



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #17 SUMMARY

Executive Director's report.

Strategic Plan Relevance: Regional Mobility

Department: Executive

Associated Costs: N/A

Funding Source: N/A

Board Action Required: No

Description of Matter:

Executive Director's Monthly report.

- A. Project Updates
- B. Traffic Update
- C. Maha Loop/Elroy Road Update
- D. Local Contract Update

Reference documentation:

Executive Director's report.

Contact for further information:

Mike Heiligenstein, Executive Director



REPORT TO THE BOARD OF DIRECTORS

JUNE 25, 2014

Mike Heiligenstein – Executive Director

Communications Summit Successful

More than 30 professional communicators, consultants and staff who engage various Mobility Authority stakeholders participated in the first Mobility Authority Communications Summit Friday, June 6th. I was pleased to welcome participants and explain the importance of all partners understanding and sharing in the agency's vision and mission.

The summit sought to align external communications by providing all team members with the direction, messaging and resources necessary to effectively represent the Mobility Authority in their varying roles and responsibilities in the community and before key audiences.

The agency's messaging was shared as the following:

- We connect Central Texas through efficient and effective mobility options.
- We are the Mobility Authority, and we are getting you where you want to go.
- Yes we build toll roads, but that's not all we do, we do so much more.

Overviews of each project were provided to familiarize all participants with the work beyond their individual scope and then two breakout sessions were conducted, separating the consulting community from staff.

Follow-up and Next Steps

As a follow-up, all participants have received the presentation materials and an overview of The Mobility Authority messaging platform. In the coming week, participants will receive a communications tool kit to include the following materials that should help guide their external communications:

- Key top-level messages and future meetings or activities to develop custom second level messaging for each project.
- Graphic standards and branding guidelines,
- Directions on logo uses and application
- Links to all Mobility Authority collateral

Participants indicated a desire to have more clear direction on project messaging, branding of the projects as they relate to The Mobility Authority and on-going coordination on communication around projects. Toward that end, Crosswind Media & Public Relations will facilitate along with the community outreach planning team developing targeted messages for each project, connecting back to the agency's primary messaging. This group will review and make recommendations for aligning the individual project brands with The Mobility Authority brand. Finally, Crosswind and the Mobility Authority communications manager will develop an integrated communications plan to close the gap between best practices for project communications and building the brand.

Additionally, some suggested action items included:

- Exploring the concept of a communications council to facilitate effective external communications.
- Developing a survey tool that can deliver a customer snapshot of both users and nonusers of the Mobility Authority facilities.

Overall the first Mobility Authority Communications Summit was a success, highlighted the growth and importance of the agency's role in Central Texas mobility and delivered upon its goal of better educating the agency's partners on our messaging and communications strategies.

Upcoming Events and Activities

- July 8, 2014, 183 North Open House, 4-7 p.m
- July 9, 2014, Maha Loop/Elroy Road Groundbreaking Ceremony, 9:30 am
- July 30, 2014, Board of Directors meeting, 9 a.m.



**CENTRAL TEXAS
Regional Mobility Authority**

EXECUTIVE SUMMARY OF PROJECTS UNDER DEVELOPMENT

As of June 25, 2014

Project	Improvement Type	Tentative Letting Date	Total Project Cost (Millions)
Maha Loop/Elroy Road Phase 1	3-lane rural arterial including a continuous center turn lane	May 2014	\$16.6**
US 183/183A	At-grade intersection improvements	September 2014	\$4.4**
SH 71 Express Project	1 tolled lane each direction with overpasses at FM 973 and SH 130	Summer 2014	\$140**
SH 45 Southwest	2 tolled lanes*	Mid 2015	\$100**
Bergstrom Expressway	3 tolled lanes in each direction and 3-lane, non-tolled frontage roads*	Summer 2015	\$653**
183 North Project	To be determined in environmental process	2016	\$193**
Oak Hill Parkway	2 tolled lanes in each direction and 2-lane, non-tolled frontage roads*	2017	\$648
MoPac South Environmental Study	1-2 Express Lanes in each direction (subject to environmental clearance*)	2017	\$290**

*Subject to environmental clearance

**Excludes finance costs



Article for ITS International Magazine that will appear during IBTTA's Annual Meeting in Austin

Rapid Growth Makes Texas an Incubator for Tolling Innovation

By Mitchell Beer

The State of Texas has always prided itself on being “larger than life.” From the sprawling geography of the state itself, to its wide open skies, to its entrepreneurial, get-it-done attitude, Texas exudes an *impatient* restlessness that pushes its businesses and public agencies to deliver faster, better results.

More often than not, that attitude pays off. But now, with burgeoning population and economic growth, Texas has acquired some outsized challenges, including big congestion, big highway budgets, and big expectations from businesses and commuters in search of safe, reliable mobility for people and products.

All of which has made the state an incubator for every imaginable use of tolling and toll revenues, including the roadside and back office technologies that are essential to modern toll operations.

“Today, most tolling agencies are also technology agencies,” said Mike Heiligenstein, 2014 President of the International Bridge, Tunnel and Turnpike Association (IBTTA), and Executive Director of the Central Texas Regional Mobility Authority in Austin, TX.

“We’re in a world where people expect things to be seamless, and the new tolling technology makes that seamless factor possible, within and across agencies.”

What’s Up With Texas?

Last October, the U.S. edition of *Time Magazine* published a cover feature that captured some of the challenges Texas faces, as well as “a certain coolness factor” that attracts more new arrivals from other states than any other part of America.

“To a lot of Americans, Texas feels like the future,” wrote economist Tyler Cowen. Texas isn’t immune to the economic pressures buffeting the United States and other countries, but “it just may be the friendliest state for those who worry about their prospects in this new normal.”

The state boasts a strong job market, and “more crucially, it’s cheaper to live in Texas and cheaper to thrive there, too,” Cowen continued. “Don’t underestimate the power of that lower cost of living, for it can be the difference between a trailer and an apartment—between an apartment and a home.”

But anyone who works in transportation can read the subtext behind the Texas story: It takes safe, efficient highways to connect the dots between opportunity and success, to ease the daily commute from home, to work, to schools and day care, to the vibrant night life that keeps a town like Austin on the map.

The faster Texas has grown, the more tolling agencies have had to boost their capabilities, often breaking important new ground in everything from all-electronic tolling, to Variably Priced

Express Lanes (VPEL), to smart phone apps that facilitate the highway journey and could soon be handling customer payments.

“We’re taking what we’re doing to a much higher level,” Heiligenstein said. “We have limited ability to add new pavement, but if we include technology, we can provide more reliability for the customer, and that’s really important.”

The Innovation Incubator

Heiligenstein points to interoperability and Video Tolling, VPEL, and smart phone apps as areas where tolling technology has driven a wave of innovation in Texas.

Electronic tolling is pretty much a done deal across the state, with most agencies embracing video tolling as a viable alternative to transponders and tags. “How back offices are handled, and how the interactions and interoperability among different agencies will be set up, depends heavily on the tolling technology,” he said.

As for express and managed lanes, none of the congestion-busting pricing structures in a community like Austin would be possible without advanced tolling technology.

“The algorithms and the back office structures that go with VPELs have been crucial to implementing smarter highways, and smarter highways is what it’s all about in Central Texas and in other jurisdictions across the state, said Heiligenstein. “At the end of the day this is a much better deal for our customers – the ultimate reason we’re here to begin with.”

Here are just a few of the innovations that have taken shape in Texas in recent years.

- The Mobility Authority is progressing quickly on the MoPac Improvement Project, a VPEL project that will give drivers the option of avoiding congestion along an 11-mile corridor. MoPac currently carries 180,000 cars and trucks per day, and planners’ project daily volume of 320,000 vehicles by 2030. The success of the project could well lead to additional VPELs in the region, creating a critical mass that would assist the driving customer in getting around the region.
- A public private partnership pilot project is underway with the Mobility Authority and Carma Carpooling, a smartphone app that matches casual carpoolers in the Austin area. Carma Carpool drivers get toll reimbursements when they carpool along the Mobility Authority’s 183A and Manor Expressway toll roads. With the Carma app, 2-person carpools get 50% of the toll back, and 3+ person carpools get the full toll amount reimbursed. The Mobility Authority is also working on implementing a rewards-based trip-planning smartphone app. Drivers using the app will earn rewards when they travel in off-peak commuting hours and get to their destinations faster with real-time trip predictions, route mapping, voice navigation and emergency alerts.
- The availability of the requisite technology has also had significant financial impacts: the VPEL and its technology has led to the creation of a Regional Infrastructure Fund that will be funded with surplus revenue from the VPEL. This will then create upwards of an additional half-billion dollars in new revenues destined for future transportation projects.
- The North Texas Tollway Authority (NTTA) in Dallas and the Harris County Toll Road Authority (HCTRA) in Houston have long been fully interoperable across two distinct tag

- systems. NTTA expects to be fully interoperable with the Oklahoma Turnpike later this year, with the Kansas Turnpike to follow.
- And the Strategic Projects Division of the Texas Department of Transportation supports the drive toward public-private partnerships that has brought new funds into the system, quickly enough to meet the mobility needs of the 1,000 new residents who move into the state each day.

A Dedicated Revenue Steam

Last March, at IBTTA's *2014 Summit on Legislation, Policy & Infrastructure Finance*, State Senator Robert Nichols traced Texas' striking success with state and local initiatives to a constitutional provision that dedicates transportation revenue to pay for roads and bridges through the Texas Mobility Fund. The state hasn't taken the politically unpopular step of raising its gas tax to cope with rapid growth. Instead, the Mobility Fund brings in about \$400 million per year for current projects by issuing bonds and borrowing against future revenues. In the next year, the state's voters will also be asked to dedicate about \$1.4 billion in annual oil and gas royalties to highway projects.

But even with strong public support for non-tolled transportation, state and regional authorities still have pressing infrastructure needs that point to tolling as a growing of the funding pie. That imperative has driven cutting-edge technology options and creative business models that are applicable to other jurisdictions.

"The steps that toll agencies in Texas are taking in response to increased congestion are still relevant to areas that don't have quite as much growth," Heiligenstein said. "Another metropolitan area that isn't looking at the same demand curve is certainly still looking at increasing vehicle miles travelled" said Heiligenstein, "And there are many areas that might have opted for a congestion-priced facility when they first built their freeways, if that had been available."

Some jurisdictions have mobility and congestion issues that date back decades. In a community like Dallas, Houston, or Austin, "they'll see what managed lanes can do, not just for single-occupant vehicles, but also for express buses and transit," he said. "It's important for the tolling industry to look beyond toll roads to see the entire transportation network as a system."

The Customer Comes First

"Our job is to provide mobility to the people of this region – our customers. Whether it's on Interstate highways, state routes, Express Lanes, bus and rail transit, bike paths or all of the above, the customer is at the center of everything we do," Heiligenstein said. "Our job is to figure out what our customers want and need and to deliver mobility services as effectively as possible."

Across the tolling industry, agencies routinely find that familiarity boosts public buy-in. Customers (also known as voters) are more likely to support a new toll road if they've had a say in the planning, and especially if they see that the tolls they pay will support mobility improvements along the corridors they drive.

Agencies have learned that seeing is believing. Once a project is completed and drivers experience the efficiency of all-electronic tolling, or the reliability of an Express Lane, the

testimonials start to roll in: from customers who can now manage their commutes with more predictability and less aggravation.

The first step is to build a relationship with customers and genuinely, visibly listen to their interests and concerns. And just as the road itself is enabled by the hardware and software that enable modern tolling, customer satisfaction depends on a host of emerging technologies—from customer relationship management, to predictive analytics, to emergency messaging and more – all ITS solutions.

When IBTTA's 82nd *Annual Meeting and Exhibition* convenes in Austin September 14-17, the conference will explore and highlight many innovations and new methods of thinking about transportation that are being used in Texas. The Lone Star state is truly a toll industry laboratory moving forward.

“The on-the-ground solutions that have taken shape across the state are as unique and varied as the communities that created them,” said Heiligenstein. “A laboratory is a place where not every experiment ‘succeeds,’ but every attempt is a chance to learn what works and imagine what’s next to enhance our communities and customers’ transportation needs. The challenge is to efficiently use the resources we have to provide the best possible traveling experience for our customers.

Q&A with Mike Heiligenstein, President, International Bridge, Tunnel and Turnpike Association (IBTTA)



By Kate Holder

Mike Heiligenstein talks about his 2014 goals as IBTTA President, interoperability and infrastructure funding

WHO: [Mike Heiligenstein](#) is IBTTA President for 2014. IBTTA (www.ibtta.org) describes itself as "the worldwide association for the owners and operators of toll facilities and the businesses that serve them." The organization, founded in 1932, has members in more than 20 countries. Mr. Heiligenstein has been Executive Director of the [Central Texas Regional Mobility](#)

[Authority \(CTRMA\)](#) since 2003.

WHEN & WHERE: March 21, 2014, by telephone

SUBJECT: Heiligenstein's goals as IBTTA President this year including his thoughts on interoperability and the infrastructure funding debate

TollRoadsNews (TRN): What are your goals as President of IBTTA this year?

Mike Heiligenstein (MH): I'd like to mention four goals in particular. One, raise IBTTA's profile to be even higher than it is already. One way I'd like to do that is by enhancing our collaboration with other transportation groups. We may not always agree on specific issues like tolling, but one thing I think all of us do agree on is the need for new sources of transportation funding.

Two, focus on the customer. Sometimes, when we get into discussions on topics such as interoperability or tolling in general, we lose sight of our constituents. Having been an elected official for 20-some years, I know that the minute you start losing touch with your constituents is when you're going to get thrown out of office.

Three, continue to build upon IBTTA's good work in reaching out to a broader media market to get our message out. And four, make sure the organization remains financially sound and continues to attract new membership – it's not just about rubber tires anymore, much of our work centers on new technology.

TRN: Let's talk about the infrastructure funding debate in particular. What role will IBTTA play in the debate this year, and – if you plan to collaborate with other groups – how will you ensure that IBTTA's voice is heard?

MH: I think that collaborating with other groups is absolutely critical. It's not even a question of if we should, but how best to do it. In this process we need to ensure that issues such as tolling and user charges as an alternative to the traditional gas tax are on the table.

For example, in looking at my organization, the Central Texas Regional Mobility Authority, I would be comfortable saying that about 90% of the money we've spent on new capacity in the Austin region – out of about \$3.5 billion – has been tolled. That new capacity wouldn't have been available without tolling as a funding mechanism.

I think tolling is going to be very important to areas that are growing. I think that's why you see, if you look at the agencies and authorities that are growing the fastest, you're probably looking throughout the south and west because that's where your growing communities are really struggling with the need for building new capacity. At the end of the day, we come down with having as much flexibility as we can possibly get out of the federal program.

We think the gas tax should be raised and should've been raised a long time ago. If Congress is not going to do that, then they're quickly going to have to come to terms with a totally different model, and start confronting whether they want to get into a Vehicle Miles Traveled (VMT) tax, which would appear to be the only other opportunity for an outright replacement of the fuel tax.

TRN: Regarding the specifics of your funding debate strategy, do you plan to involve association members in any direct lobbying efforts?

MH: We prefer to call it "information sharing," but yes, absolutely. One of our strengths is being able to contact and work with our individual congressmen from the start. We work to make sure they understand the issues and that they take that understanding back to the federal level.

Also, we will provide testimony on tolling and on infrastructure development when the opportunity presents itself. We'll have staff involved in negotiations and information sharing with Capitol Hill staffers. The genesis of a lot of changes in the next authorization bill will come from what Hill staff members and various congress members take to the table when the negotiations heat up.

We have a broad array of opportunity to impact the process.

TRN: What if there's an impasse with reauthorization, what happens if not a lot happens?

MH: Well we've been through that before, and continuing resolutions and transfers from the general fund have been the band-aid approach. I would imagine that that would continue.

There is very little impact on the tolling industry whenever the federal program lapses because, in general, toll facilities receive no federal funding – which underlines the very point we are trying to make – self-financed transportation projects operate very nicely even in the absence of a federal program – which is why we suggest greater use of the mechanism. Toll projects aren't a universal fix for all funding issues, but they make a lot of sense in a lot of situations, and certainly should be allowed for consideration.

One thing we find from our congressional delegation is that many of them would actually express some level of regret that earmarks are no longer part of the system, because that gave them a very specific, focused project to fund and to deliver to their constituents. In fact, many of them consider their engagement in the budgetary process to be their constitutional duty and responsibility. To a large degree that is over, due to the loss of earmarks stemming from their misuse.

However, those congressmen that have toll facilities in their districts now have an example of something that makes sense and that they can take back to their colleagues on the floor and say, "Here's one way of working to ensure that new capacity is built."

TRN: Let's turn to nationwide interoperability – what are IBTTA's plans this year for advancing interoperability?

MH: We've made considerable advances already. We have a pretty organized system of committees that have been working on everything from technology to business rules to governance. Those committees have really brought some interesting ideas and a lot of dedicated work to the table. I think there's no question that there has been a greater awareness of the differences between the operators of the legacy systems out there versus some of the newer systems that have more flexibility.

But we're all coming together now on a common approach, and I think in the very near future – hopefully by the end of this year – we'll see very specific proposals that will lead us to interoperability. Our goal is to have a plan in place that's implementable by 2016.

TRN: Regarding implementation, what's your understanding of the Federal Highway Administration's definition of compliance?

MH: That's a good question. I believe that we feel that ultimately compliance means that you go from one toll system to another without switching electronic tags. At the same time, there's some cost issues involved that means implementation occurs on a more gradual level. Is it in the customer's interest to transfer and switch out millions and millions of dollars worth of equipment and ultimately have to bill the customer for that?

Ultimately, I think what we'll see is a gradual acceptance and turnover of the system so that in a very short period of time you'll see interoperability throughout the country. I think Congress is going to accept it. I'm not sure they truly understood that piece of the legislation as a mandate, particularly when you don't have funding with that mandate. But we've taken it as a mandate and we're taking it very seriously. We know that we're going to get very close to the deadline, but at the same time we know that there will be some issues to work out at the end of the day. We're hopeful that by the end of this year, we'll have a very clear path to interoperability.

TRN: Talk a little bit about your organization – the [Central Texas Regional Mobility Authority](#) – as a regional model.

MH: We are a young agency. We are a different model than a lot of agencies in that our mission is to address congestion in the region. Austin is one of the most congested regions in the country, and at the same time Austin is growing significantly and has doubled in population.

We are really aggressive in the sense of trying to develop new facilities and new capacity. We're also developing an express-lane system that I believe will be one of the best in the country. But over time, I think some of these express lanes will start changing people's behavior, and they'll begin to see that ride-sharing makes a lot of sense. So one of the things we're pushing are smart phone apps and other technology applications that will encourage people to ride together.

We work hand-in-hand with public transit. We don't fund their systems, but we do provide them pavement at no cost for their express buses. So we are going from zero to \$3 billion in terms of projects in a very short period of time – 10 to 15 years total, and actual development in just 10 years.

We're a very dynamic agency and we represent the toll authority model in the country that is providing not only existing capacity on existing corridors but in some cases, green fields. It's been exciting – the community has gone from opposition to reluctant acceptance to wanting more capacity nearby.

The regional model is a great model. We're independent of the state, yet we partner with them at a level that I don't know exists anywhere else in the country. The [Texas Department of Transportation](#) and CTRMA have worked hand-in-hand on many projects.

I am proud that IBTTA's biggest event of the year, the [annual meeting](#), will be held here in the great city of Austin, Texas. This year we have an excellent line-up of speakers and panel sessions, and the meeting provides a great opportunity for participants across the industry to exchange ideas, get new information, and network.

Editor's Note: Questions and answers were edited for clarity and length. For more information about IBTTA's 2014 annual meeting, September 14-17, [go to TRN's Events section](#).

Engineering Department
Local Consultant/Contractor
Usage Summary

Name	Active Contract Amounts	Closed Contract Amounts (Past 5 Years)
LOCAL OWNERSHIP (Headquarters Within 150 Mile Radius of Austin)		
A&R Demo	\$317,000	\$4,000
ABC Erosion Control	-	\$9,000
Adisa	\$163,000	-
Alliance Transportation Group	\$59,000	-
Anderson Infrastructure	\$646,000	-
Arsenal	-	\$3,000
Austin Materials	\$1,684,000	-
Austin Prestressed	\$1,669,000	-
Austin Traffic Signal Construction Company	\$719,000	\$16,000
Austin Wood (S&M Business)	\$185,000	-
Baker-Aiklen & Associates	\$332,000	\$274,000
Bexar Concrete Works	\$1,446,000	-
BMP Specialist	\$150,000	-
BPI Enviromental Services, Inc.	\$153,000	-
C & M Precast Concrete Company	\$3,968,000	-
Capital Excavation	\$13,372,000	-
Collective Strength	\$32,000	-
Construction Rent A Fence	-	\$92,000
Cornerstone Site Services	\$465,000	\$465,000
Cox McLain Environmental Consulting Inc	\$35,000	-
Crespo Consulting Services Inc	\$131,000	-
Crossnore Group LLC	\$100,000	-
Crosswind Communications	\$93,000	-
Dandy Idea	\$46,000	-
DIJ Construction	\$139,000	\$763,000
Don Martin Public Affairs	\$59,000	-
EBC Construction	-	\$4,188,000
Ecosystem Design Group Lady Bird Johnson Wildflower Center	\$208,000	-
Enco Consulting, Inc	\$83,000	-
Encotech Engineering	\$39,000	-
Flasher Equipment Company	\$905,000	-
Forsythe Brothers Infrastructure, Inc.	\$486,000	-
Fugro Consultants, Inc.	\$399,000	\$1,159,000
G Carter Construction	-	\$10,000
G Sylva, LLC	\$1,109,000	-
Gila Corporation dba Municipal Services Bureau	-	-
Gram Traffic Counting	\$55,000	-
Gray Jansing	-	\$308,000
Greater Austin Development Company	\$1,856,000	\$1,294,000
Group Solutions RJW	\$1,103,000	\$249,000
Haegelin Construction Co.	-	\$117,000
Hardy Heck Moore	-	\$33,000
Hicks & Co	\$601,000	-
Huggins/Seiler & Associates	-	\$317,000
ID Guerra, L.P.	\$1,440,000	-
Industrial Asphalt LLC	\$55,000	\$108,000
Inland Geodetics	\$1,319,000	-
JC Communications (JPC Construction)	\$1,850,000	-
JD Ramming Paving Co.	\$18,000,000	\$3,050,000
K Friese & Associates, Inc.	\$5,345,000	\$1,411,000
Kennedy Consulting, Ltd. (KCI)	-	\$3,264,000
Land Strategies, Inc.	\$25,000	-
Loomis Partners	\$10,000	-
MAC, Inc.	-	-
Maldonado -Burkett ITS, LLP	-	\$221,000
Maldonado Nursery and Landscaping	\$421,000	-
MasTec North America	\$2,819,000	-
McGray & McGray Land Surveyors, Inc.	\$746,000	\$192,000
Michael Barrett, PhD.	\$137,000	-
Monkee-Boy	\$428,000	\$8,000
Montoya Anderson Construction	-	\$639,000
Nancy Ledbetter & Associates	\$377,000	\$19,000

Engineering Department
Local Consultant/Contractor
Usage Summary

Name	Active Contract Amounts	Closed Contract Amounts (Past 5 Years)
LOCAL OWNERSHIP (Headquarters Within 150 Mile Radius of Austin)		
N-Line Traffic Maintenance	\$1,461,000	\$157,000
Panther Creek Trucking	\$9,312,000	\$1,588,000
PaveTex Engineering and Testing, Inc.	\$2,920,000	\$50,000
PE Structural Consultants	\$294,000	\$1,112,000
Pink Consulting, Inc.	\$83,000	\$50,000
Raba Kistner	-	\$30,000
Ramming Paving	-	\$18,000
Ranger Excavation	-	\$298,000
Rhed Oaks Engineering (Out of Business)	\$61,000	\$20,000
Rifeline LLC	\$85,000	\$50,000
Roadway Specialties Inc	\$935,000	\$30,000
Rodriguez Engineering Laboratories	\$1,765,000	\$18,000
Royal Vista	-	\$298,000
S&R Investments - Arrow Oil	\$3,575,000	-
Sheets & Crossfield, PC	\$1,716,000	\$69,000
Sigma Information Group, Inc.	-	-
Southwest Deconstructors	-	\$143,000
Surveying & Mapping Inc (SAM, Inc)	\$2,212,000	\$181,000
TBG Partners	\$911,000	-
Texas Cutting & Coring	\$410,000	-
Texas Trucking	\$2,176,000	-
Texas Walls (THW Holdings LLC)	\$254,000	-
Transportation Strategies	-	\$20,000
Transtec	\$57,000	-
Verdi	-	\$29,000
Voges Drilling Company	-	-
Waeltz & Prete, Inc.	-	-
Zara Environmental LLC	\$387,000	-
	\$94,393,000	\$22,374,000

Engineering Department
Local Consultant/Contractor
Usage Summary

Name	Active Contract Amounts	Closed Contract Amounts (Past 5 Years)
LOCAL PRESENCE (Office within 150 Mile Radius of Austin)		
Aguirre & Fields	-	\$467,000
AH Baker Services, Inc.	\$2,033,000	-
Allen Paving	\$906,000	-
AMEC Earth and Environmental, Inc.	\$615,000	-
Atkins (Formerly PBS&J)	\$49,809,000	\$1,684,000
Avego Corporation (Carma)	\$575,000	-
Breda Company	\$9,600,000	-
Burcham Environmental Services	-	\$22,000
Bury + Partners	\$769,000	\$50,000
Capital Aggregates	\$1,831,000	-
CH2M Hill	\$136,632,000	-
CMC Capital City Steel (CMC Rebar)	\$305,000	-
CMC Construction Services	\$57,000	-
CobbFendley	\$36,000	\$284,000
CP&Y Inc	\$2,602,000	\$1,101,000
First Southwest Company & D. Ladd Pattillo & Assoc.	-	-
Flasher	\$10,000	-
GK Construction	\$542,000	-
HDR Engineering Inc	-	\$1,979,000
Highway Technology (bankrupt)	\$360,000	\$97,000
HNTB	\$21,671,000	\$18,437,000
HVJ Associates	\$614,000	\$276,000
Jacobs Engineering (formerly Carter Burgess)	\$3,919,000	\$4,414,000
Kimley-Horn & Associates, Inc.	-	\$540,000
Klinefelder	\$9,000	-
Levy Company	\$14,211,000	-
LJA Engineering Inc.	\$1,148,000	\$3,800,000
Lynxx	-	\$160,000
McKinney Drilling Company	\$1,517,000	\$947,000
Michael Baker	\$17,257,000	-
Penhall Company	\$339,000	-
Pike Energy Solutions	\$1,785,000	-
RabaKistner	\$2,800,000	-
Regions Bank	-	-
Reynolds, Smith and Hills, Inc.	\$2,405,000	-
RJ Rivera	\$486,000	\$497,000
Rodriguez Transportation Group, Inc.	\$1,017,000	\$3,618,000
SE3, LLC	\$816,000	-
SWCA Environmental Consultants	-	\$3,000
Telvent USA (formerly Caseta Technologies, Inc)	-	-
Terracon Consultants, Inc.	\$181,000	-
Texas A&M Transportation Institute (TTI)	\$205,000	-
Texas Concrete	\$6,987,000	-
TXI	\$9,755,000	-
URS Corporation	-	\$182,000
W.P. Engineering Consultants (HERO Program)	\$6,460,000	-
Webber	-	\$69,762,000
Wilbur Smith Associates- CDM Smith	-	-
	\$300,266,000	\$108,318,000
	\$394,659,000	\$130,692,000
TOTAL ACTIVE AND CLOSED LOCAL CONTRACTS		\$525,351,000

TOTAL PROFESSIONAL SERVICES ALL CONTRACTS	\$157,930,000
TOTAL CONSTRUCTION SERVICES ALL CONTRACTS	\$520,638,000
TOTAL ALL CONTRACTS	\$678,567,000
LOCAL CONTRACT % OF TOTAL CONTRACTS	77%

MOBILITY AUTHORITY FIRM/CONTRACTOR OUTREACH EFFORT SUMMARY

- 1** The Mobility Authority targets local firms, those that consistently bid local TxDOT and Mobility Authority projects, by conducting personal outreach via phone call and email blasts on non-state/non-federally funded projects.

- 2** Maintenance Contracts (non-state/federal funded) - the Mobility Authority includes a "Home State Bidding Preference" provision in contracts. This provides opportunity and incentive to resident bidders competing against Contractors that do not have a home office in Texas.

- 3** Currently advertise in the Austin American Statesman and the Mobility Authority's website. When federal funds are used and 3 notification papers are required, the Mobility Authority also advertises in the Austin Chronicle and Ahora Si.

- 4** The Mobility Authority produces project development and construction requirements which acknowledge and lends to local firms' knowledge and capabilities.

- 5** The Mobility Authority enters into InterLocal Agreements with local Developers to help facilitate growth in the area; which often includes utilization of local firms/contractors.

- 6** The Mobility Authority develops contracts which require Key Staff to be physically located in the local Project Office.

- 7** The Mobility Authority hosts networking events in conjunction with procurement of construction projects to encourage local and disadvantaged business enterprise (DBE) firms to connect with prime firms.

- 8** The Mobility Authority regularly provides program status updates and identification of upcoming project/agency opportunities at local industry forums (ie: ACEC, AGC, WTS, RECA, etc.)

- 9** The Mobility Authority established its own prequalification process for the Landscape Maintenance Contract and the 290 Maintenance Yard in order to encourage local firms to bid on the projects.

- 10** The Mobility Authority has modified contract language to encourage local firms to bid on projects. For example: on the Landscape Maintenance Contract the contract was modified so that the Contractor only had to be bonded for 1 year at a time instead of for the whole contract amount. This meant that a Contractor only had to be bonded for about \$250,000 vs \$500,0000 at one time.

- 11** The Mobility Authority website includes a HUB/DBE listing.

Name	Growth Opportunities Notes
LOCAL OWNERSHIP / LOCAL PRESENCE	
Adisa	Provided opportunity for a startup firm
Anderson Infrastructure	Created opportunity for startup firm
Avego Corporation (Carma)	Brought leading edge technology to the region
Baker-Aiklen & Associates	Provided an opportunity to design a project to meet TxDOT standards that has federal/state funding
Bury + Partners	Provided opportunity to expand services performing inspection on transportation projects
Forsythe Brothers Infrastructure, Inc.	Provided opportunity to work on TxDOT-like construction projects which enabled contractor to expand work to more TxDOT projects
G Sylva, LLC	Created opportunity for startup firm
Gila Corporation dba Municipal Services Bureau	Created opportunity for expand services to a different market sector
Group Solutions RJW	Provided opportunity to expand services to construction communications
Inland Geodetics	Provided opportunity to expand services to pedestrian/bicycle counts
K Friese & Associates, Inc.	Provided opportunity to expand services to include transportation inspection and be involved in Design/Build Oversight role
Land Strategies, Inc.	Provided opportunity to expand services to include CAD design
Rifeline LLC	Provided opportunity to expand to the toll industry and grow as a firm
Telvent USA (formerly Caseta Technologies, Inc)	Created opportunity for startup firm that was successful and was acquired by national firm
Waeltz & Prete, Inc.	Provided an opportunity to design a project to meet TxDOT standards that has federal/state funding which resulted in additional work on a federal funded project

SPECIAL PROVISION

002--044

Instructions to Bidders

For this project, Item 002, "Instructions to Bidders," of the Standard Specifications, is hereby amended with respect to the clauses cited below, and no other clauses or requirements of this Item are waived or changed hereby.

Article 2.14. Tabulating Bids, Section G. Special Item Considerations, Section 3, Home State Bidding Preference is voided and replaced by the following:

- A. For the purpose of determining the apparent low Bidder on proposed Contracts without federal funds, the total bid amount will be based upon the reverse application of the non-resident Bidder's home state bidding preference, if any. This will also apply to another state's preference for a bidder that offers materials grown, produced, processed or manufactured in that state.

Any reverse application of the home state bidding preference would be the greater of the following:

1. The amount by which a resident bidder would be required to underbid the non-resident bidder to obtain a comparable contract in the state in which the non-resident's principal place of business is located; or
 2. The amount by which a resident bidder would be required to underbid the non-resident bidder to obtain a comparable contract in the state in which a majority of the manufacturing relating to the contract will be performed.
- B. A Bidder will be considered the apparent low Bidder if the Bidder's home office is located in this state and their bid does not exceed an amount equal to 105 percent of the apparent low bid received from a Bidder whose home office is not located in this state.

This will not apply to a Bidder from a bordering state whose state does not give a preference to a Bidder in a manner similar to this section.

Local Hiring Preference

General. The LG may not include any contract provisions that require a contractor to give any preference in hiring. Some states and local public agencies have implemented policies that encourage or mandate the use of local employment or local contracting. In such cases, Federal-aid contracts (including invitations for bids or request-for-proposal documents) must contain specific provisions that state that such preferences are not applicable to contracts funded by FHWA. Compliance with local preference provisions will not be a condition of responsiveness in the consideration of bids or a condition of responsibility prior to the award of contract.

While the state and local governments are precluded from enacting such preference requirements, this requirement does not apply to the Federal Government. Therefore, Federal hiring preference requirements, such as EEO/Affirmative Action, Appalachian Preference, and Indian Preference are not in conflict with this policy.

Federal Regulation

1. 23 CFR 635.117(b) – Prohibits including provisions in contract documents that requires or encourages that a contractor give preference in hiring on any project that includes federal funds. Compliance with local preference provisions will not be a condition of responsiveness in the consideration of bids or a condition of responsibility prior to the award of contract.

State Regulation

1. Transportation Code 223.043 – For projects on the state highway system, TxDOT may require that a citizen of the United States and of the county in which the project is being proposed be given preference in employment to perform manual labor.

Required Practices

1. No hiring preferences will be allowed on any projects that includes federal funds.
2. For any projects with state funds, the LG must gain TxDOT approval before using contract or agreement language mandating hiring preference.
3. For any projects with no state or federal funds, the LG may follow their own practices on hiring preferences.

LG Responsibilities

1. For projects with federal funds, do not include any State or local hiring preferences in bid documents or request for proposals.
2. For projects with state funds but no federal funds, request TxDOT approval to require hiring preferences if desired.

TxDOT District Responsibilities

1. For projects with federal funds, review all bid proposals, requests for proposals, and concessionaire agreements to ensure hiring preference language is not included.
2. For projects with state funds, submit the LG's request to use hiring preference clauses to CST.
3. There is no monitoring on projects without state or federal funds.

Materials

General. Plans and specifications need to clearly define the types, locations construction requirements in detail to facilitate the construction, the contract control and the estimation of construction costs of the project. The estimate must reflect the anticipated cost of the project in sufficient detail to provide an initial prediction of the financial obligations to be incurred by the LG, State or FHWA and to permit an effective review and comparison of the bids received.

Federal Regulation

1. 23 CFR 630.205 – The plans and specifications must describe construction requirements in sufficient detail to facilitate construction.
2. 23 CFR 636B – Solicitations for design-build projects describe evaluation factors, which may include particular material quality requirements or design performance criteria (i.e., pavement design life).
3. 23 CFR 637B describes a program to determine specification compliance for materials incorporated into the project. See the project requirement “Quality Assurance Program” for more details.

State Regulation

1. Local Government Code 262.025 – A notice for receipt of competitive bids must include specifications describing the item to be purchased. This applies to counties.
2. Local Government Code 271.025 – Governmental entity advertising for competitive bids must include information that describes the work.
3. Local Government Code 271.188 – For design-build projects, the LG must provide or contract for material engineering, testing and verification testing that is independent from the design-build firm.
4. Texas Administrative Code, Title 43, §26.33(g)(1) – Specifications for projects that connect to a state highway administered by a Regional Mobility Authority must conform to TxDOT Standard Specifications.
5. Texas Administrative Code, Title 43, §27.56(C)(3)(A) – Specifications for projects administered by a Regional Toll Authority must conform to TxDOT Standard Specifications as a condition of state fund participation.

6. Transportation Code 221.003(d) – A County Commissioners Court may not make improvements to the state highway system until the plans and specifications have been approved by TxDOT.
7. Transportation Code 366.185 – Contracts by Regional Tollway Authorities must be procured by a competitive bid procedure.
8. Transportation Code 370.306 – A Regional Mobility Authority that uses a Comprehensive Development Agreement for procurement must publish criteria used to evaluate proposals. The criteria may include materials requirements.

Required Practices

1. For projects with state or federal funds and projects on the state highway system, TxDOT must approve the plans and specifications prior to advertising for competitive bids or a request for proposals. The LG must either adopt TxDOT's Standard Specifications or develop alternate specifications and submit to TxDOT for approval. For alternate specifications, the material requirements must fulfill the purpose of the approved design and must be in general conformance with TxDOT material quality standards. Proposed changes to material requirements must have TxDOT approval before the LG implements the change.
2. For projects off the state highway system and no state or federal funds, the LG may use their own material requirements without TxDOT approval.
3. If a concessionaire agreement includes long-term maintenance (40 years or more), the concessionaire may use any material that meets performance requirements of the project at their discretion without TxDOT approval.

LG Responsibilities

1. Adopt TxDOT Standard Specifications or submit alternate, comparable specifications to TxDOT for approval.
2. Request TxDOT approval of changes to material specifications before implementation.
3. For design-build, submit evaluation criteria to TxDOT before issuing request for proposals.

TxDOT District Responsibilities

1. For projects with state or federal funds and all projects on the state system, review proposed specifications and evaluation criteria for conformance to TxDOT material specifications. Submit questions and clarification concerns to CST for final determination.
2. There is no monitoring on projects without state or federal funds or concessionaire projects with a long-term maintenance component.

Communications Local Firms

Name of Vendor	Local	Local Presence
Nancy Ledbetter and Associates	X	
RJW Group Solutions	X	
Rifeline	X	
Monkee-Boy	X	
Adisa	X	
Pink Consulting	X	
Arsenal	X	
Don Martin Public Affairs	X	
Gap Strategies	X	
Atkins		X
HNTB		X
CP&Y		X
Jacobs		X
CDM Smith		X
Crosswind Communications	X	
Sigma Information Group	X	
Ford Audio Video	X	

Financial Services contracts

Vendor	Local	Local Presence	Texas	Other
Ladd Pattillo	X			
First Southwest		X		
Locke Lord		X		
Bracewell & Giuliani		X		
JPMorgan Chase		X		
Finley & Cook				X
PMB Helin Donovan	X			
Daniel Hilder				X
Stantec				X
CDM Smith		X		
Time Warner Telecom		X		
Time Wartner Cable		X		
Benefit Systems	X			
Regions Bank		X		
Standard and Poor's				X
Moody's				X
Dahill		X		

Toll Operations Contractors based in Texas		
Name	Service Provided	Location
Gila Corp/MSB	Pay by Mail processing	Main Office Central Texas
Schneider Electric	Toll System	Local Office Central Texas
S&S	Fiber	Main Office Central Texas
RK Bass	Electrical Sub	Main Office Central Texas
Cothrans	Keys	Main Office Central Texas
N-Line	Closures	Main Office Central Texas
CSC	Closures	Main Office Central Texas
Austin Generator	Generators	Main Office Central Texas
Texas Quality	Electrical/AC Sub	Main Office Central Texas
Mustang Colt	Civil/Electrical/Fiber	Main Office Brownsville Texas
Levy	Civil/Electrical/Fiber	Main Office Central Texas
Tri-State	Civil/Electrical/Fiber	Main Office El Paso Texas
Rosinden	Civil/Electrical/Fiber	Local Office Central Texas
Texas Refuse	Dumpster TMC	Main Office Central Texas
ABC	Pest control	Main Office Central Texas
Old Castle	A/C service at control cabinets	Local Office Central Texas