

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

RESOLUTION NO. 14-079

**APPROVING AN AMENDMENT TO THE ADVANCE FUNDING AGREEMENT WITH
THE TEXAS DEPARTMENT OF TRANSPORTATION FOR A PILOT PROGRAM
USING REAL-TIME RIDESHARING TECHNOLOGY.**

WHEREAS, by Resolution No. 13-027, dated April 24, 2013, the Board authorized the Executive Director to finalize and execute an advance funding agreement (“the AFA”) with the Texas Department of Transportation (“TxDOT”) to fund a pilot program to study use of real-time ridesharing technology to support differential tolling by occupancy, and that agreement was subsequently executed;

WHEREAS, the Executive Director and TxDOT have discussed, and the Executive Director recommends approval of, a proposed amendment to the AFA to add SH 45, Loop 1, and SH 130 to the study, and to provide a six month extension of the Agreement, attached as Exhibit 1.

NOW THEREFORE, BE IT RESOLVED that the proposed amendment to the AFA is hereby approved; and

BE IT FURTHER RESOLVED that the Executive Director may finalize and execute on behalf of the Mobility Authority the proposed AFA in the form or substantially the same form as Exhibit 1.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 29th day of October, 2014.

Submitted and reviewed by:



Andrew Martin
General Counsel for the Central
Texas Regional Mobility Authority

Approved:



Ray A. Wilkerson
Chairman, Board of Directors
Resolution Number: 14-079
Date Passed: 10/29/2014

EXHIBIT 1 TO RESOLUTION 14-079

PROPOSED AMENDMENT TO ADVANCED FUNDING AGREEMENT WITH TxDOT

[on the following 4 pages]

CSJ # 0914-00-373
District # Austin-14
Code Chart 64 # 60432
Project: VPPP: Real-time Ridesharing Technology
to Support Differential Tolling by Occupancy
Federal Highway Administration
CFDA # 20.200
Not Research and Development

STATE OF TEXAS §

COUNTY OF TRAVIS §

**ADVANCE FUNDING AGREEMENT
AMENDMENT #1**

THIS AMENDMENT is made by and between The State of Texas, acting through the Texas Department of Transportation, called the State, and Central Texas Regional Mobility Authority, acting by and through its duly authorized officials, called the Local Government.

W I T N E S S E T H

WHEREAS, the State and the Local Government executed a contract on May 7 of 2013 to effectuate their agreement to use real-time ridesharing technology in conjunction with an existing tolling system for express lane occupancy verification; and,

WHEREAS, it has become necessary to amend that contract, proposing to add four more toll facilities in the Austin area to the existing two to further demonstrate the general operational concept of using real-time ridesharing technology in conjunction with an existing tolling system for express lane occupancy verification. The lower-than-estimated toll rebates to-date will allow for the additional rebates at no additional cost to the project. The term requires a six-month extension to accommodate the pilot and evaluation of this new phase at no additional cost to the project.

NOW THEREFORE, in consideration of the premises and of the mutual covenants and agreements of the parties, the State and the Local Government do agree as follows:

A G R E E M E N T

1. Description of Amended Items

Attachment B, Scope of Work, of the original agreement is deleted in its entirety and replaced with Attachment B-1, Scope of Work, which is attached to and made a part of the amendment.

All other provisions of the original contract are unchanged and remain in full force and effect.

2. Signatory Warranty

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

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THIS AGREEMENT IS EXECUTED by the State and the Local Government in duplicate.

THE LOCAL GOVERNMENT

Mike Heiligenstein
Executive Director
Central Texas Regional Mobility Authority

Date

THE STATE OF TEXAS

Kenneth Stewart
Director of Contract Services
Texas Department of Transportation

Date

ATTACHMENT B-1 SCOPE OF WORK

Real-time Ridesharing Technology to Support Differential Tolling by Occupancy

The Local Government shall deploy real-time ridesharing, facilitated by technology and incentives, and will link dynamic ridesharing and tolling systems, automatically providing participants sharing rides with a toll discount. The study will demonstrate the general operational concept of using real-time ridesharing technology in conjunction with an existing tolling system for express lane occupancy verification. The primary facility for this pilot is the 183A toll road on which variable (time-of-day) pricing will be tested. The newly-opened US-290 East/Manor Expressway will also be a pilot facility since the Local Government must apply pricing similarly on all its toll roads in the region and thus will provide – like on 183A – for a high-occupancy vehicle toll discount which will automatically be applied to pilot participants sharing rides on this facility.

Four toll roads will be added to this pilot: Loop 1/Mopac, SH-45 North, SH-45 Southeast, SH-130 (Segments 1-4). Toll discounts on these additional toll roads will be implemented in a phased approach to help understand the ridesharing impact of providing toll reimbursements on a limited portion of toll roads versus a complete system of toll roads. Three major employment centers have been defined as downstream destination clusters: the Northwest Technology Center, the Arboretum, and Downtown Austin including the University of Texas.

The Local Government shall also examine the effect of pricing and real-time ridesharing on congestion, travel behavior, and traffic volumes on the broader system of both tolled and non-tolled roads. In addition to ~~183A and the Manor Expressway~~ the toll roads listed above, the pilot will be conducted along currently non-tolled roads; candidate corridors include US-183, IH-35, and Loop 1/MoPac.

A written Notice to Proceed (NTP) will be required before any services can be performed. The Notice to Proceed may only be authorized by TxDOT's Project Manager or higher level of authority. The Notice to Proceed will include a work plan for the tasks requested, maximum amount payable, and will specify an initiation and completion date.

Task 1: Pre-Implementation Plan

The Local Government shall perform pre-implementation preparations including integration and testing of the ridesharing technology with the existing toll collection system. The Local Government shall also beta test using real drivers and passengers, and develop an evaluation plan.

- Estimated Cost: \$166,850
- Deliverables: Within six (6) months from NTP, the Local Government shall deliver the results of the Pre-Implementation Plan. Throughout the duration of the project, the Local Government shall provide monthly reports on the progress of work that corresponds to project charges being billed the same month.

Task 2: Recruitment

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The Local Government shall perform recruitment for the pilot, working with the stakeholders to contact large employers in the major employment centers and the University of Texas at Austin to attract rideshare participants. A community manager role shall be staffed by the contractor to engage users and keep them involved throughout the project. In addition to start-up incentives for drivers and riders, toll discounts will be offered as an incentive for participation. The recruitment goal to achieve critical mass is 500 members (both drivers and riders). At this level of participation, at least twenty percent of the members, or 100 drivers and riders will be actively participating. After individual users have demonstrated some consistency in program usage, start-up incentives funded by the pilot may be discontinued for such individual users. However, toll discounts that are not funded by the pilot shall, continue throughout the full duration of the pilot project.

- Estimated Cost: \$248,613
- Deliverables: Within twelve (12) months from NTP, the Local Government shall deliver the results of the Recruitment. Throughout the duration of the project, the Local Government shall provide monthly reports on the progress of work that corresponds to project charges being billed the same month.

Task 3: Implementation

The Local Government shall implement the pilot with the active users (drivers and riders) utilizing the ridesharing technology to carpool along the 183A and Manor Expressway, Loop 1/Mopac, SH-45 North, SH-45 Southeast, and SH-130 (Segments 1-4) toll corridors, and non-toll corridors in the Austin area. By carpooling, the users can split costs and take advantage of incentives for reduced tolls on the 183A toll roads listed above, and save time on their commute. In order to calculate and distribute incentives, participants will utilize the contractor mobile application to broker all shared trips.

- Estimated Cost: \$442,545
- Deliverables: Within ~~eighteen (18)~~ twenty-four (24) months from NTP, the Local Government shall deliver the results of the pilot Implementation. Throughout the duration of the project, the Local Government shall provide monthly reports on the progress of work that corresponds to project charges being billed the same month.

Task 4: Analysis and Reporting

The Local Government shall perform Analysis and Reporting from data collected throughout the life of the pilot to confirm if the project is meeting its goals.

- Estimated Cost: \$101,000
- Deliverables: Within ~~twenty-four (24)~~ thirty (30) months from NTP, the Local Government shall deliver the results of the Analysis and Reporting. Throughout the duration of the project, the Local Government shall provide monthly reports on the progress of work that corresponds to project charges being billed the same month.