

AGENDA ITEM 5 – SUMMARY SHEET

[REVISED: February 22, 2011]

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Authorize negotiation and execution of a Design Build Comprehensive Development Agreement to develop the Manor Expressway Project.

Department: Engineering

Associated Costs: None

Funding Source Bond Funds and Federal Funds

Board Action Required: Yes

Description of Matter:

On July 28, 2010, the CTRMA Board of Directors approved a shortlist of four Proposers to advance to the Detailed Proposal stage of the Design/Build Comprehensive Development Agreement (D/B CDA) Procurement for the Manor Expressway. The Final Request for Detailed Proposals (RFDP) was issued to these Shortlisted Proposers on November 8, 2010. Detailed Proposals were received from each of these Shortlisted Proposers prior to the 4:00 pm on February 3, 2011 submittal deadline.

A Committee led by Director of Engineering Wesley M. Burford, P.E. evaluated the Detailed Proposals against the criteria provided in the RFDP. Based on these evaluations, the ~~Committee~~ **Executive Director** is seeking Board approval of a recommended Best Value Proposer such that Mobility Authority staff and Best Value Proposer may commence negotiations related to a Comprehensive Development Agreement for the design and construction of the Project.

The Board will be required to approve and take action on the Final Comprehensive Development Agreement prior to final execution by the parties.

Contact for further information: Wesley M. Burford, P.E., Director of Engineering

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

RESOLUTION NO. 11-___

**Authorizing Negotiation and Execution of a Design Build Comprehensive
Development Agreement to Develop The Manor Expressway Project**

WHEREAS, the Central Texas Regional Mobility Authority (the “Authority”) is authorized by Texas Transportation Code Section 370.305 to develop projects through the use of a comprehensive development agreement (“CDA”); and

WHEREAS, Section 370.033(f), Texas Transportation Code, as amended, authorizes a regional mobility Authority to develop a project within its boundaries on behalf of the Texas Department of Transportation; and

WHEREAS, in a minute order approved on August 25, 2005, the Texas Transportation Commission authorized the Authority to pursue the development of the US 290 East Turnpike Project (the “Project”); and

WHEREAS, Subchapter G of the Texas Transportation Code authorizes the Authority to develop the Project through the use of a design/build comprehensive development agreement (“CDA”); and

WHEREAS, the Authority has adopted policies for the procurement of a CDA that conform to state law; and

WHEREAS, in accordance with those procurement policies and state law, by Resolution No. 10-71 approved on July 28, 2010, the Board of Directors identified a list of teams qualified to submit proposals in response to a request for detailed proposals (“RFDP”) for the development of the Project through a CDA; and

WHEREAS, in Resolution No. 10-93 approved on October 27, 2010, the Board of Directors approved the RFDP and directed its release to each of the four short-listed teams previously designated; and

WHEREAS, on February 3, 2011, the Authority received responses to the RFDP from the four short-listed teams; and

WHEREAS, the Authority staff and its consultants have carefully reviewed the responses and have evaluated them through a process designed to assure fairness and objectivity in the review and evaluation of the responses; and

WHEREAS, based on the evaluation of the RFDP responses, the Executive Director recommends to the Board that the proposal received from _____ provides the best value to the Authority; and

WHEREAS, the Executive Director further recommends that staff be authorized to negotiate and finalize a Design/Build Comprehensive Development Agreement with _____ for development of the Manor Expressway Project.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors selects _____ as the proposer presenting the best value proposal to the Authority for development of the Manor Expressway Project under a Design/Build Comprehensive Development Agreement; and

BE IT FURTHER RESOLVED, that Executive Director is directed to finalize a Design/Build Comprehensive Development Agreement with _____ for the development of the Manor Expressway Project and to present that final proposed agreement to the Board for its approval.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 23rd day of February, 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: 2/23/11



CENTRAL TEXAS
Regional Mobility Authority

**Manor Expressway Design/Build
Comprehensive Development Agreement
Procurement Best Value Recommendation**

February 23, 2011

Overall Process



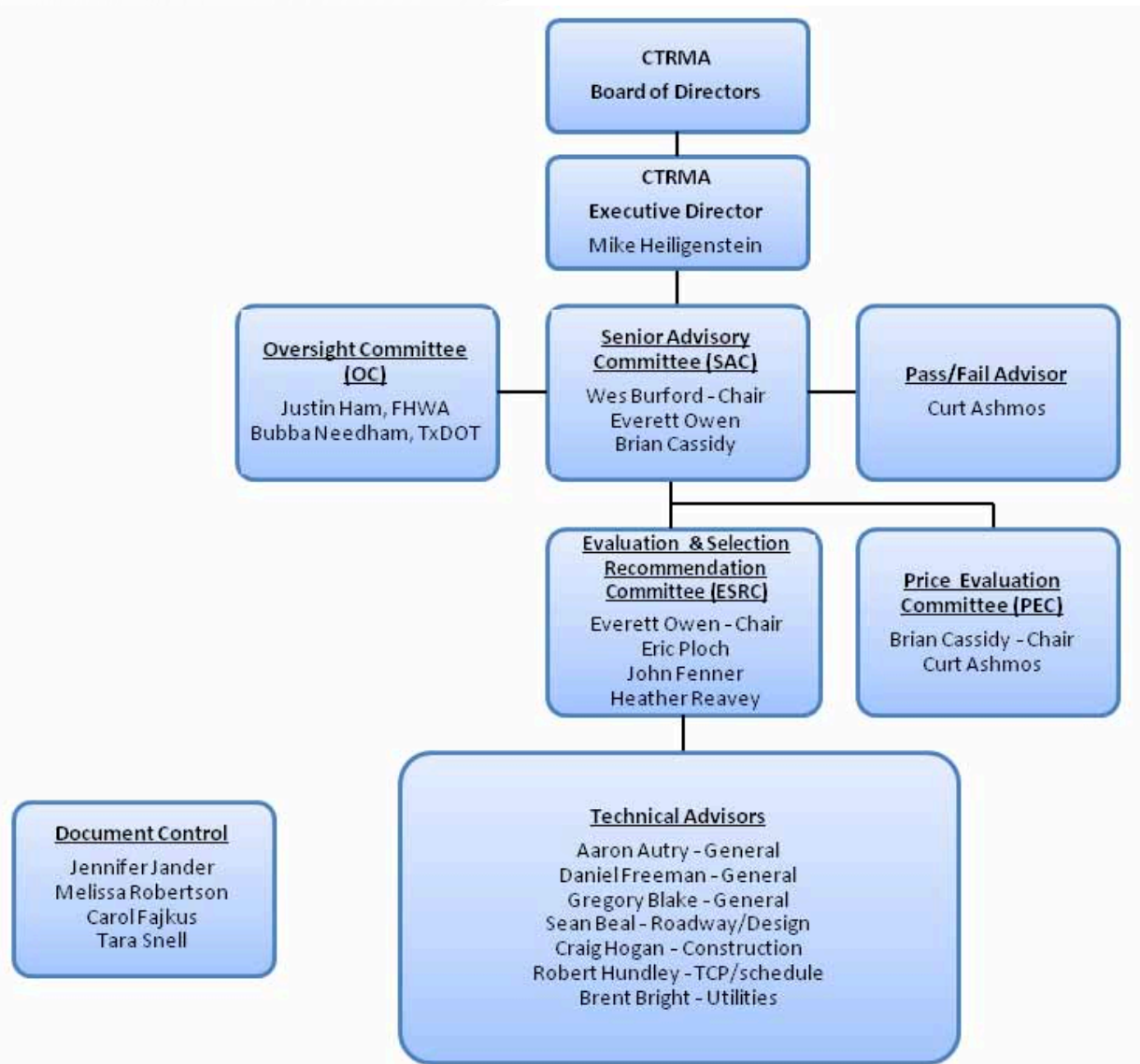
RFQ
6/13/2010

Shortlist
7/28/2010

Detailed
Proposal
Development
7/28/2010 –
2/3/2011

Best Value
Selection
2/23/2011

Evaluation Team



Shortlisted Proposers



- **Abrams-Lane Joint Venture**
 - J.D. Abrams, L.P.
 - The Lane Construction Corporation
- **Central Texas Design-Builders**
 - CH2M Hill Engineers, Inc.
 - Interstate Highway Construction
- **Central Texas Mobility Constructors**
 - Webber, LLC
 - Texas Sterling Construction Co.
- **Williams Brothers Construction Co.**
 - Williams Brothers Construction Co.



- **Final Request for Detailed Proposals released November 8, 2010**
- **One-on-One Meetings**
 - 1st Series held August 20, 2010
 - 2nd Series held October 5, 2010
 - 3rd Series held October 25, 2010
 - 4th Series held December 1, 2010
- **Addenda for Final Request for Detailed Proposals**
 - Addendum #1 released January 13, 2011
 - Addendum #2 released January 25, 2011

Detailed Proposal Elements



- **Technical Proposal**

- Project Management Plan
- Development Plan
- Value Added Concepts
- Alternative Technical Concepts
- Worth a maximum of 25 points in Best Value Calculation

- **Price Proposal**

- Total Price
- Schedule to Substantial Completion
- Lane Rental Amount
- Worth a maximum of 75 points in Best Value calculation

Technical Proposal Evaluations



- **Project Management Plan**

- Organization
- Project Understanding
- Quality Management
- Coordination of Team
- Project Schedule
- Schedule Control
- Design Management
- Construction Management
- Issue Resolution
- Safety & Health Plan

- **Value Added Concepts**

- **Development Plan**

- Utilities
- Environmental & Water Quality
- Hazardous Materials Mgmt
- Drainage
- Roadway Geometry
- Earthwork/Geotechnical
- Bridges/Structures
- Pavement
- Landscape
- Lighting & Traffic Signals
- Maintenance of Traffic
- Signing & Striping
- Toll Facility Infrastructure
- Right of Way
- Pedestrian Facilities
- Sustainability

Price Proposal Evaluations



- **Development Price**
- **Schedule Differential Factor**
 - Proposers required to provide proposed duration from Notice to Proceed to Substantial Completion
 - Additive price adjustment of \$45,000 per day for each calendar day a Proposer's schedule exceeds that of the Proposer with the shortest Project duration to Substantial Completion
- **Lane Rental Differential Factor**
 - Proposers required to provide proposed Lane Rental Bank Amount
 - Additive price adjustment for each dollar a Proposer's Lane Rental Bank exceeds that of the Proposer with the lowest dollar value Lane Rental Bank

Best Value Assessment



	SHORTLISTED PROPOSERS			
	Central Texas Design-Builders	Abrams-Lane Joint Venture	Williams Brother Construction	Central Texas Mobility Constructors
TECHNICAL PROPOSAL				
Technical Proposal Score				
PRICE PROPOSAL				
Development Price [\$]				
Schedule Differential [Calendar Days]				
Schedule Differential Adjustment [\$]				
Lane Rental Differential Adjustment [\$]				
Proposal Price Value				
Price Proposal Score				
BEST VALUE SCORE				

Best Value Assessment



	SHORTLISTED PROPOSERS			
	Central Texas Design-Builders	Abrams-Lane Joint Venture	Williams Brother Construction	Central Texas Mobility Constructors
TECHNICAL PROPOSAL				
Technical Proposal Score	23.96	25.00	22.86	24.16
PRICE PROPOSAL				
Development Price [\$]				
Schedule Differential [Calendar Days]				
Schedule Differential Adjustment [\$]				
Lane Rental Differential Adjustment [\$]				
Proposal Price Value				
Price Proposal Score				
BEST VALUE SCORE				

Best Value Assessment



	SHORTLISTED PROPOSERS			
	Central Texas Design-Builders	Abrams-Lane Joint Venture	Williams Brother Construction	Central Texas Mobility Constructors
TECHNICAL PROPOSAL				
Technical Proposal Score	23.96	25.00	22.86	24.16
PRICE PROPOSAL				
Development Price [\$]	\$ 283,398,598	\$ 217,500,290	\$ 270,978,313	\$ 207,272,859
Schedule Differential [Calendar Days]				
Schedule Differential Adjustment [\$]				
Lane Rental Differential Adjustment [\$]				
Proposal Price Value				
Price Proposal Score				
BEST VALUE SCORE				

Best Value Assessment



	SHORTLISTED PROPOSERS			
	Central Texas Design-Builders	Abrams-Lane Joint Venture	Williams Brother Construction	Central Texas Mobility Constructors
TECHNICAL PROPOSAL				
Technical Proposal Score	23.96	25.00	22.86	24.16
PRICE PROPOSAL				
Development Price [\$]	\$ 283,398,598	\$ 217,500,290	\$ 270,978,313	\$ 207,272,859
Schedule Differential [Calendar Days]	120	0	182	42
Schedule Differential Adjustment [\$]	\$ 5,400,000	\$ -	\$ 8,190,000	\$ 1,890,000
Lane Rental Differential Adjustment [\$]				
Proposal Price Value				
Price Proposal Score				
BEST VALUE SCORE				

Best Value Assessment



	SHORTLISTED PROPOSERS			
	Central Texas Design-Builders	Abrams-Lane Joint Venture	Williams Brother Construction	Central Texas Mobility Constructors
TECHNICAL PROPOSAL				
Technical Proposal Score	23.96	25.00	22.86	24.16
PRICE PROPOSAL				
Development Price [\$]	\$ 283,398,598	\$ 217,500,290	\$ 270,978,313	\$ 207,272,859
Schedule Differential [Calendar Days]	120	0	182	42
Schedule Differential Adjustment [\$]	\$ 5,400,000	\$ -	\$ 8,190,000	\$ 1,890,000
Lane Rental Differential Adjustment [\$]	\$ 320,000	\$ -	\$ 320,000	\$ 70,000
Proposal Price Value				
Price Proposal Score				
BEST VALUE SCORE				

Best Value Assessment



	SHORTLISTED PROPOSERS			
	Central Texas Design-Builders	Abrams-Lane Joint Venture	Williams Brother Construction	Central Texas Mobility Constructors
TECHNICAL PROPOSAL				
Technical Proposal Score	23.96	25.00	22.86	24.16
PRICE PROPOSAL				
Development Price [\$]	\$ 283,398,598	\$ 217,500,290	\$ 270,978,313	\$ 207,272,859
Schedule Differential [Calendar Days]	120	0	182	42
Schedule Differential Adjustment [\$]	\$ 5,400,000	\$ -	\$ 8,190,000	\$ 1,890,000
Lane Rental Differential Adjustment [\$]	\$ 320,000	\$ -	\$ 320,000	\$ 70,000
Proposal Price Value	\$ 289,118,598	\$ 217,500,290	\$ 279,488,313	\$ 209,232,859
Price Proposal Score	54.28	72.15	56.15	75.00
BEST VALUE SCORE				

Best Value Assessment



	SHORTLISTED PROPOSERS			
	Central Texas Design-Builders	Abrams-Lane Joint Venture	Williams Brother Construction	Central Texas Mobility Constructors
TECHNICAL PROPOSAL				
Technical Proposal Score	23.96	25.00	22.86	24.16
PRICE PROPOSAL				
Development Price [\$]	\$ 283,398,598	\$ 217,500,290	\$ 270,978,313	\$ 207,272,859
Schedule Differential [Calendar Days]	120	0	182	42
Schedule Differential Adjustment [\$]	\$ 5,400,000	\$ -	\$ 8,190,000	\$ 1,890,000
Lane Rental Differential Adjustment [\$]	\$ 320,000	\$ -	\$ 320,000	\$ 70,000
Proposal Price Value	\$ 289,118,598	\$ 217,500,290	\$ 279,488,313	\$ 209,232,859
Price Proposal Score	54.28	72.15	56.15	75.00
BEST VALUE SCORE	78.24	97.15	79.01	99.16

Recommendations



- **Central Texas Mobility Constructors is the proposer presenting the best value proposal to the Authority for development of the Manor Expressway Project under a Design/Build Comprehensive Development Agreement**
 - Development Price Proposal of \$207,272,859
 - Development Schedule of 955 calendar days
 - Lane Rental Bank of \$250,000
- **Mobility Authority staff negotiate and finalize a Design / Build Comprehensive Development Agreement with Central Texas Mobility Constructors for development of the Manor Expressway Project**