

**APRIL 27, 2011 CTRMA BOARD OF DIRECTORS MEETING
Summary Sheet**

AGENDA ITEM # 9

Approve a supplement to Work Authorization #8 with URS Corporation for traffic and revenue engineering services.

Department: Finance

Associated Costs: \$67,404.00

Funding Source: Bond Funding

Board Action Required: Yes

Description of Matter:

This Supplement No. 4 to Work Authorization No. 8 to the URS Corporation traffic and revenue is needed to incorporate data from the recently-released 2010 census data into the 290 East Toll Development Project Investment Grade Traffic and Toll Revenue (T&R) Study.

The additional cost of this work is estimated not to exceed \$67,404.00, bringing the total funding for Work Authorization No. 8 to \$1,296,704.00.

Attached documentation for reference: URS Work Authorization #8

Contact for further information: Bill Chapman, Chief Financial Officer

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

RESOLUTION NO. 11-___

**Approve a Supplement to Work Authorization #8 with URS Corporation
for Traffic and Revenue Engineering Services.**

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

WHEREAS, by previous resolutions the Board of Directors has authorized the Executive Director to execute work authorizations and supplements to those work authorizations for the performance of traffic and revenue engineering studies related to the US 290 East Toll Project (the Manor Expressway, or the "Project"); and

WHEREAS, CTRMA and URS Corporation have determined that a Supplement No. 4 to Work Authorization No. 8 is necessary to authorize URS Corporation to continue work on the preparation of the Investment Grade Traffic and Revenue Study for the Project.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors authorizes the Executive Director to finalize and execute a Supplement No. 4 to Work Authorization No. 8 with URS Corporation in the form or substantially the same form set forth in Attachment "A" to this Resolution, provided that any work commenced under the Supplement No. 4 to Work Authorization No. 8 shall be subject to all terms and conditions of the T&R Agreement.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27th day of April, 2011.

Submitted and reviewed by:

Approved:

Andrew Martin
General Counsel for the Central
Texas Regional Mobility Authority

Ray A. Wilkerson
Chairman, Board of Directors
Resolution Number: 11-___
Date Passed: 4/27/11

ATTACHMENT "A" TO RESOLUTION 11-
Supplemental No. 4 to Work Authorization No. 8

[Following 7 Pages]

URS CORPORATION
SCOPE OF SERVICES
FOR
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY (CTRMA)
March 31, 2010

**SUPPLEMENTAL No. 4 to WORK AUTHORIZATION No. 8
MANOR EXPRESSWAY (US 290E) TOLL DEVELOPMENT PROJECT
INVESTMENT GRADE TRAFFIC AND TOLL REVENUE ENGINEERING SERVICES**

The Traffic and Toll Revenue Engineering Services described herein are to be provided by URS Corporation (URS) to the Central Texas Regional Mobility Authority (CTRMA) to update the Manor Expressway (US 290E) Investment Grade Traffic and Toll Revenue (T&R) Study. The main purpose of this study update is to accommodate the recently released 2010 census data. This study also baseline toll revenue forecasts and sensitivity analysis for the proposed Manor Expressway Toll Road. Additionally, URS staff will provide technical support to CTRMA in dealings with the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, private sector financial organizations, and bond rating agencies to acquire financing for the proposed project.

SCOPE OF SERVICES

This Scope of Services is organized into three (3) principal tasks that encompass the investment grade study update and provide project financing support for the proposed Manor Expressway (US 290E) Toll Road. This analysis is for an update, compatible with the 2010 census data, to the existing analysis completed in January 2011. Included in this comprehensive work program are the following tasks:

- Task 1: Project Management/Quality Assurance (QA)
- Task 2: Traffic and Toll Revenue Study Update
- Task 3: Project Financing Support

The services presented in this scope will be completed on a time and materials (T&M) basis including reimbursement for other direct costs incurred (travel, lodging, meals, etc.). The project schedule and budget that supports this scope of services are also attached. The current total contract amount under Work Authorization No. 8 plus Supplemental No. 1 through 3 is \$1,229,300. This Supplemental No. 4 authorizes charges of services for up to an additional \$67,404. This will bring the total funding under this Work Authorization to \$1,296,704.

Task 1 Project Management/Quality Assurance (QA)

The URS project manager will coordinate and oversee all activities associated with this scope of work. Specific activities include participation at project coordination meetings with CTRMA, PBS&J, and other project team members. URS will coordinate individual work tasks, development of progress reports and invoices, and coordination and

implementation of URS QA procedures to include internal independent technical reviews. Additionally, the URS project manager will coordinate with subconsultants as needed throughout the project.

Task 2: Traffic and Toll Revenue Study Update

2010 census data was released in February 2010. The existing Manor Expressway T&R Study was based on the CAMPO Mobility Plan 2035 and the revised demographic data with estimated 2010 population. Therefore, a set of project data updates is needed in order to bring the T&R Study to date and be compatible with the Mobility Plan 2035, especially on the economic growth pattern and future transportation system development.

Task 2 will include three subtasks as described below.

Task 2.1 Demographic Data Update

The previous Manor Expressway T&R Study included a comprehensive demographic data review for the base line data from the Mobility Plan 2035. In this update study, the demographic data review will be updated and 2010 census data will be used.

For this task, URS has retained the services of Alliance Transportation Group (ATG) to assess the 2010 census data and amend previous revised demographic forecasts. ATG recently served as a consultant in this capacity for CTRMA on the 183A Phase II and Manor Expressway T& R Studies. The demographic forecasts data have been kept consistent between both studies. The socioeconomic review that occurred in the existing Investment Grade studies will be updated to reflect the 2010 census and the current understanding of the demographics in the area surrounding the proposed corridor. ATG's scope this update are also attached. ATG will update the technical memorandum describing the work performed in Task 2.1 which documents the results. ATG's scope and fee for this task is attached.

URS will review the socioeconomic data in the study area and the region to verify the reasonableness of the results provided by ATG. This verification process will include a comparison to the latest forecast and other data sets developed by CAMPO, the US Census, and the Texas State Data Center. The verification process will include the development of data comparison tables and thematic maps created using GIS software that will also allow for the identification of geographic areas where significant changes in growth have occurred for the last two-years.

The result of the demographic data update will be a population and employment forecast at the Traffic Analysis Zone (TAZ) level for entry into the regional travel demand model for the base years (2010) and several future years. The future years included in the forecast will be dependent upon the timing of transportation

improvements in the region that may impact the proposed facility, but at a minimum will include 2013, 2015, 2025, and 2035. Forecasts for intervening years will be interpolated from the model forecast periods.

Task 2.2 Traffic and Toll Revenue Estimation Update

URS will use the calibrated toll diversion model to estimate volumes for the Manor Expressway project for specific model years, incorporating the revised socioeconomic data reflecting information gained in Tasks 3.1. Traffic estimates will be developed by toll gantry location. Toll revenue estimates will be developed from the traffic estimates based on appropriate divisions of vehicle class (passenger car and truck) and by payment type (ETC and Video). Traffic and Toll Revenue Estimates will be provided in tabular form for the proposed project scenario as the base case.

Task 2.2 Traffic and Toll Revenue Estimation Update

URS will update the investment grade traffic and toll revenue report that includes the updated T&R study results, an analysis of findings, and supporting documentation. URS shall submit the draft report to CTRMA for review and comment.

A final investment grade traffic and toll revenue report will be developed based on comments received from CTRMA.

Task 3 Project Financing Support

In this task, URS will provide sufficient supports, in its T&R consultant capacity, to help CTRMA fund the Manor Expressway toll project. Task 3 will include four subtasks as described below.

Task 3.1 Joint Report Update

URS will coordinate with CTRMA and Stantec and update the joint report of the traffic and toll revenue forecasts to be included in the official statement (OS) of the bond sale. This joint report will be based on the latest T&R reports of Manor Expressway (US 290E) and 183A Phase II. Close coordination efforts will be employed.

Task 3.2 Additional Sensitivity Analyses

The sensitivity and risk analyses address inherent uncertainties in the travel demand model input variables. The output of these analyses is a broad range of toll revenue outcomes for the proposed project with assigned probability or confidence intervals that provides a general overview of the risk of the project. The rating agencies, TIFIA and other entities involved with the financing of the

proposed Manor Expressway toll road may request CTRMA to conduct additional sensitivity analyses to provide toll revenue estimates that are embedded in the range of results reflected in the risk analysis output. Examples of these analyses include lower economic growth, alternate toll escalation rates, and changes in the transportation network due to alternative improvement plans. URS will conduct up to three (3) additional runs of the travel demand model to respond to requests for additional sensitivity analyses.

URS shall submit a technical memorandum summarizing the additional sensitivity analyses to CTRMA.

Task 3.3 Support for Meetings with Financial Community

URS will provide support during CTRMA's acquisition of project financing by providing technical support at meetings with rating agencies, bond insurance companies, TIFIA, and other financing entities. This support will include presentations of the Investment Grade Study, preparation of presentation materials (presentation boards, power point slides, handouts, etc.)

Activities to be completed as part of subtask 3.3 include:

- Attendance at a total of three (3) meetings (anticipated in Austin, New York City, and/or Washington, DC) for up to four (4) URS staff. Should additional meetings/presentations be required URS will scope and budget these meetings in a supplemental work authorization;
- Certification of information in the disclosure documents related to the URS Traffic and Toll Revenue Investment Grade Study report, including the underlying assumptions;
- Review of financing documents; and
- Review of disclosure documents.

Task 3.4 Project Close Out

In the project close-out stage, URS will address any unsolved project-related issues and archive project documentation and data in proper places. This task will also include finalizing the project invoice and completing project feedback surveys. It is anticipated that the project will be closed out by December 31, 2011.



Alliance Transportation Group, Inc.

SUPPLEMENTAL WORK AUTHORIZATION

Scope of Work

**UPDATE SOCIOECONOMIC DATA FOR THE MANOR EXPRESSWAY AND US 183-A EXTENSION STUDY
AREAS WITH 2010 US CENSUS POPULATION COUNTS**

Task 1: GIS Allocation of 2010 U.S. Census data to TSZs – Using ArcGIS, ATG will allocate 2010 U.S. Census data, at the census block level (using centroids), to the CAMPO TSZs. This effort will be undertaken for the 2010 CAMPO TSZs and for the older CTPP CAMPO TSZs that were used for the US 183-A Extension study. All TSZs in the CAMPO study area will be updated to 2010 using the automated allocation method. It is anticipated that there will be some discrepancies between the U.S. Census geography and the TSZ boundaries. These discrepancies will be corrected in the Manor Expressway and the U.S. 183-A study areas. It is not anticipated that any remaining discrepancies will significantly affect the model's results.

Task 2: Update County Control Totals and TSZ Forecasts – The population county control totals for each county will be updated to reflect the 2010 U.S. Census counts. Adjustments may be made to the control totals of future forecast years, if judged necessary. At the zonal level, the previously forecasted growth rates will be applied to the new 2010 baseline population counts. A final review will be conducted at the subarea level to verify that no subregion within the CAMPO study area is receiving higher or lower than anticipated growth.

Task 3: Documentation – A short technical memorandum will be prepared that describes the methodology used for the adjustment and the final control total figures. The documentation provided for the Manor Expressway and US 183-A Extension studies will be updated with the new control totals and U.S. Census data.

Task 4: Project Management – ATG management will oversee project staff and perform appropriate QA/QC measures to insure the quality of the project's final deliverables.

Exhibit B



Manor Expressway T&R Study - 2010 Census Demographic Update

Fee Summary

Personnel	Hours	Base Rate	Direct Labor	
Michael Bomba, PhD.	40	\$ 48.39	\$ 1,936	
James Harvey	2	\$ 53.45	\$ 107	
Gayle L. Heath	4	\$ 26.00	\$ 104	
Jack Jones	0	\$ 37.12	\$ -	
Daniel Rios	0	\$ 29.61	\$ -	
Total Hours	46		\$ 2,147	
Direct Labor				\$ 2,147
Overhead	1.591			\$ 3,415
Fee	12.0%			\$ 667
Subtotal Burdened Labor				\$ 6,229
Direct Expenses				
Travel		\$ 450		
Car Rental		\$ -		
Per Diem		\$ 225		
Hotel		\$ 650		
Shipping		\$ -		
Reproduction		\$ -		
Temps		\$ -		
Subtotal (Direct)				\$ 1,325
Total				\$ 7,554