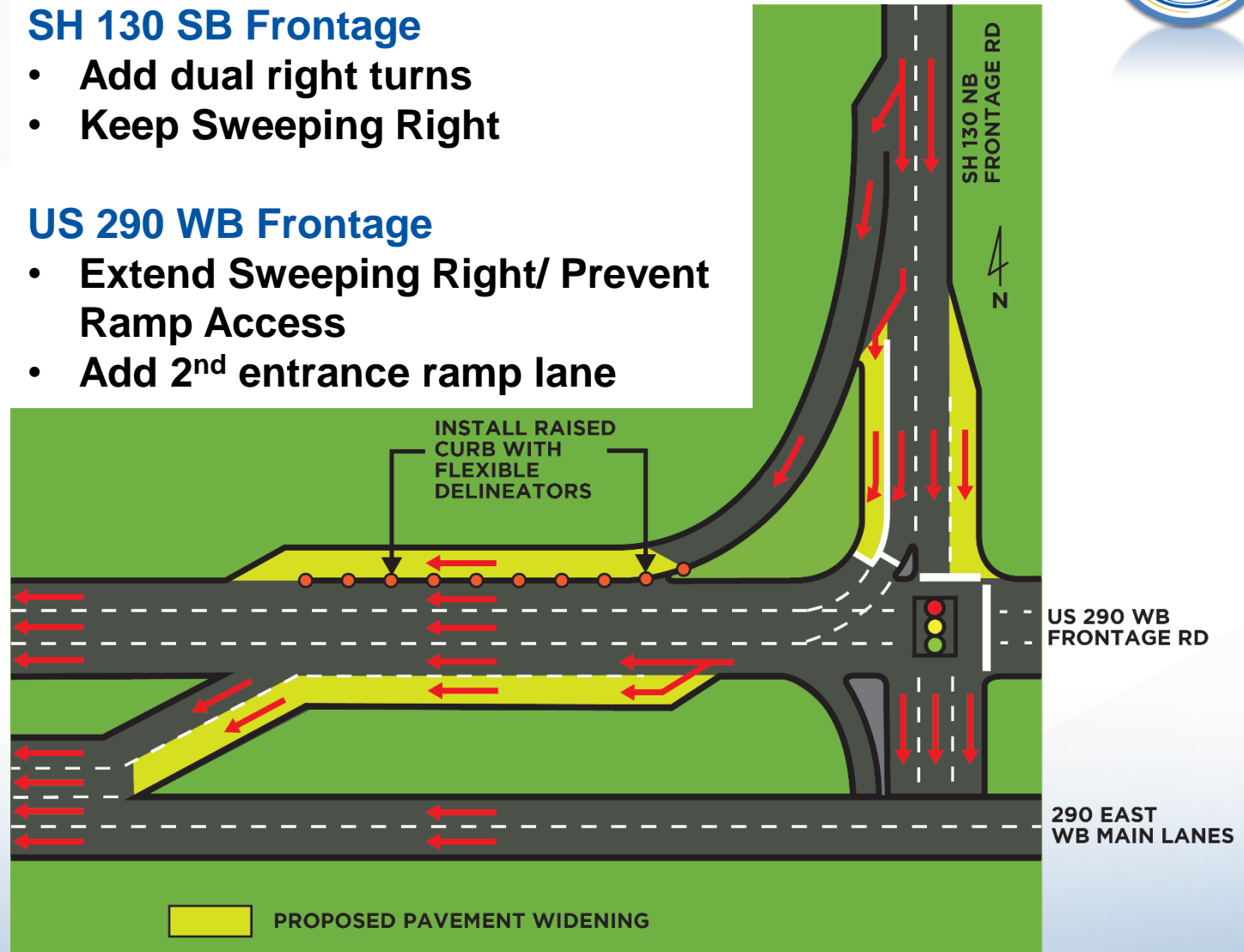


SH 130 SB Frontage

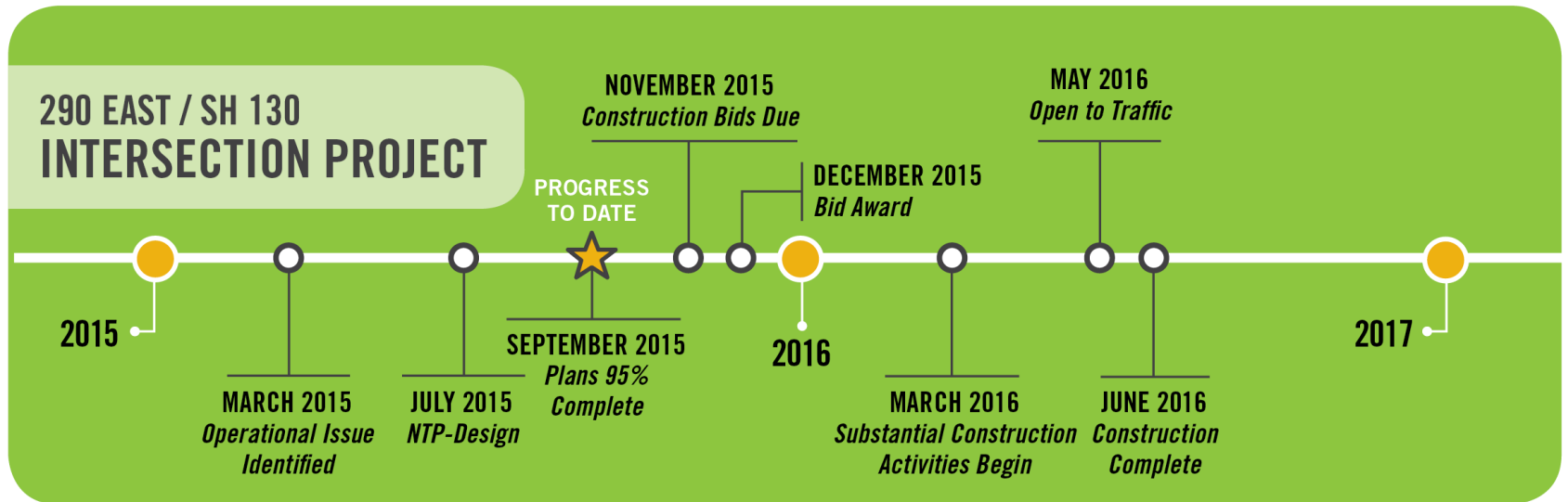
- Add dual right turns
- Keep Sweeping Right

US 290 WB Frontage

- Extend Sweeping Right/ Prevent Ramp Access
- Add 2nd entrance ramp lane



290 East/SH 130 Intersection Project Schedule





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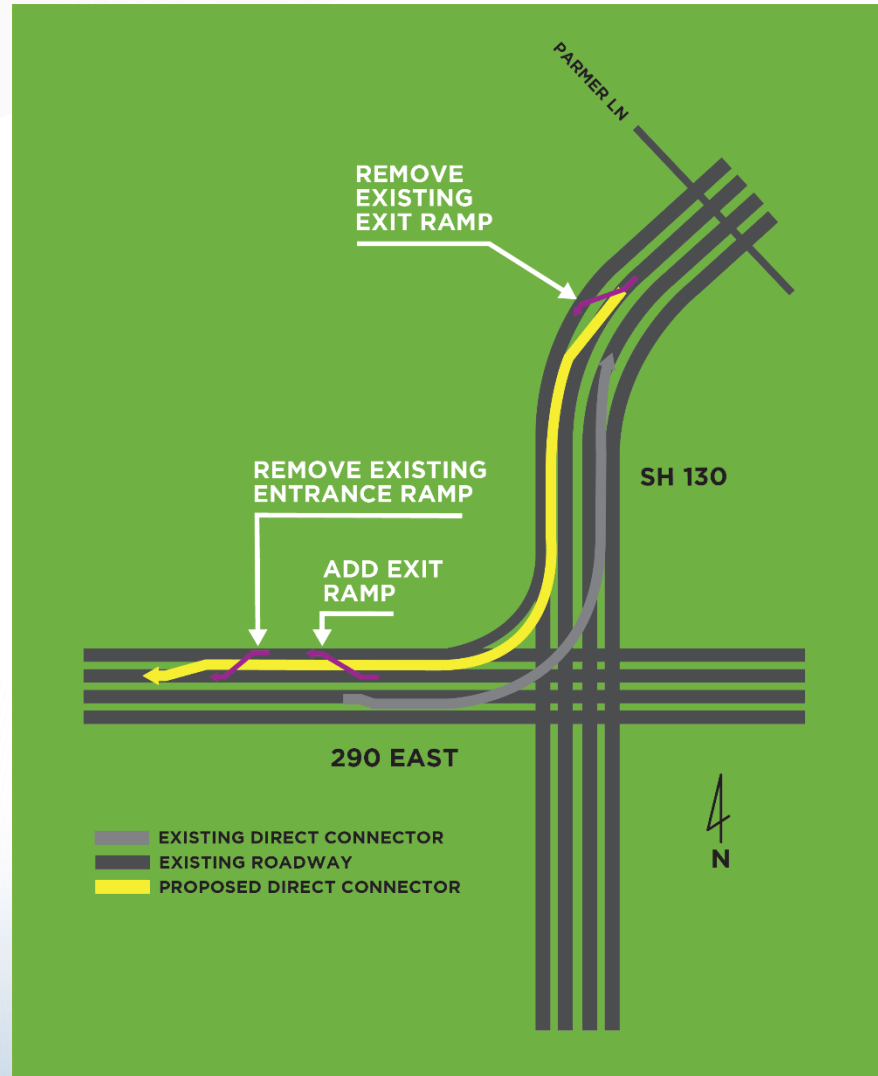
Item 14

Authorize procurement of professional engineering design services for direct connectors at the SH 130 – Manor Expressway intersection

Location Map - 290 East/SH 130 Direct Connector



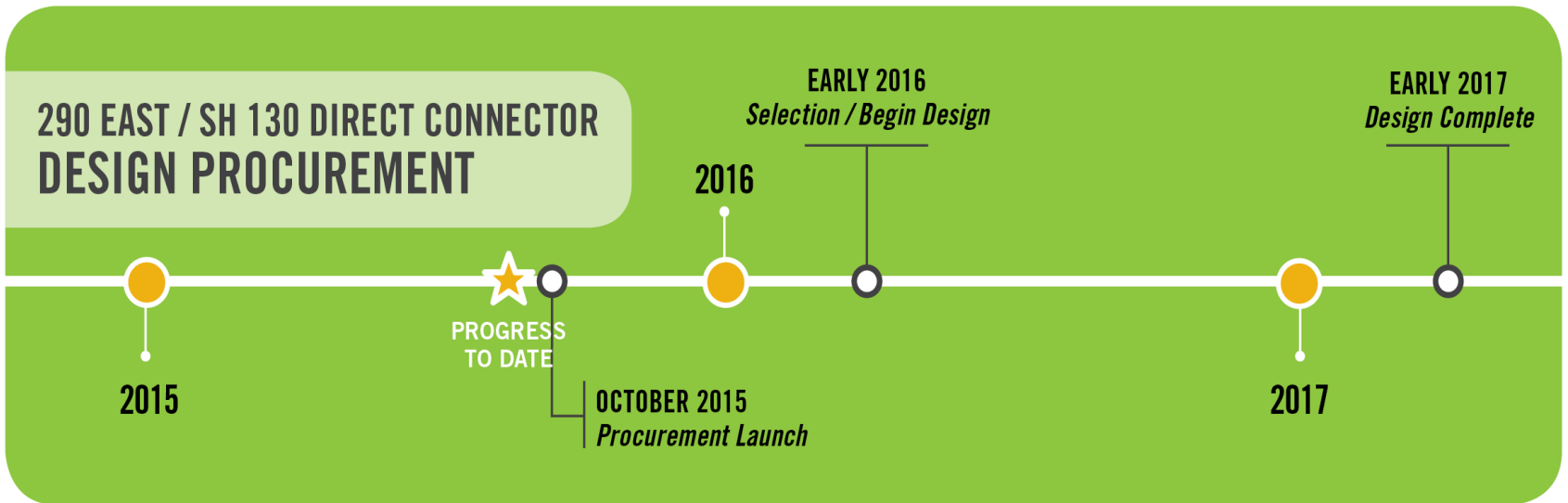
Proposed 290/SH 130 Direct Connector



Proposed 290/SH 130 Direct Connector



290 East/SH 130 Direct Connector Procurement/Design Schedule





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Item 18 Executive Director's Report



MoPac Improvement Project Progress Report September 30, 2015



Paving Operations



Looking South near RM 2222 Exit



Looking North near Far West

Construction Photos



42-inch Waterline – Camp Mabry



**42-inch Waterline
Boring Machine and Pit**





Sound Wall Construction





Sound Wall Construction



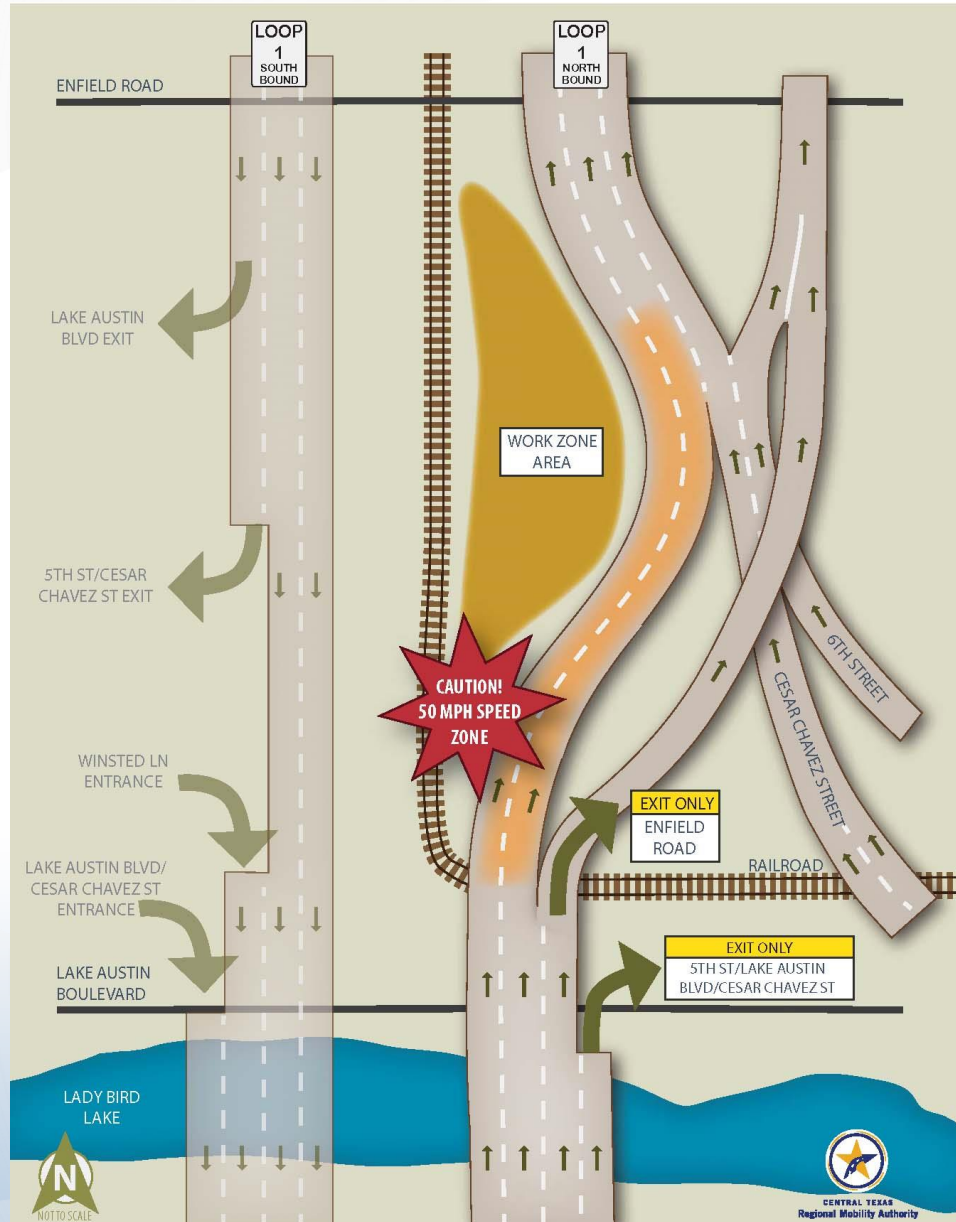
Construction Photos



Southbound Undercrossing Construction

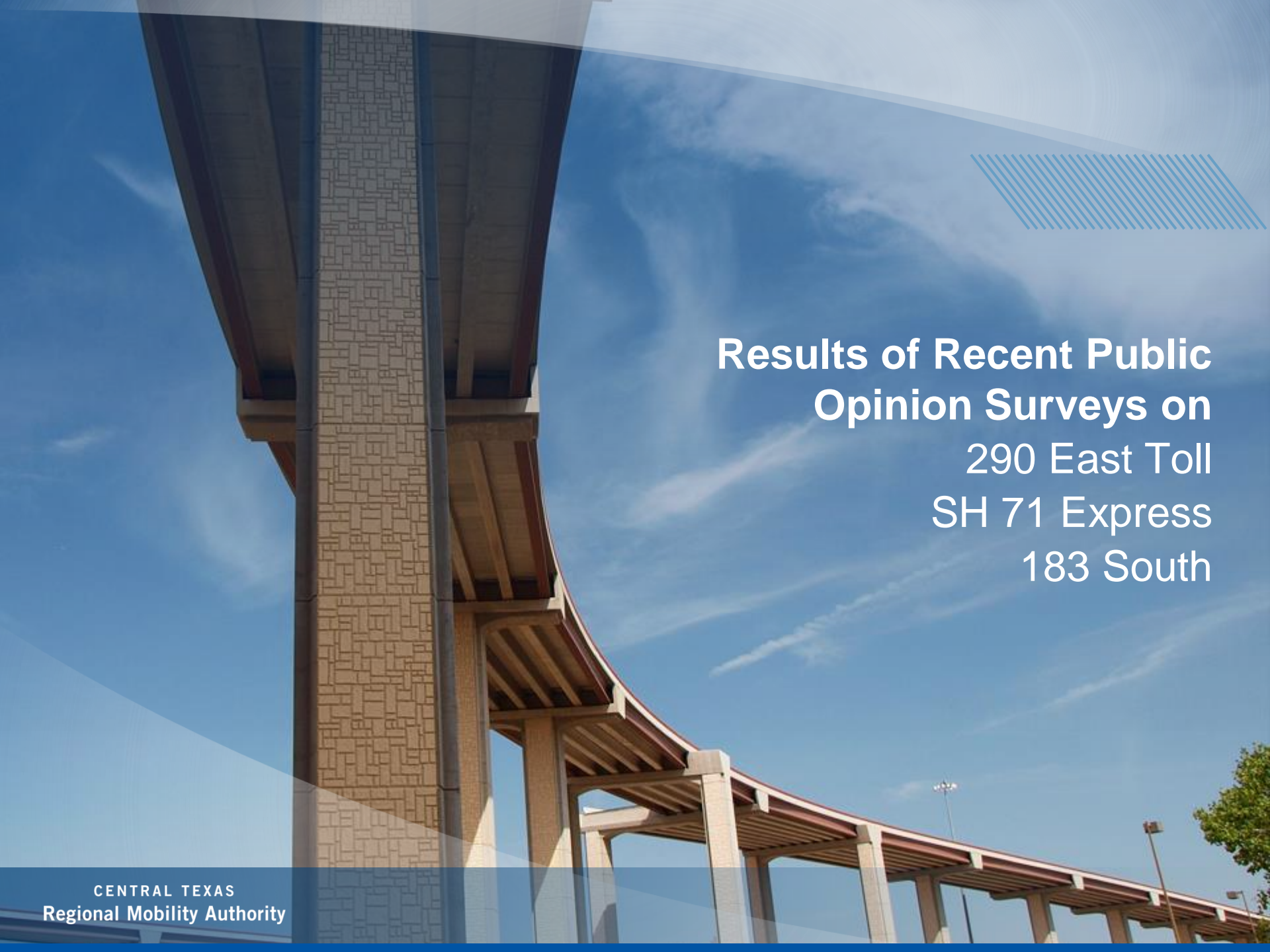


Northbound Undercrossing Construction Detour Map





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**Results of Recent Public
Opinion Surveys on
290 East Toll
SH 71 Express
183 South**

PUBLIC OPINION SURVEYS

290 East Toll | SH 71 Express | 183 South



PURPOSE: The Mobility Authority recently conducted a series of phone surveys to collect information on:

- ❑ Driving habits
- ❑ Perceptions of major projects

This report contains our findings



Wilson Perkins Allen Opinion Research
performed all three studies





THE PROJECT: 6.2-mile toll road with non-tolled frontage lanes, bike and pedestrian improvements

PROJECT SCHEDULE: Phase 1 opened 2012;
Phase 2 opened May 2014

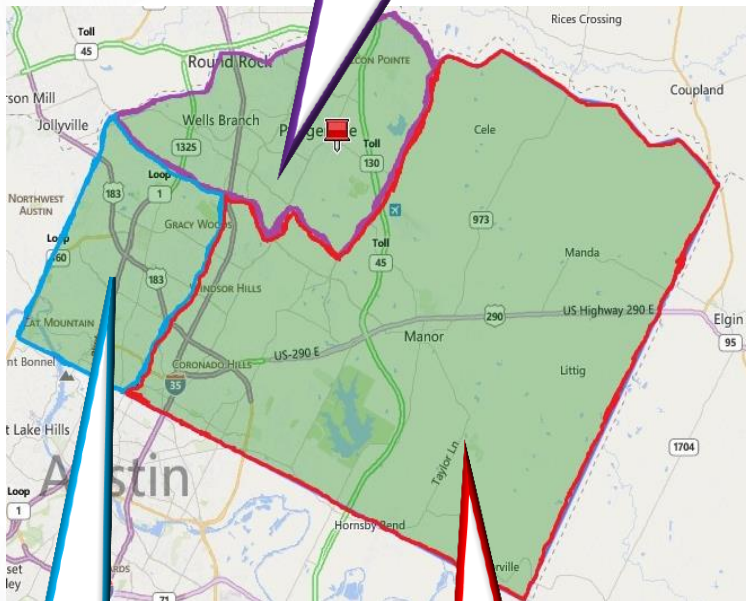
THE SURVEYS:

1. Pre-Construction, 500 participants, May 2011
2. Post-Construction, 301 participants, May 2015





North
(31%)



West
(39%)

East
(30%)

REASONS THESE DRIVERS USE 290 TOLL

- #1: Recreation & leisure
- #2: Commute to work
- #3: Other

THE 290 TOLL DRIVING EXPERIENCE

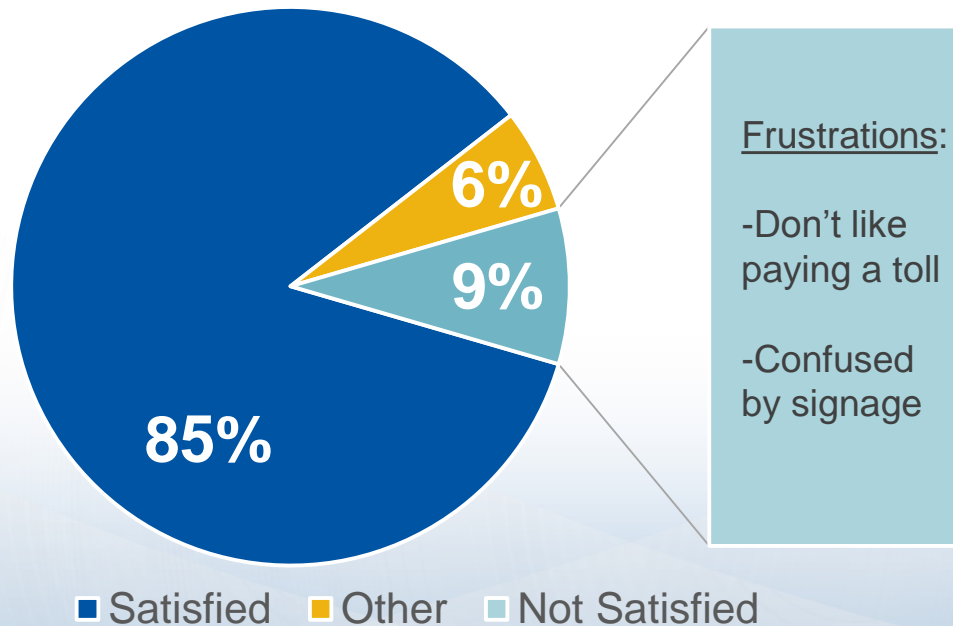


PRE-CONSTRUCTION VS. POST-CONSTRUCTION:

2011: **21%** of drivers rarely experienced delays on US 290 East

2015: **64%** drivers rarely experience delays on Manor Expressway

DRIVER SATISFACTION (2015):



PUBLIC PERCEPTION OF THE PROJECT



Construction Worries

54% had no concerns about project construction that occurred between 2011 and 2014

Public Opinion

85% feel satisfied with their experience driving on 290E

74% feel that improvements on 290E have improved mobility and congestion in the corridor

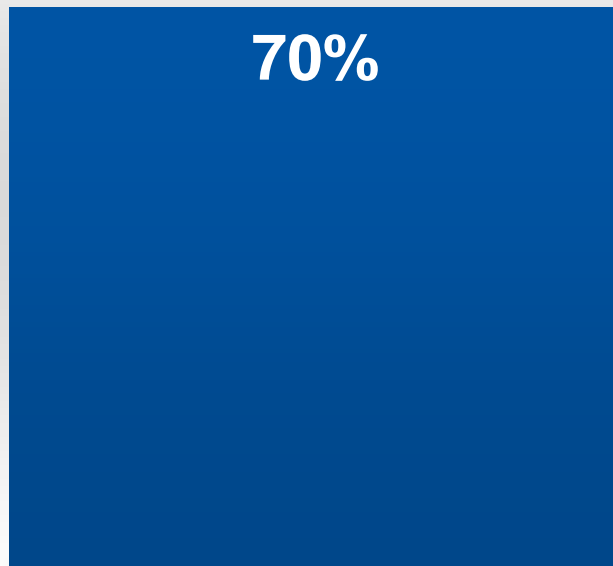
75% feel that 290E is good for the region

THE 290 TOLL DRIVING EXPERIENCE

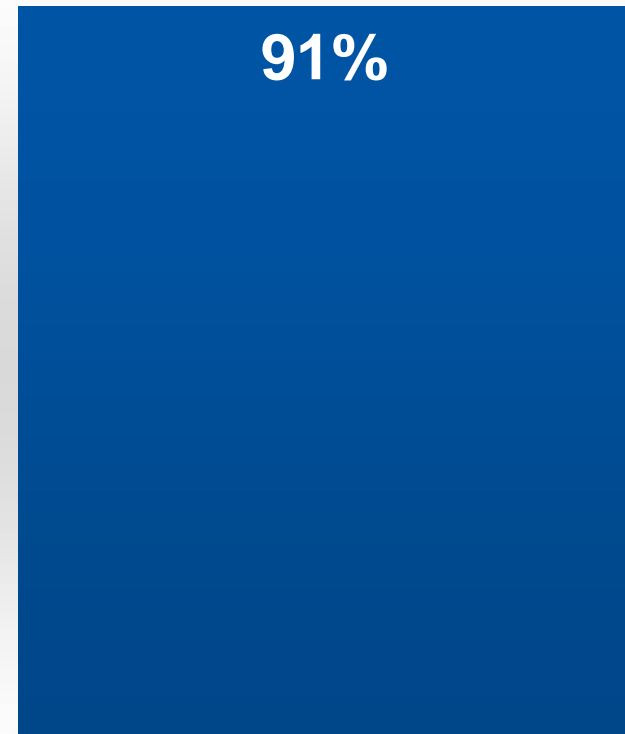


Pre-construction vs. post-construction

Drivers who feel safe driving on US 290 / 290 East Toll



2011



2015

THE 290 TOLL DRIVING EXPERIENCE



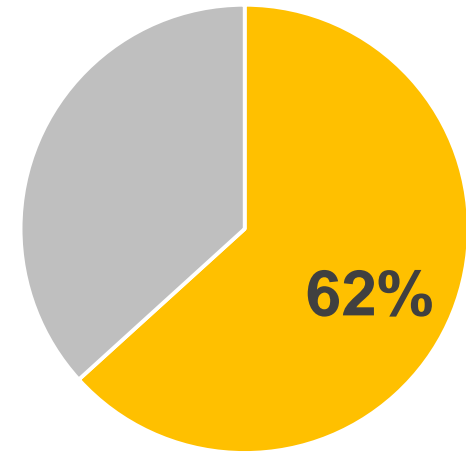
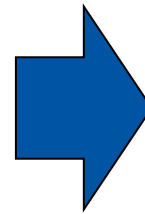
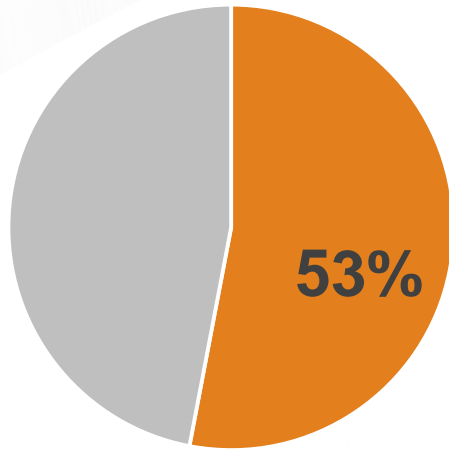
Pre-construction vs. post-construction

Drivers who feel stress driving on US 290 / 290 East Toll





DRIVERS WHO USE CENTRAL TX TOLL ROADS



Before 290E construction
(2011)

After 290E construction
(2015)



In 2011...

- **50%** of drivers favored higher taxes over tolls to pay for transportation projects

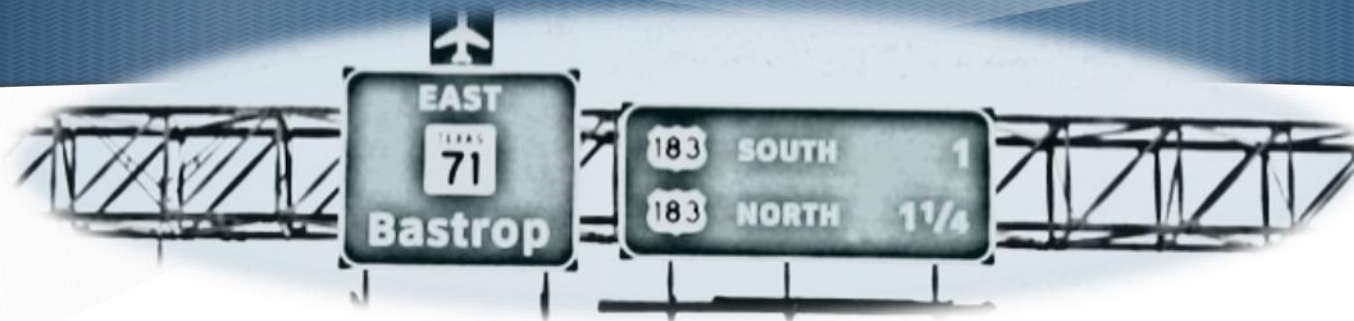
In 2015...

- **20%** of drivers favored higher taxes over tolls to pay for transportation projects

POSSIBLE TRANSPORTATION FUNDING MECHANISMS:

40% would rather wait for the Texas legislature to provide new transportation funding options

30% would rather have users pay a toll to pay for newly constructed toll lanes



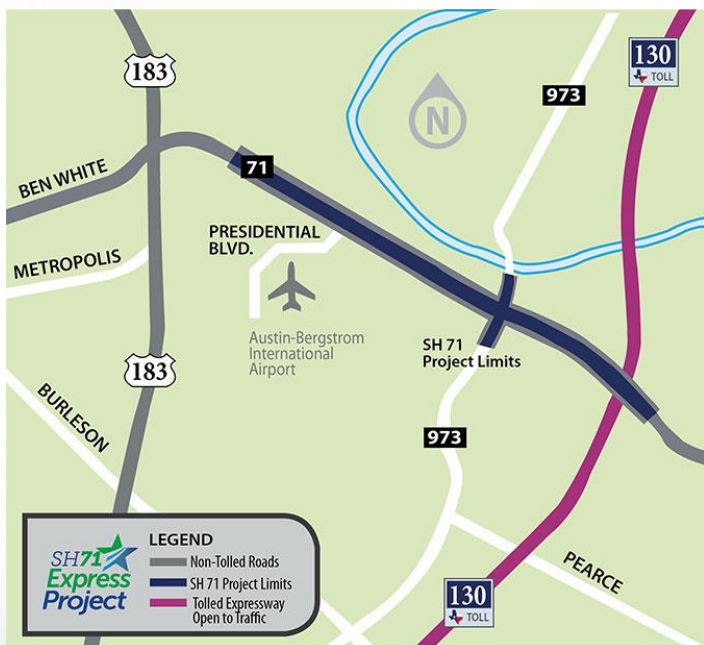
SH71 Express Project

THE PROJECT: 3.9-mile toll road with two new overpasses, bicycle and pedestrian improvements

CONSTRUCTION SCHEDULE:

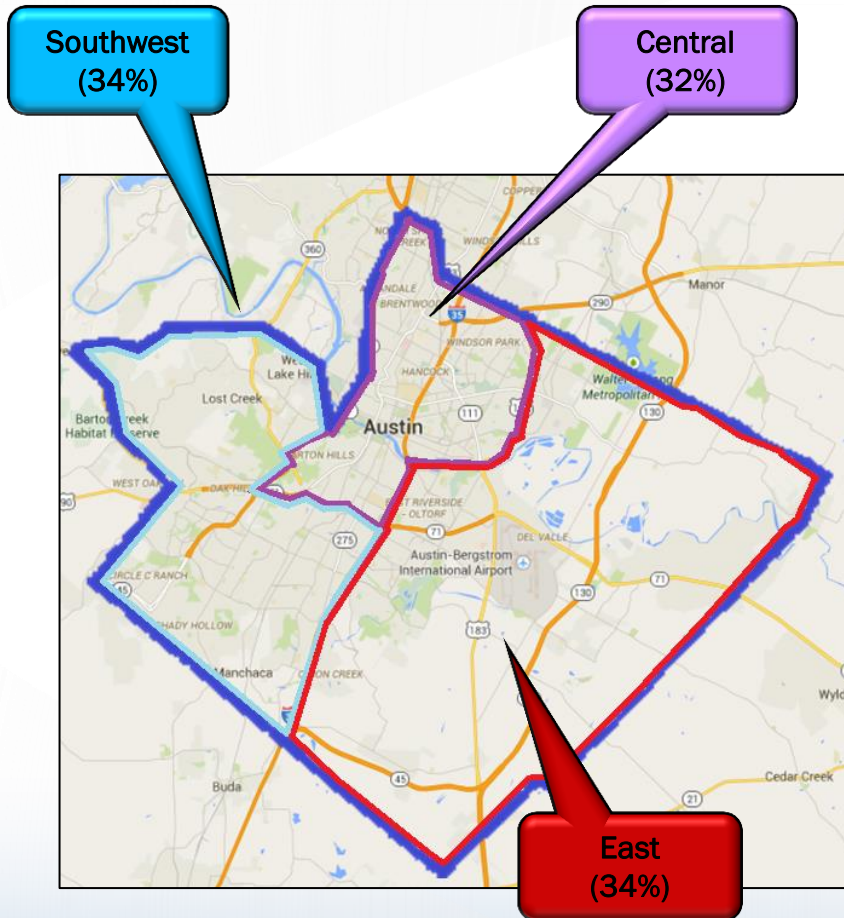
Early 2015 – Late 2016

THE SURVEY: Pre-Construction Baseline, 300 participants, May 2015



*The project is
being delivered in
partnership with:*





REASONS THESE DRIVERS USE SH 71:

- #1: Austin-Bergstrom Airport
- #2: Recreation & leisure
- #3: Commute to work / school

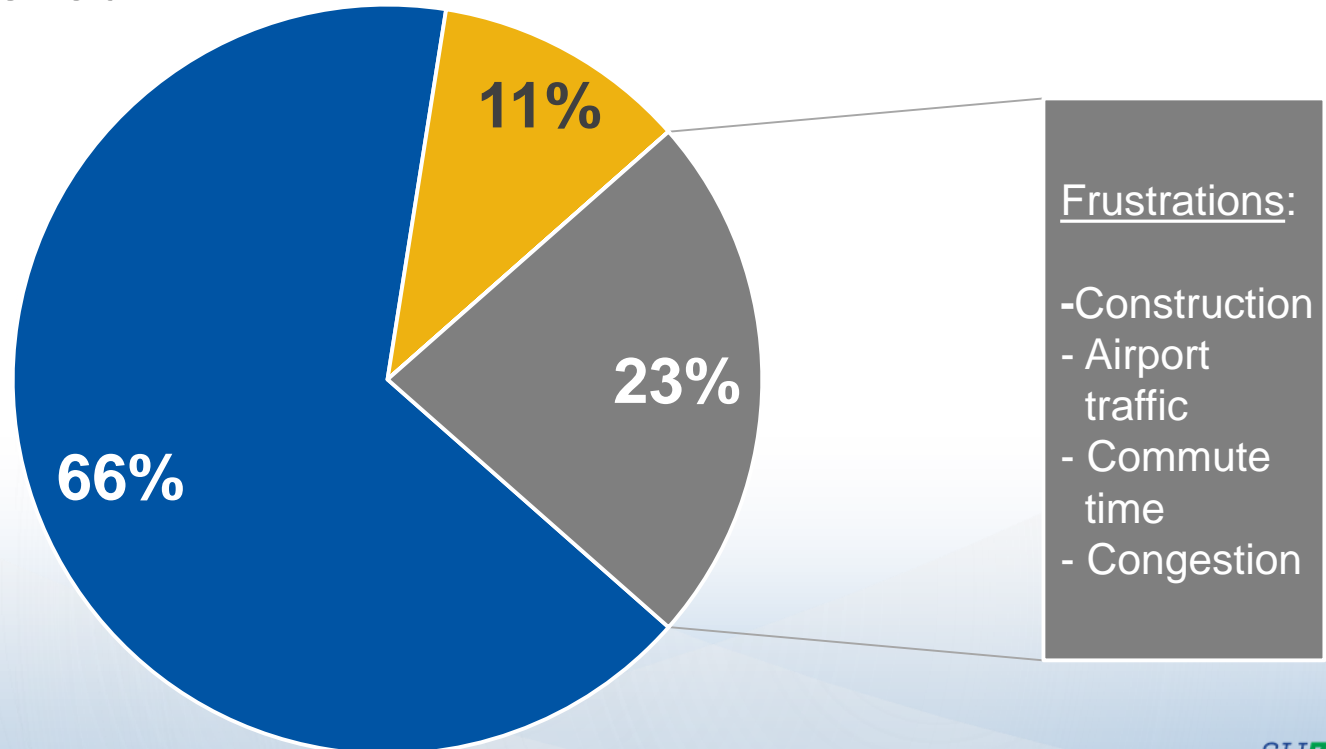
THE SH 71 DRIVING EXPERIENCE



Driver Satisfaction:

66% satisfied with SH 71

23% not satisfied



PUBLIC PERCEPTION OF THE PROJECT



Public Opinion

47% feel that the project is a good way to improve mobility and manage congestion

24% of drivers aren't sure if the project will relieve traffic congestion

Construction Worries

44% have no concerns about project construction



CONSTRUCTION CONCERNS

#1: More congestion

#2: Increased travel times



WILL YOU USE THE SH 71 EXPRESS?

34% say yes

MOST LIKELY:

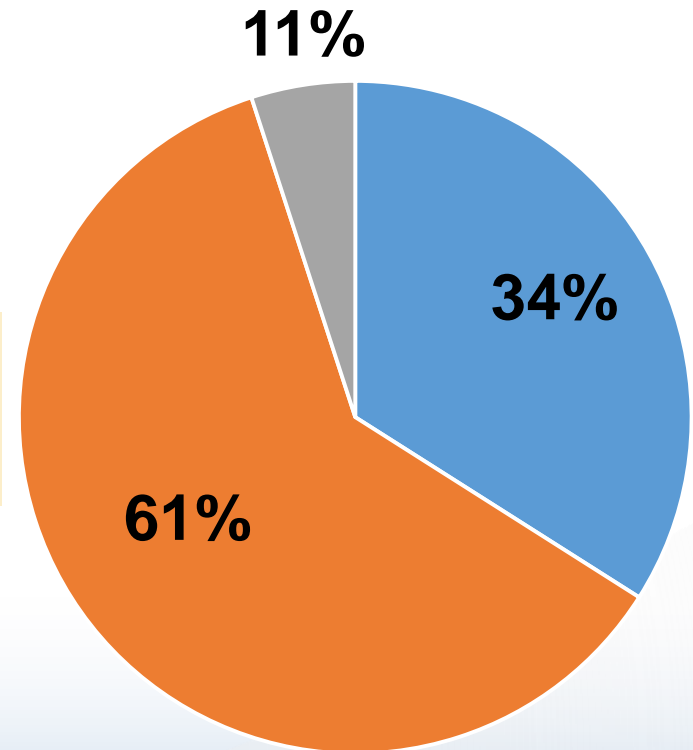
- *Men 18-54
- *College-educated
- *Higher income
- *Hispanic drivers

LEAST LIKELY:

- *Men over 55
- *Lower income drivers

Highway Use

- Likely to use SH 71
- Not likely to use SH71
- Unsure





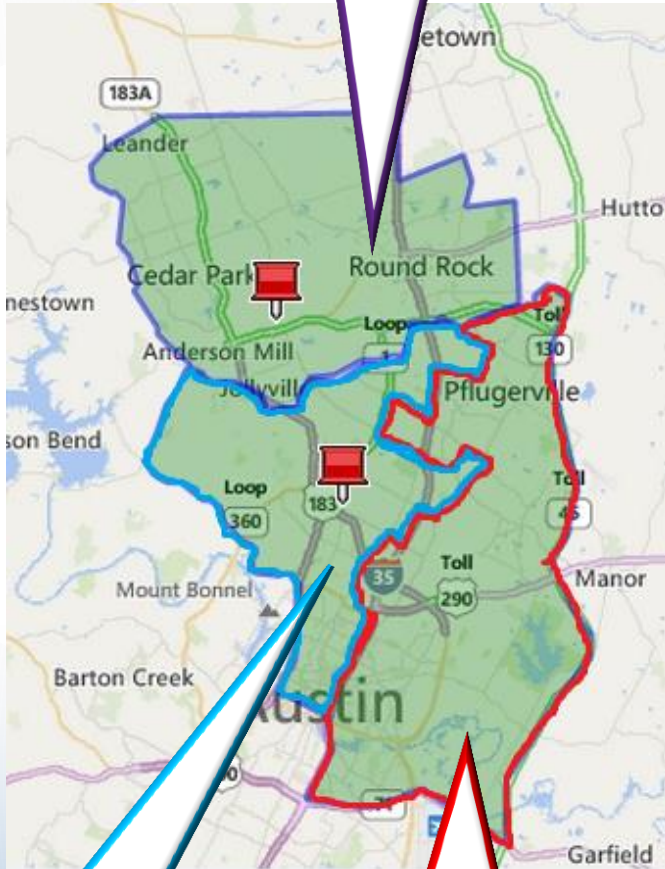
THE PROJECT: New toll lanes, improved frontage lanes, bicycle and pedestrian improvements

CONSTRUCTION SCHEDULE:
Early 2016 - 2020

THE SURVEY: Pre-Construction Baseline, 400 participants, May 2015



Williamson County
(33%)



Central North
(37%)

East
(30%)

REASONS THESE DRIVERS USE US 183

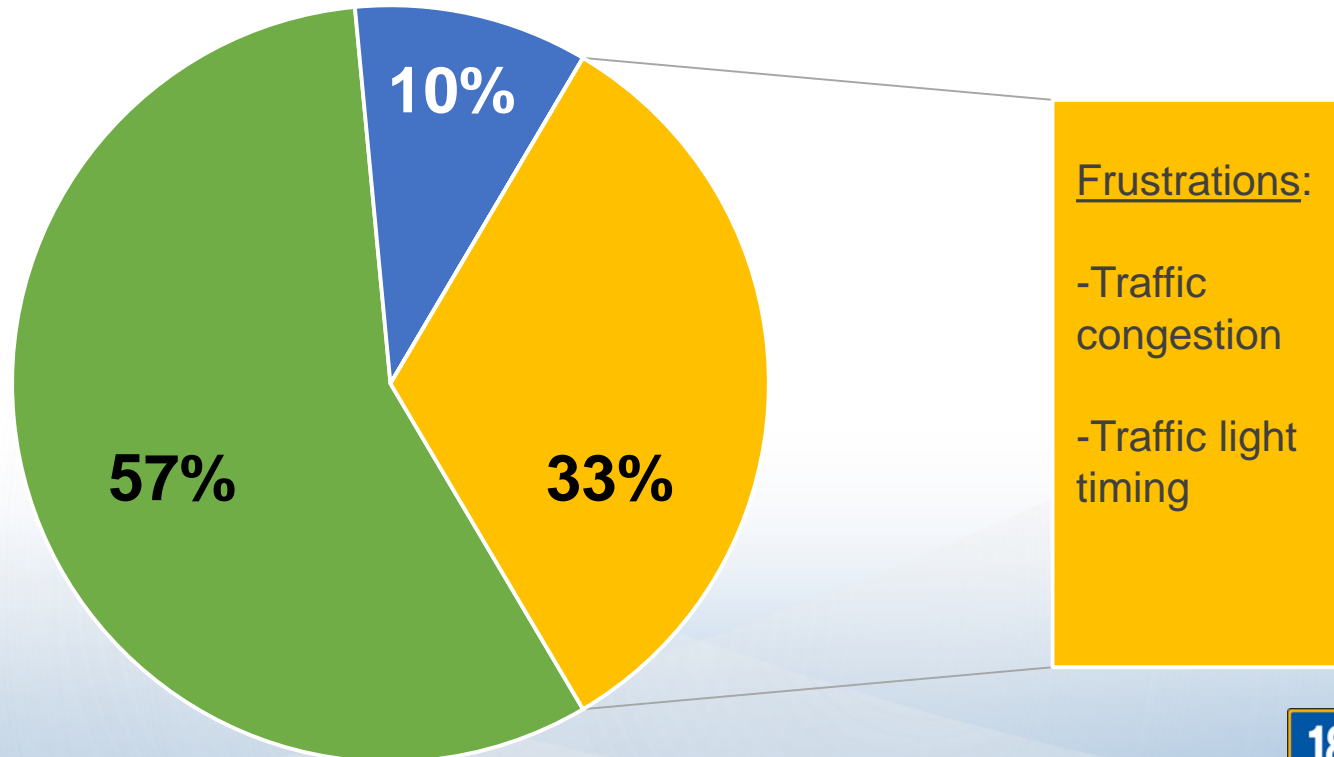
- #1: Austin-Bergstrom Airport
- #2: Recreation & leisure
- #3: Commute to work / school



Driver Satisfaction:

57% satisfied with 183 South

33% not satisfied



PUBLIC PERCEPTION OF THE PROJECT



Public Opinion

67% feel that the project is a good way to improve mobility and manage congestion

16% of drivers aren't sure if the project will relieve traffic congestion

Construction Worries

52% have no concerns about project construction

CONSTRUCTION CONCERNS

#1: More congestion

#2: Environmental impact

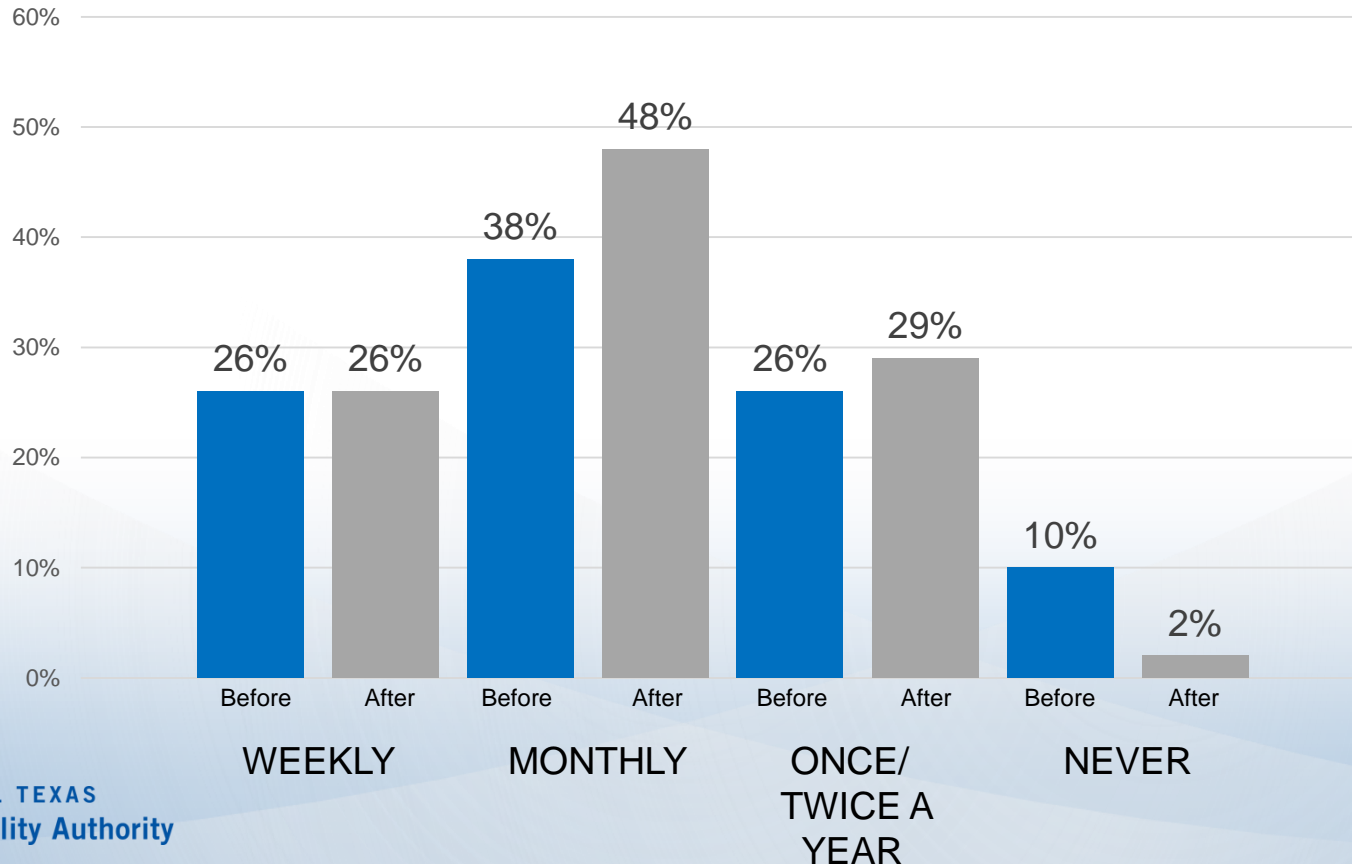
THE FUTURE OF 183 SOUTH TOLL



WILL YOU USE 183 SOUTH?

53% Yes

USE OF US 183 / 183 SOUTH TOLL BEFORE (US 183) AND AFTER (183 South Toll) CONSTRUCTION





CENTRAL TEXAS
Regional Mobility Authority

MOPAC SOUTH

ENVIRONMENTAL STUDY

Progress Report



CENTRAL TEXAS
Regional Mobility Authority

Process and Major Activities to Date



- **Launched Environmental Study in April 2013**
 - Collected travel time, crash and safety, population and employment growth and environmental constraints data
 - Developed Purpose and Need
 - Launched project website www.MoPacSouth.com
 - Began stakeholder outreach
- **Held First Open House/Scoping Meeting in November 2013**
 - Refined Purpose and Need based on public input
 - Developed and refined concepts that may meet Purpose and Need using data collected and community feedback
- **Held Second Open House in April 2014**
 - Refined evaluation criteria and measurements based on Purpose and Need and community feedback
 - Evaluated concepts
- **Held Third Open House in February 2015**
 - Presented preliminary results and requested feedback on evaluation criteria and measurements
 - Presented recommended reasonable alternative – Express Lanes
 - Launched our Context Sensitive Solutions process



- **Activities since February Open House:**
 - Developed Additional Concepts with Public Input
 - Evaluation of Environmental Considerations (noise, visual, park impacts, historic)
 - Determination of lane requirements based on Travel Demand Models
 - Determination of ROW requirements
 - Operational Analysis
 - Preparing for November Open House



- **Presented at February Open House:** Two Express Lanes in each direction with a direct connection to and from Cesar Chavez
- **Additional Concepts Being Developed:**
 - One Express Lane in each direction with direct connections to and from Cesar Chavez
 - One Express Lane in each direction without a direct connection to and from Cesar Chavez
 - Two Express Lanes in each direction without a direct connection to and from Cesar Chavez
 - Two Express Lanes in each direction without a direct connection to or from Cesar Chavez but with ramps near Barton Skyway
 - The City of Austin unconstrained configuration



- **Addition of direct connector ramps at US 290 – *City of Austin***
- **Addition of new collector distributor at 360 – *City of Austin***
- **Direct connector touchdown shifted farther east on Cesar Chavez – *Austin ISD***
- **Texas Turnarounds at Barton Skyway – *City of Rollingwood***
- **Reconfiguration of 2244 SB exit ramp – *City of Rollingwood and Stakeholder Comment***
- **Ramp improvements at William Cannon – *Stakeholder Comment***
- **Additional southbound general purpose lane south of William Cannon – *Stakeholder Comment***
- **Improvements at Lake Austin Blvd and 5th Street – *Travis County***
- **Additional Bike/Pedestrian facilities north of 2244 – *City of Rollingwood***



- **Next Open House November 10, 2015 at Palmer Events Center (*Virtual Open House launches on October 21*)**
- **What we'll show:**
 - Background Information
 - What's Changed Since February
 - CTR Study Findings
 - Operational Configurations
 - Update on Environmental Studies
 - Context Sensitive Solutions
 - Next Steps



- *The Project schedule has been extended by 5 months to complete evaluations of the additional operational concepts*
 - **September:** Complete refinements to operational configurations and finalize CTR analysis of Downtown connection
 - **October:** Begin stakeholder meetings and continued analysis
 - **November:** Open House and Virtual Open House for public comment
 - **Early 2016:** Additional analyses and development of EA, stakeholder outreach and possible Open House
 - **Spring 2016:** Public Hearing
 - **Summer 2016:** Record of Decision



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