



CENTRAL TEXAS
Regional Mobility Authority

Regular Meeting of the Board of Directors

9:30 a.m.
Wednesday, July 25, 2012

Cedar Park Public Council Chambers
450 Cypress Creek Road, Building 1
Cedar Park, Texas 78613

AGENDA

No action on the following:

1. Welcome and opening remarks by the Chairman and members of the Board of Directors.
2. Opportunity for Public Comment – See *Notes* at the end of this agenda.

Discuss, consider, and take appropriate action on the following:

3. Approve the minutes for the June 27, 2012, Regular Board Meeting.
4. Approve an increase to 75 m.p.h. of the maximum speed limit on the 183A Turnpike.
5. Approve an advanced funding agreement with the Texas Department of Transportation for the HERO Program.
6. Approve an amendment to the contract with W.P. Engineering Consultants, Inc., to continue providing services for the HERO Program.
7. Approve a work authorization with HNTB Corporation to provide oversight and support for the HERO Program.
8. Approve an amendment to the GEC Master Contract with Atkins North America, Inc., to provide continued operations and maintenance, trust indenture, and future project development support.
9. Approve an amendment to the GEC Master Contract with HNTB Corporation to provide continued operations and maintenance, trust indenture, and future project development support.
10. Accept the financial reports for June, 2012.

Briefing and discussion with no action proposed on the following:

11. Quarterly Briefing on the Manor Expressway Project
12. Quarterly Briefing on the Mopac Improvement Project
13. Executive Director's report
 - A. 2012 IBTTA Toll Excellence Award in the Social Responsibility category for Green Initiative Program

Executive Session

Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item will be deliberated in executive session and identifies the section or sections of Chapter 551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.

The Board may deliberate the following items in executive session if announced by the Chairman:

14. Discuss acquisition of one or more parcels or interests in real property needed for the Manor Expressway Project and related legal issues, pursuant to §551.072 (Deliberation Regarding Real Property; Closed Meeting) and §551.071 (Consultation with Attorney; Closed Meeting).
15. Discuss legal issues related to claims by or against the Mobility Authority, pending or contemplated litigation and any related settlement offers; or other matters as authorized by §551.071 (Consultation With Attorney).
16. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation With Attorney).
17. Discuss personnel matters as authorized by §551.074 (Personnel Matters).

Reconvene in Open Session.

Discuss, consider, and take appropriate action on the following:

18. Authorize negotiation and execution of a purchase contract, a settlement agreement, or both in a pending eminent domain proceeding to acquire the following described parcel or property interest for the Manor Expressway Project:

- A. Parcel 60 of the Manor Expressway Toll Project, a 1.090 acre tract in Travis County, on the southeast corner of 290E and Parmer Lane, owned by The Butler Family Partnership, Ltd.
- B. Parcel 35 of the Manor Expressway Toll Project, a 1.31 acre tract in Travis County, at 9306 Old Manor Road, owned by Arturo Diaz.

19. Adjourn Meeting.

NOTES

Opportunity for Public Comment. At the beginning of the meeting, the Board provides a period of up to one hour for public comment on any matter subject to the Mobility Authority's jurisdiction. Each speaker is allowed a maximum of three minutes. A person who wishes to address the Board should sign the speaker registration sheet before the beginning of the public comment period. If a speaker's topic is not listed on this agenda, the Board may not deliberate the speaker's topic or question the speaker during the open comment period, but may direct staff to investigate the matter or propose that an item be placed on a subsequent agenda for deliberation and possible action by the Board. The Board may not deliberate or act on an item that is not listed on this agenda.

Public Comment on Agenda Items. A member of the public may offer comments on a specific agenda item in open session if he or she signs the speaker registration sheet for that item before the Board takes up consideration of the item. The Chairman may limit the amount of time allowed for each speaker. Public comment unrelated to a specific agenda item must be offered during the open comment period.

Meeting Procedures. The order and numbering of agenda items is for ease of reference only. After the meeting is convened, the Chairman may rearrange the order in which agenda items are considered, and the Board may consider items the listed on the agenda in any order or at any time during the meeting.

Persons with disabilities. If you plan to attend this meeting and may need auxiliary aids or services, such as an interpreter for those who are deaf or hearing impaired, or if you are a reader of large print or Braille, please contact Jennifer Guernica at (512) 996-9778 at least two days before the meeting so that appropriate arrangements can be made.



CENTRAL TEXAS
Regional Mobility Authority

AGENDA ITEM #1 SUMMARY

Welcome, Opening Remarks and Board Member Comments.

Welcome, Opening Remarks and Board Member Comments

Board Action Required: NO



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #2 SUMMARY

Open Comment Period for Public Comment.
Public Comment on Agenda Items.

Open Comment Period for Public Comment - At the beginning of the meeting, the Board provides a period of up to one hour for public comment on any matter subject to CTRMA's jurisdiction. Each speaker is allowed a maximum of three minutes. A person who wishes to address the Board should sign the speaker registration sheet before the beginning of the open comment period. If the speaker's topic is not listed on this agenda, the Board may not deliberate the topic or question the speaker during the open comment period, but may direct staff to investigate the subject further or propose that an item be placed on a subsequent agenda for deliberation and possible action by the Board. The Board may not act on an item that is not listed on this agenda.

Public Comment on Agenda Items - A member of the public may offer comments on a specific agenda item in open session if he or she signs the speaker registration sheet for that item before the Board's consideration of the item. The Chairman may limit the amount of time allowed for each speaker. Public comment unrelated to a specific agenda item must be offered during the open comment period.

Board Action: NO



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #3 SUMMARY

Approve the minutes for the June 27, 2012
Regular Board Meeting.

Department: Law
Associated Costs: None
Funding Source: None
Board Action Required: YES (by Motion)

Description of Matter:

The Minutes for the June 27, 2012, Regular Board Meeting.

Attached documentation for reference:

Draft Minutes for the June 27, 2012, Special Called Board Meeting

Contact for further information:

Andrew Martin, General Counsel

**MINUTES FOR
Regular Meeting of the Board of Directors
of the
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**Wednesday, June 27, 2012
9:30 A.M.**

The meeting was held at 301 Congress Avenue, Suite 360, Austin, Texas 78701. Notice of the meeting was posted June 22, 2012 at the County Courthouses of Williamson and Travis County, with the Secretary of State, on the Mobility Authority website, and on the bulletin board in the lobby of the Mobility Authority's offices at 301 Congress Avenue, Suite 650, Austin, Texas 78701.

1. Welcome and Opening Remarks by Chairman Ray Wilkerson.

Chairman Ray Wilkerson called the meeting to order at 9:36 a.m. and called the roll. Directors present when the meeting was called to order were Vice Chairman Jim Mills, Ms. Nikelle Meade, Mr. David Singleton, Mr. Bob Bennett, and Mr. Charles Heimsath. Mr. David Armbrust was not present for the meeting.

2. Open Comment Period.

No public comments were offered.

3. Approval of the minutes for the May 30, 2012, Regular Board Meeting and for the May 24, 2012, and June 8, 2012, Special Called Board Meetings.

Chairman Ray Wilkerson presented the minutes from the May 30, 2012, Regular Board Meeting and for the May 24, 2012, and June 8, 2012 Special Called Board Meetings for consideration by the Board. Mr. Jim Mills moved for approval, and Mr. Charles Heimsath seconded the motion. The motion carried unanimously 6-0, and the minutes were approved as drafted.

4. Approval of the FY 2012-2013 Annual Budget.

Ms. Cindy Demers presented this item. The Mobility Authority's proposed FY 2013 Operating and Capital Budgets contains revenue estimates and departmental spending plans for the fiscal year beginning July 1, 2012 and ending June 30, 2013. The total proposed operating revenues are \$31,661,180, and the total proposed operating expenses are \$43,194,507 inclusive of \$14,186,749 in non-cash items such as amortization, depreciation, bond issuance expense accruals and accreted interest. The budget is influenced by several factors including the updated Mobility Authority Strategic Plan, the opening of the 183A extension in April, 2012 the

anticipated opening of Phase I of the Manor Expressway slated for January 2013, and maintaining and improving current service levels.

Mr. Bob Bennett moved for approval, and Mr. Charles Heimsath seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

5. Authorizing execution of an agreement with the Capital Area Metropolitan Planning Organization for financial assistance to develop the MoPac Improvement Project.

Mr. Andy Martin presented this item. The proposed interlocal agreement (ILA) between the Mobility Authority and the Capital Area Metropolitan Planning Organization (CAMPO) is consistent with the negotiated terms and conditions approved by the CAMPO Policy Board in connection with its allocation of \$130 million in federal funds for construction costs for the MoPac Improvement Project. The ILA was developed by legal counsel for the Mobility Authority and CAMPO, and incorporates suggestions from the Federal Highway Administration. The Executive Director recommends approval of the ILA and that the Board authorize execution of the ILA by the Chairman on behalf of the Mobility Authority.

Mr. Charles Heimsath moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

6. Accepting the monthly financial reports for May, 2012

Mr. Bill Chapman presented this item. The Mobility Authority is up 20% in year to date transactions. There was nothing unusual to point out on the financial report for May, 2012.

Mr. David Singleton moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

Briefing and discussion on the following:

7. Executive Director's report.

Mr. Mike Heiligenstein presented this item. He thanked all who participated in negotiating the CAMPO ILA for funding the MoPac Improvement Project.

Executive Session Pursuant to Government Code, Chapter 551

Chairman Wilkerson announced in open session at 10:10 a.m. that the Board would recess the open meeting and reconvene in Executive Session to deliberate the following items:

8. *Discuss acquisition of one or more parcels or interests in real property needed for the Manor Expressway Project and related legal issues, pursuant to §551.072 (Deliberation Regarding Real Property; Closed Meeting) and §551.071 (Consultation with Attorney; Closed Meeting).*
9. *Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation With Attorney).*
10. *Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation With Attorney).*
11. *Discuss personnel matters as authorized by §551.074 (Personnel Matters).*

The Board reconvened in open meeting at 10:53 a.m., and Chairman Wilkerson announced that no action was taken in Executive Session.

Discuss, consider, and take appropriate action on the following:

12B. Authorizing negotiation and execution of a purchase contract, a settlement agreement, or both in a pending eminent domain proceeding to acquire the following described parcel or property interest for the Manor Expressway Project:

Mr. Andy Martin presented this item. Staff recommends authorizing negotiation and execution of a purchase contract, settlement agreement, or both, in the pending eminent domain proceeding to acquire Parcel 60 of the Manor Expressway Toll Project, a 1.090 acre tract in Travis County, on the southeast corner of 290E and Parmer Lane, owned by The Butler Family Partnership, Ltd., up to a maximum payment to the owners of \$8,918.00.

Mr. David Singleton moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

13. Adjourn Meeting.

Chairman Ray Wilkerson declared the meeting adjourned at 10:54 a.m. with unanimous consent.



AGENDA ITEM #4 SUMMARY

Approve an increase to 75 m.p.h. of the maximum speed limit on the 183A Turnpike.

CENTRAL TEXAS Regional Mobility Authority

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: None

Funding Source: N/A

Board Action Required: Yes

Description of Matter:

In 2011, the Legislature authorized an increase in the maximum speed limit from 70 to 75 miles per hour for certain roadways, including the 183A Turnpike. The state law procedure for increasing the maximum speed limit requires an engineering and traffic investigation (a “speed zone study”) by a licensed transportation engineer that meets Texas Department of Transportation criteria set forth in Subchapter B (Procedures for Establishing Speed Zones), 43 TAC § 25.21 et seq.

The required speed zone study for the 183A Toll Road is attached. The results of that study support the existing speed limit of 60 miles per hour for 183A frontage roads and an increase from 70 to 75 miles per hour for the entirety of the 183A tolled mainlanes.

Board action to adopt the recommended 75 mile per hour speed limit is required by state law and the adopted Mobility Authority Policy Code. The increase in the speed limit will become effective when new “75 MPH” speed limit signs are installed along 183A.

Reference documentation:

183A Toll Road 2012 Speed Zone Study
Draft Resolution

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



CENTRAL TEXAS
Regional Mobility Authority

183A Toll Road 2012 Speed Zone Study

Prepared For:

Central Texas Regional Mobility Authority

Prepared by:

HNTB

Jonathan P. Kolbasa, P.E.



June 20, 2012

This document is released for the purpose of Establishing a Speed Zone under the authority of Jonathan P. Kolbasa, P.E. 108246 on June 20, 2012.

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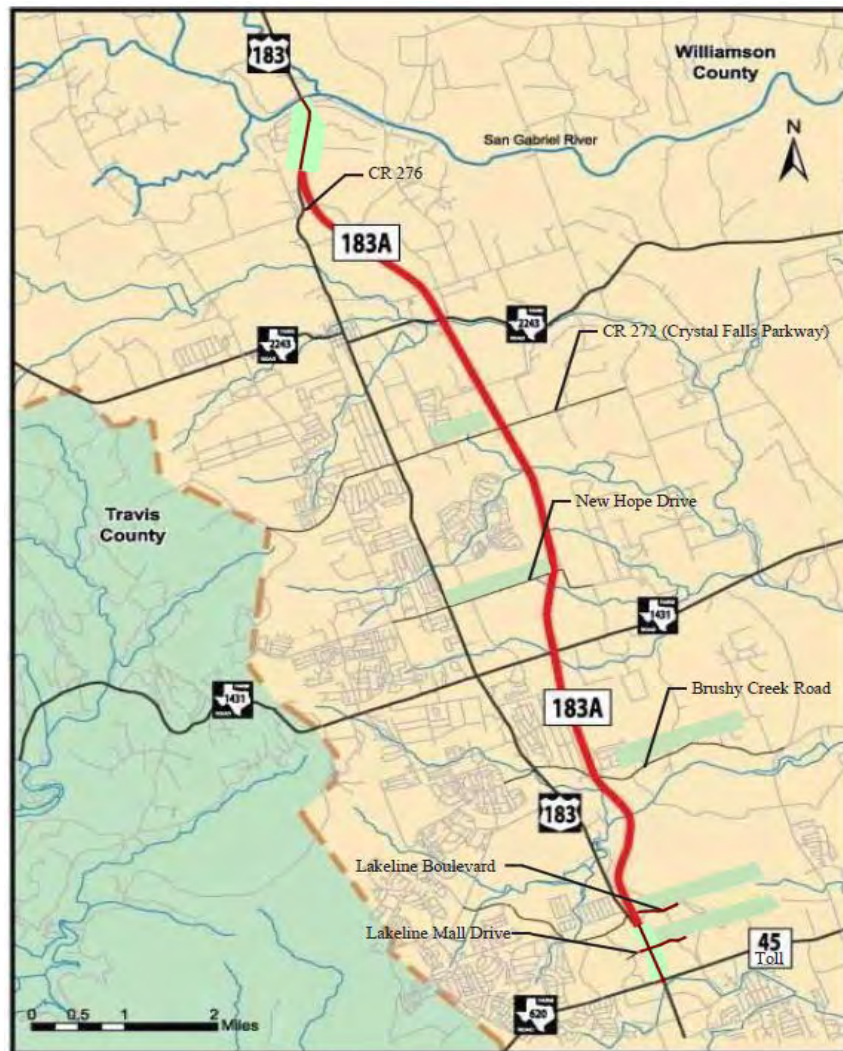
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1. Introduction

The purpose of the 183A toll road is to improve regional mobility and safety, and to enhance regional economic development by reducing traffic congestion along US 183 within the cities of Cedar Park and Leander in Williamson County. The Central Texas Regional Mobility Authority (Mobility Authority) has implemented a program of conducting a bi-annual speed zone study to evaluate posted speeds and to determine the 85th percentile speeds. The Mobility Authority may establish speed limits determined from the results of an engineering and traffic investigation that are safe and reasonable of up to 75 mph under section 545.354 of the Texas Transportation Code. The purpose of this report is to present the results of the 2012 speed zone study for the 183A corridor.

The 183A toll road begins north of RM 620/SH 45 Toll, near Lakeline Boulevard, and extends north approximately ten miles to the US 183/CR 276 intersection. See **Figure 1** for a map showing the layout of 183A.

Figure 1: 183A Location Map



1.1 Existing Condition

The 183A toll road is an alternate route designed to decrease travel times and ease congestion on US 183. Speed zones for 183A were developed as one-mile increments starting at the US 183/CR 276 intersection and proceeding south to the southern limit of 183A. The existing speed limits for the 183A corridor are reported in **Table 1**.

Table 1: Speed Limits		
Highway	Regulatory Speed Limit	Work Zone Speed Limit
183A Frontage Roads	60 MPH	50 MPH
183A Mainlanes (South of RM 1431)	70 MPH	N/A
183A Mainlanes (North of RM 1431)	*None Posted	N/A

*There was no posted speed for this road segment at the time of this study. Speed Limits will be determined based on the results of this speed study.

1.2 Typical Sections

The typical tolled mainlane section of 183A, which begins just north of RM 620/SH 45 Toll and terminates just south of CR 274 (San Gabriel Parkway), consists of three 12-foot wide lanes with 10-foot wide shoulders in each direction. The northbound and southbound tolled lanes are separated by a variable width median.

The typical frontage road section along the 183A corridor consists of a combination of a rural section with two 12-foot travel lanes, 4-foot inside shoulder and an 8-foot outside shoulder and an urban section with three 12-foot wide travel lanes with curb and gutter. The portions of frontage roads containing the rural section will ultimately be replaced with an urban section as adjacent developments are completed.

The 183A lane widths and shoulder widths were designed and constructed to meet TxDOT design standards.

2. Speed Zone Study Methodology

Guidelines established by the Texas Department of Transportation (TxDOT) in *Procedures for Establishing Speed Zones, Revised April 2012* (the most recent edition) were used in conducting the current 183A Speed Zone Study.

Speed measurements were taken at one-mile increments throughout the entire length of 183A. See *Appendix A* for Southbound Frontage Road Speed Data Results, *Appendix B* for Northbound Frontage Road Speed Data Results, *Appendix C* for Southbound Mainlane Speed Data Results, and *Appendix D* for Northbound Mainlane Speed Data Results.

Free flow speeds were measured using radar speed sensors for a minimum of 125 vehicles or for a maximum of two hours, to constitute a valid speed check at each station. All measurements were completed between the weekdays of April 24th and April 26th, during off-peak hours. No speed checks were performed during rain or inclement weather. During this speed study, temporary speed limit signs were erected throughout limits of the 183A phase II construction project reducing the work zone speed limit for the frontage road to 50 MPH from RM 1431 north

to CR 274/San Gabriel Parkway. These reduced speed limit signs may have affected the average vehicle speeds.

2.1 85th Percentile Speed

The Speed Zone Study data was used to determine the 85th percentile speeds for the 183A frontage roads and mainlanes within this corridor. The 85th percentile represents the speed that 85% of vehicles are traveling at or below. TxDOT recommends that speeds be posted as near as possible to the 85th percentile. The data was divided by roadway classification and direction of travel for the purpose of this analysis. See **Table 2** and **Table 3** for Speed Zone Study data.

Table 2: 183A Speed Zone Study Frontage Road Data			
SB Direction	85% Speed (MPH)	NB Direction	85% Speed (MPH)
1 mile south of US 183/CR 276	61	1 mile south of US 183/CR 276	64
2 miles south of US 183/CR 276	61	2 miles south of US 183/CR 276	64
3 miles south of US 183/CR 276	55	3 miles south of US 183/CR 276	57
4 miles south of US 183/CR 276	57	4 miles south of US 183/CR 276	65
5 miles south of US 183/CR 276	59	5 miles south of US 183/CR 276	60
6 miles south of US 183/CR 276	61	6 miles south of US 183/CR 276	58
SB Average Speed	59	NB Average Speed	61
Frontage Road Average Speed: 60 MPH			

*Note: 183A Phase II construction from 0.6 miles south of US 183/CR 276 to 6.4 miles south of US 183/CR 276

Table 3: 183A Speed Zone Study Mainlane Data			
SB Direction	85% Speed (MPH)	NB Direction	85% Speed (MPH)
2 miles south of US 183/CR 276	69	2 miles south of US 183/CR 276	73
3 miles south of US 183/CR 276	73	3 miles south of US 183/CR 276	76
4 miles south of US 183/CR 276	73	4 miles south of US 183/CR 276	72
5 miles south of US 183/CR 276	72	5 miles south of US 183/CR 276	73
6 miles south of US 183/CR 276	71	6 miles south of US 183/CR 276	72
7 miles south of US 183/CR 276	71	7 miles south of US 183/CR 276	73
8 miles south of US 183/CR 276	72	8 miles south of US 183/CR 276	72
9 miles south of US 183/CR 276	71	9 miles south of US 183/CR 276	75
10 miles south of US 183/CR 276	71	10 miles south of US 183/CR 276	73
SB Average Speed	71	NB Average Speed	73
Mainlane Average Speed: 72 MPH			

2.2 Crash Data

The Mobility Authority conducts an annual safety study for the 183A facility. The annual 183A safety study contains the significant results of the 183A crash data analysis. The 2011 183A safety study was reviewed as part of this speed zone study because roadways having an average crash rate higher than the statewide average for the same type of facility may have an impact to the 85th percentile speed. It was determined that there were no speed related crash concerns

identified in the 2011 183A Toll Road Safety Study that would affect the evaluation and designation of the 183A corridor speed limit.

2.3 Strip Map

A strip map was developed to analyze the relationship between the corridor's critical physical features and the speed data results. The strip map is an important tool in order to determine the appropriate posted speed limit, since speed data is reviewed relative to roadway characteristics to determine if there are any components of the roadway that are impacting speeds. The factors taken into consideration during the analysis include the horizontal and vertical curvature of the roadway, location of signals, locations of bridge structures, locations of cross roads and width of pavement. The strip maps also help identify items along the studied corridor such as locations of city limits, limits of speed zones and important traffic generators. The strip maps that were created for analysis are included in **Appendix E** of this report.

2.4 Ongoing Corridor Development

There are several projects that are currently under construction, were recently completed, or are planned for construction, that likely will impact average speeds along the 183A frontage roads in the future as the corridor develops. As development along the 183A corridor continues, it is expected that traffic will increase overtime; likely causing a decrease in the average speeds along the 183A frontage roads. These projects include:

- Completion of the San Gabriel Parkway Extension from 183A east to CR 270 (construction by Williamson County; completed October 2011);
- Completion of Hero Way (construction by Williamson County, anticipated completion in 2012);
- Continued expansion of the 1890 Ranch Development at the intersection of 183A and RM 1431;
- Pecan Grove Future Development (proposed commercial and residential development along the northbound frontage road between New Hope Drive and CR 272/Crystal Falls Parkway);
- Future Valero Gas Station (northwest quadrant of the 183A/New Hope Drive intersection); and
- Future Cedar Park Town Center (commercial development between Cottonwood Creek and RM 1431).

3. Recommended Speed Zone

Speed zone data, physical roadway characteristics which are included in the speed zone study strip maps (see **Appendix E**), and the results of the 2011 183A Toll Road Safety Study were analyzed to evaluate the existing speed zones.

Determining factors taken into consideration included the speed data collected along the northbound and southbound frontage roads and mainlanes, 85th percentile speeds and the rapid development along the frontage roads.

The existing 60 MPH speed zone for the frontage roads is valid and supported by the 2012 Speed Zone data.

The results of the speed study support posting a 75 MPH speed limit for the new segment of the 183A tolled mainlanes, which was recently completed, north of RM 1431 and increasing the speed limit to 75 MPH for the existing 183A tolled mainlanes south of RM 1431.

The recommended Speed Zones are summarized in **Table 4**.

Table 4: Recommended Speed Zones					
County	Highway	Limits		Length (Miles)	Speed (MPH)
		Begin	End		
Williamson County	183A (Frontage Road)	RM 1431	US 183 / CR 276	6.402	60
Williamson County	183A (Tolled Mainlanes)	Lakeline Blvd.	South of CR 274 / San Gabriel Pkwy	9.088	75

Appendix A

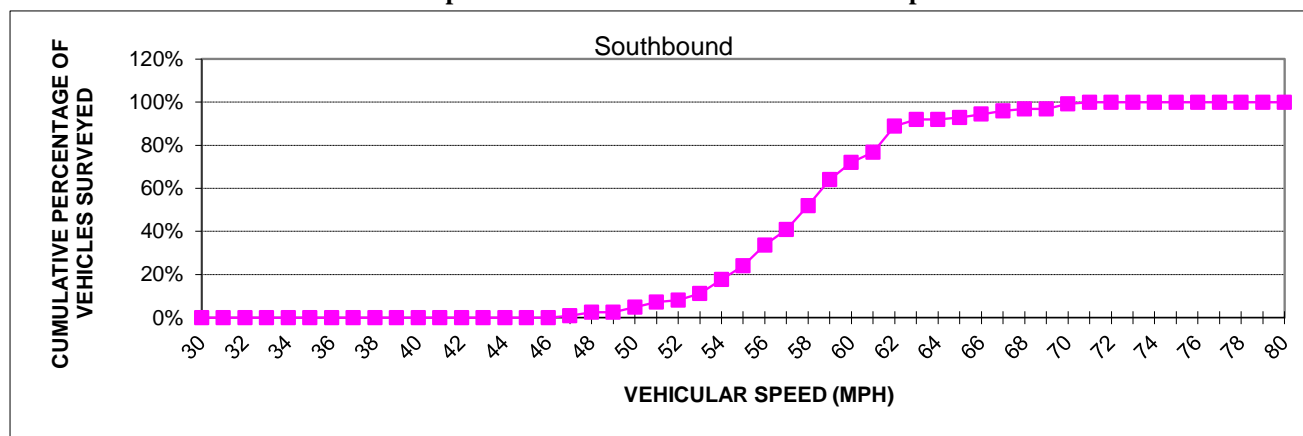
Southbound Frontage Road Speed Data Results



Hwy: 183A FR Location: 1 mile south of US 183/CR 276 Weather: Sunny
 Date: 4/24/2012 Time: from 10:00 AM to 10:30 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	0	1	0	100.0%	0.0%
44	0	0	1	0	100.0%	0.0%
45	0	0	1	0	100.0%	0.0%
46	0	0	1	0	100.0%	0.0%
47	0	1	1	1	100.0%	0.8%
48	0	2	1	3	100.0%	2.4%
49	0	0	1	3	100.0%	2.4%
50	0	3	1	6	100.0%	4.8%
51	0	3	1	9	100.0%	7.2%
52	0	1	1	10	100.0%	8.0%
53	0	4	1	14	100.0%	11.2%
54	0	8	1	22	100.0%	17.6%
55	0	8	1	30	100.0%	24.0%
56	0	12	1	42	100.0%	33.6%
57	0	9	1	51	100.0%	40.8%
58	0	14	1	65	100.0%	52.0%
59	0	15	1	80	100.0%	64.0%
60	0	10	1	90	100.0%	72.0%
61	0	6	1	96	100.0%	76.8%
62	0	15	1	111	100.0%	88.8%
63	0	4	1	115	100.0%	92.0%
64	0	0	1	115	100.0%	92.0%
65	0	1	1	116	100.0%	92.8%
66	0	2	1	118	100.0%	94.4%
67	0	2	1	120	100.0%	96.0%
68	0	1	1	121	100.0%	96.8%
69	0	0	1	121	100.0%	96.8%
70	0	3	1	124	100.0%	99.2%
71	0	1	1	125	100.0%	100.0%
72	0	0	1	125	100.0%	100.0%
73	0	0	1	125	100.0%	100.0%
74	0	0	1	125	100.0%	100.0%
75	0	0	1	125	100.0%	100.0%
76	0	0	1	125	100.0%	100.0%
77	0	0	1	125	100.0%	100.0%
78	0	0	1	125	100.0%	100.0%
79	0	0	1	125	100.0%	100.0%
80	0	0	1	125	100.0%	100.0%

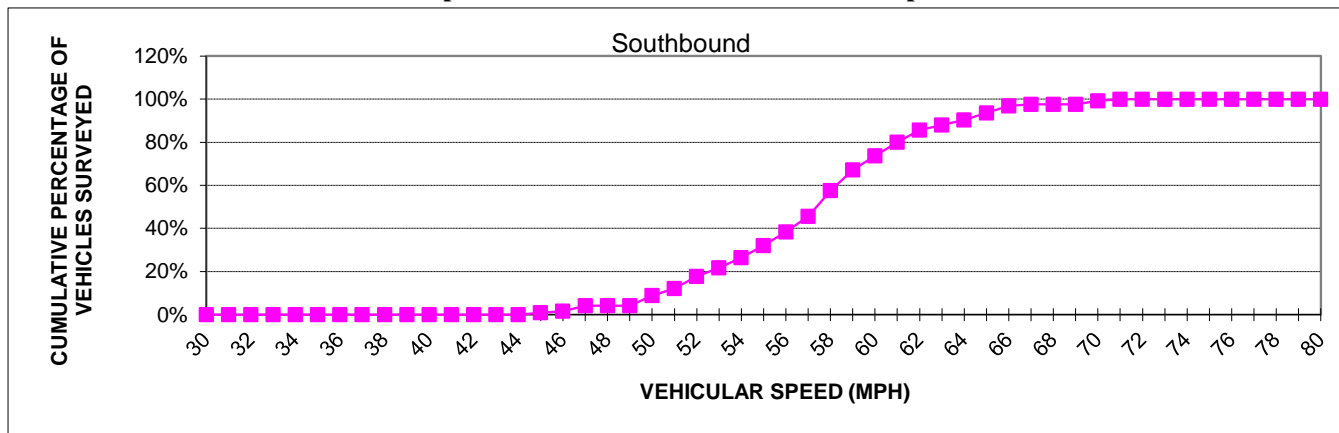
Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 61 MPH



Hwy: 183A FR Location: 2 miles south of US 183/CR 276 Weather: Sunny
 Date: 4/24/2012 Time: from 11:40 AM to 13:30 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	0	1	0	100.0%	0.0%
44	0	0	1	0	100.0%	0.0%
45	0	1	1	1	100.0%	0.8%
46	0	1	1	2	100.0%	1.6%
47	0	3	1	5	100.0%	4.0%
48	0	0	1	5	100.0%	4.0%
49	0	0	1	5	100.0%	4.0%
50	0	6	1	11	100.0%	8.8%
51	0	4	1	15	100.0%	12.0%
52	0	7	1	22	100.0%	17.6%
53	0	5	1	27	100.0%	21.6%
54	0	6	1	33	100.0%	26.4%
55	0	7	1	40	100.0%	32.0%
56	0	8	1	48	100.0%	38.4%
57	0	9	1	57	100.0%	45.6%
58	0	15	1	72	100.0%	57.6%
59	0	12	1	84	100.0%	67.2%
60	0	8	1	92	100.0%	73.6%
61	0	8	1	100	100.0%	80.0%
62	0	7	1	107	100.0%	85.6%
63	0	3	1	110	100.0%	88.0%
64	0	3	1	113	100.0%	90.4%
65	0	4	1	117	100.0%	93.6%
66	0	4	1	121	100.0%	96.8%
67	0	1	1	122	100.0%	97.6%
68	0	0	1	122	100.0%	97.6%
69	0	0	1	122	100.0%	97.6%
70	0	2	1	124	100.0%	99.2%
71	0	1	1	125	100.0%	100.0%
72	0	0	1	125	100.0%	100.0%
73	0	0	1	125	100.0%	100.0%
74	0	0	1	125	100.0%	100.0%
75	0	0	1	125	100.0%	100.0%
76	0	0	1	125	100.0%	100.0%
77	0	0	1	125	100.0%	100.0%
78	0	0	1	125	100.0%	100.0%
79	0	0	1	125	100.0%	100.0%
80	0	0	1	125	100.0%	100.0%

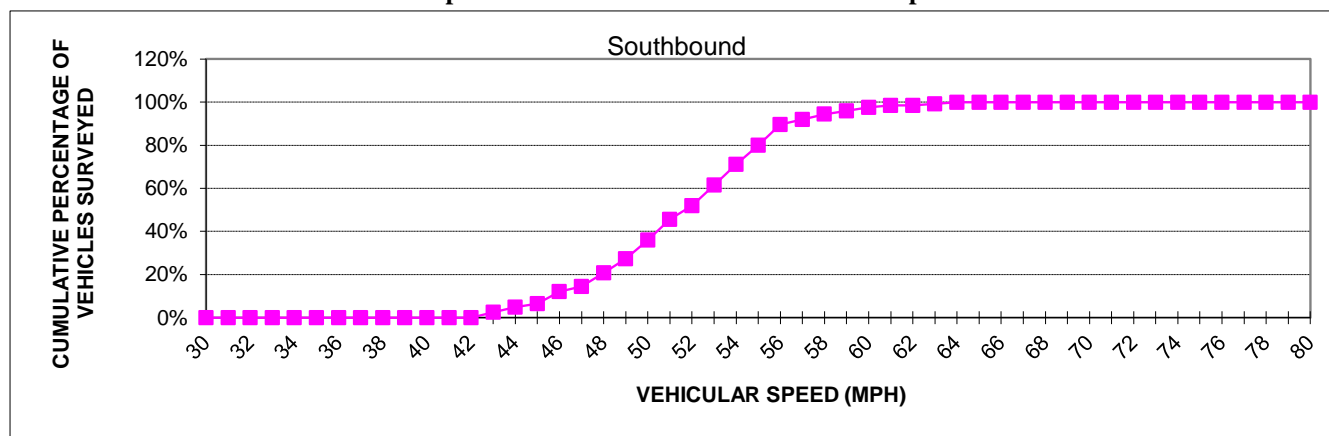
Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 61 MPH



Hwy: 183A FR Location: 3 miles south of US 183/CR 276 Weather: Sunny
 Date: 4/24/2012 Time: from 13:30 PM to 14:45 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	3	1	3	100.0%	2.4%
44	0	3	1	6	100.0%	4.8%
45	0	2	1	8	100.0%	6.4%
46	0	7	1	15	100.0%	12.0%
47	0	3	1	18	100.0%	14.4%
48	0	8	1	26	100.0%	20.8%
49	0	8	1	34	100.0%	27.2%
50	0	11	1	45	100.0%	36.0%
51	0	12	1	57	100.0%	45.6%
52	0	8	1	65	100.0%	52.0%
53	0	12	1	77	100.0%	61.6%
54	0	12	1	89	100.0%	71.2%
55	0	11	1	100	100.0%	80.0%
56	0	12	1	112	100.0%	89.6%
57	0	3	1	115	100.0%	92.0%
58	0	3	1	118	100.0%	94.4%
59	0	2	1	120	100.0%	96.0%
60	0	2	1	122	100.0%	97.6%
61	0	1	1	123	100.0%	98.4%
62	0	0	1	123	100.0%	98.4%
63	0	1	1	124	100.0%	99.2%
64	0	1	1	125	100.0%	100.0%
65	0	0	1	125	100.0%	100.0%
66	0	0	1	125	100.0%	100.0%
67	0	0	1	125	100.0%	100.0%
68	0	0	1	125	100.0%	100.0%
69	0	0	1	125	100.0%	100.0%
70	0	0	1	125	100.0%	100.0%
71	0	0	1	125	100.0%	100.0%
72	0	0	1	125	100.0%	100.0%
73	0	0	1	125	100.0%	100.0%
74	0	0	1	125	100.0%	100.0%
75	0	0	1	125	100.0%	100.0%
76	0	0	1	125	100.0%	100.0%
77	0	0	1	125	100.0%	100.0%
78	0	0	1	125	100.0%	100.0%
79	0	0	1	125	100.0%	100.0%
80	0	0	1	125	100.0%	100.0%

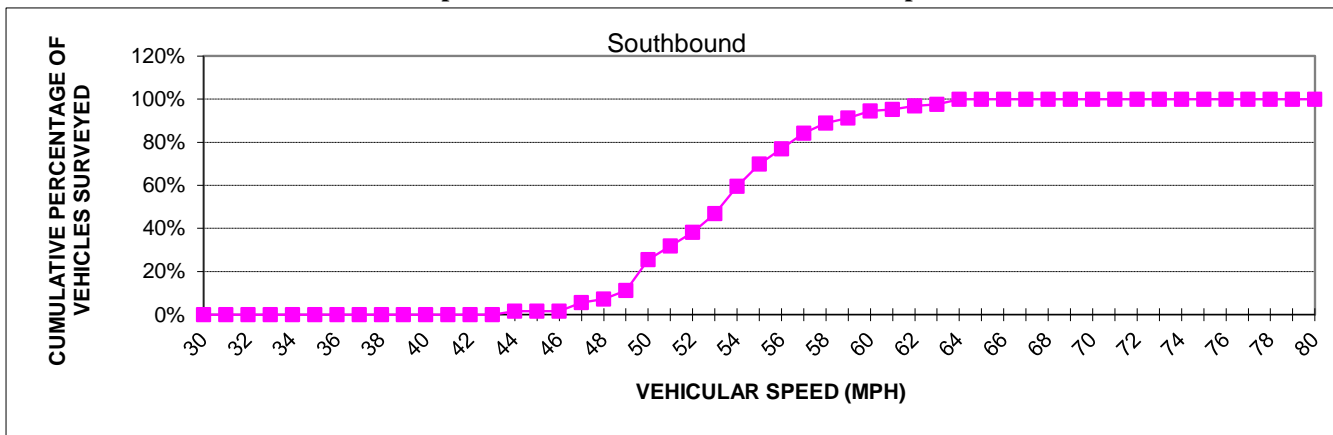
Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 55 MPH



Hwy: 183A FR Location: 4 miles south of US 183/CR 276 Weather: Partly Cloudy
 Date: 4/26/2012 Time: from 10:55 AM to 11:45 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	0	1	0	100.0%	0.0%
44	0	2	1	2	100.0%	1.6%
45	0	0	1	2	100.0%	1.6%
46	0	0	1	2	100.0%	1.6%
47	0	5	1	7	100.0%	5.6%
48	0	2	1	9	100.0%	7.1%
49	0	5	1	14	100.0%	11.1%
50	0	18	1	32	100.0%	25.4%
51	0	8	1	40	100.0%	31.7%
52	0	8	1	48	100.0%	38.1%
53	0	11	1	59	100.0%	46.8%
54	0	16	1	75	100.0%	59.5%
55	0	13	1	88	100.0%	69.8%
56	0	9	1	97	100.0%	77.0%
57	0	9	1	106	100.0%	84.1%
58	0	6	1	112	100.0%	88.9%
59	0	3	1	115	100.0%	91.3%
60	0	4	1	119	100.0%	94.4%
61	0	1	1	120	100.0%	95.2%
62	0	2	1	122	100.0%	96.8%
63	0	1	1	123	100.0%	97.6%
64	0	3	1	126	100.0%	100.0%
65	0	0	1	126	100.0%	100.0%
66	0	0	1	126	100.0%	100.0%
67	0	0	1	126	100.0%	100.0%
68	0	0	1	126	100.0%	100.0%
69	0	0	1	126	100.0%	100.0%
70	0	0	1	126	100.0%	100.0%
71	0	0	1	126	100.0%	100.0%
72	0	0	1	126	100.0%	100.0%
73	0	0	1	126	100.0%	100.0%
74	0	0	1	126	100.0%	100.0%
75	0	0	1	126	100.0%	100.0%
76	0	0	1	126	100.0%	100.0%
77	0	0	1	126	100.0%	100.0%
78	0	0	1	126	100.0%	100.0%
79	0	0	1	126	100.0%	100.0%
80	0	0	1	126	100.0%	100.0%

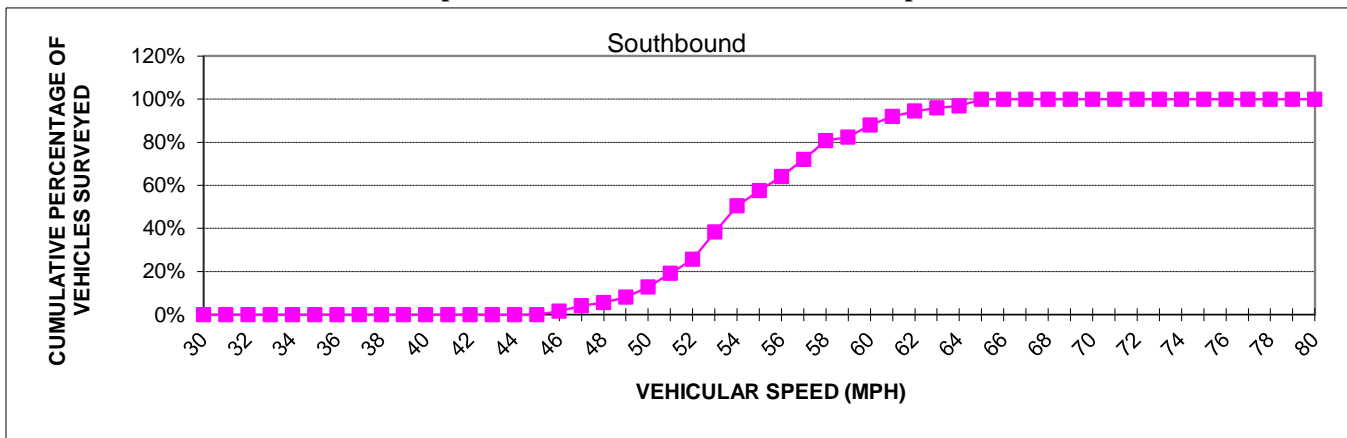
Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 57 MPH



Hwy: 183A FR Location: 5 miles south of US 183/CR 276 Weather: Partly Cloudy
 Date: 4/26/2012 Time: from 9:20 AM to 9:50 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	0	1	0	100.0%	0.0%
44	0	0	1	0	100.0%	0.0%
45	0	0	1	0	100.0%	0.0%
46	0	2	1	2	100.0%	1.6%
47	0	3	1	5	100.0%	4.0%
48	0	2	1	7	100.0%	5.6%
49	0	3	1	10	100.0%	8.0%
50	0	6	1	16	100.0%	12.8%
51	0	8	1	24	100.0%	19.2%
52	0	8	1	32	100.0%	25.6%
53	0	16	1	48	100.0%	38.4%
54	0	15	1	63	100.0%	50.4%
55	0	9	1	72	100.0%	57.6%
56	0	8	1	80	100.0%	64.0%
57	0	10	1	90	100.0%	72.0%
58	0	11	1	101	100.0%	80.8%
59	0	2	1	103	100.0%	82.4%
60	0	7	1	110	100.0%	88.0%
61	0	5	1	115	100.0%	92.0%
62	0	3	1	118	100.0%	94.4%
63	0	2	1	120	100.0%	96.0%
64	0	1	1	121	100.0%	96.8%
65	0	4	1	125	100.0%	100.0%
66	0	0	1	125	100.0%	100.0%
67	0	0	1	125	100.0%	100.0%
68	0	0	1	125	100.0%	100.0%
69	0	0	1	125	100.0%	100.0%
70	0	0	1	125	100.0%	100.0%
71	0	0	1	125	100.0%	100.0%
72	0	0	1	125	100.0%	100.0%
73	0	0	1	125	100.0%	100.0%
74	0	0	1	125	100.0%	100.0%
75	0	0	1	125	100.0%	100.0%
76	0	0	1	125	100.0%	100.0%
77	0	0	1	125	100.0%	100.0%
78	0	0	1	125	100.0%	100.0%
79	0	0	1	125	100.0%	100.0%
80	0	0	1	125	100.0%	100.0%

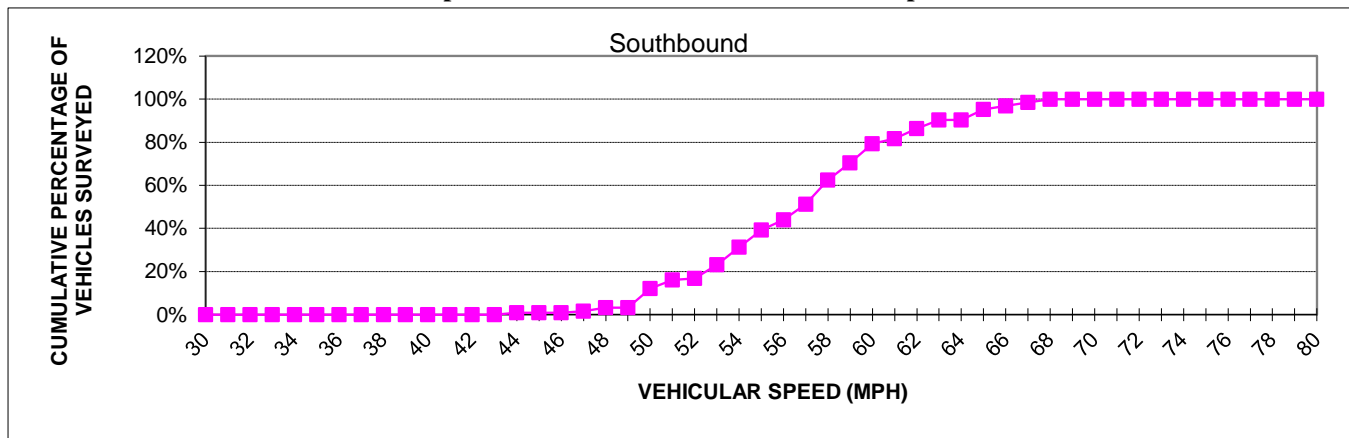
Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 59 MPH



Hwy: 183A FR Location: 6 miles south of US 183/CR 276 Weather: Partly Cloudy
 Date: 4/26/2012 Time: from 9:55 AM to 10:35 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	0	1	0	100.0%	0.0%
44	0	1	1	1	100.0%	0.8%
45	0	0	1	1	100.0%	0.8%
46	0	0	1	1	100.0%	0.8%
47	0	1	1	2	100.0%	1.6%
48	0	2	1	4	100.0%	3.2%
49	0	0	1	4	100.0%	3.2%
50	0	11	1	15	100.0%	12.0%
51	0	5	1	20	100.0%	16.0%
52	0	1	1	21	100.0%	16.8%
53	0	8	1	29	100.0%	23.2%
54	0	10	1	39	100.0%	31.2%
55	0	10	1	49	100.0%	39.2%
56	0	6	1	55	100.0%	44.0%
57	0	9	1	64	100.0%	51.2%
58	0	14	1	78	100.0%	62.4%
59	0	10	1	88	100.0%	70.4%
60	0	11	1	99	100.0%	79.2%
61	0	3	1	102	100.0%	81.6%
62	0	6	1	108	100.0%	86.4%
63	0	5	1	113	100.0%	90.4%
64	0	0	1	113	100.0%	90.4%
65	0	6	1	119	100.0%	95.2%
66	0	2	1	121	100.0%	96.8%
67	0	2	1	123	100.0%	98.4%
68	0	2	1	125	100.0%	100.0%
69	0	0	1	125	100.0%	100.0%
70	0	0	1	125	100.0%	100.0%
71	0	0	1	125	100.0%	100.0%
72	0	0	1	125	100.0%	100.0%
73	0	0	1	125	100.0%	100.0%
74	0	0	1	125	100.0%	100.0%
75	0	0	1	125	100.0%	100.0%
76	0	0	1	125	100.0%	100.0%
77	0	0	1	125	100.0%	100.0%
78	0	0	1	125	100.0%	100.0%
79	0	0	1	125	100.0%	100.0%
80	0	0	1	125	100.0%	100.0%

Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 61 MPH



Appendix B

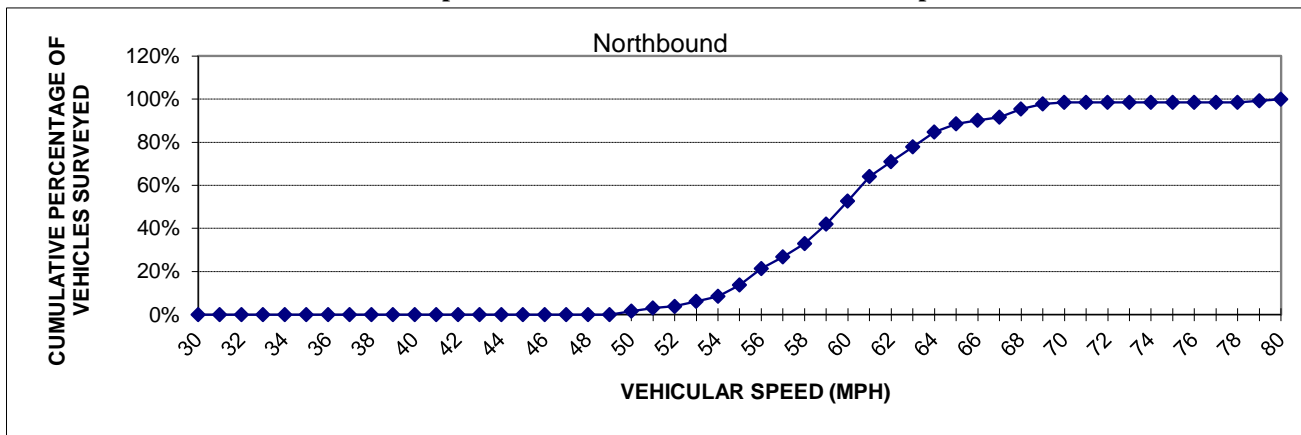
Northbound Frontage Road Speed Data Results



Hwy: 183A FR Location: 1 mile south of US 183/CR 276 Weather: Cloudy
 Date: 4/25/2012 Time: from 1:30 PM to 2:50 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	0	0	0	1	0.0%	100.0%
36	0	0	0	1	0.0%	100.0%
37	0	0	0	1	0.0%	100.0%
38	0	0	0	1	0.0%	100.0%
39	0	0	0	1	0.0%	100.0%
40	0	0	0	1	0.0%	100.0%
41	0	0	0	1	0.0%	100.0%
42	0	0	0	1	0.0%	100.0%
43	0	0	0	1	0.0%	100.0%
44	0	0	0	1	0.0%	100.0%
45	0	0	0	1	0.0%	100.0%
46	0	0	0	1	0.0%	100.0%
47	0	0	0	1	0.0%	100.0%
48	0	0	0	1	0.0%	100.0%
49	0	0	0	1	0.0%	100.0%
50	2	0	2	1	1.5%	100.0%
51	2	0	4	1	3.1%	100.0%
52	1	0	5	1	3.8%	100.0%
53	3	0	8	1	6.1%	100.0%
54	3	0	11	1	8.4%	100.0%
55	7	0	18	1	13.7%	100.0%
56	10	0	28	1	21.4%	100.0%
57	7	0	35	1	26.7%	100.0%
58	8	0	43	1	32.8%	100.0%
59	12	0	55	1	42.0%	100.0%
60	14	0	69	1	52.7%	100.0%
61	15	0	84	1	64.1%	100.0%
62	9	0	93	1	71.0%	100.0%
63	9	0	102	1	77.9%	100.0%
64	9	0	111	1	84.7%	100.0%
65	5	0	116	1	88.5%	100.0%
66	2	0	118	1	90.1%	100.0%
67	2	0	120	1	91.6%	100.0%
68	5	0	125	1	95.4%	100.0%
69	3	0	128	1	97.7%	100.0%
70	1	0	129	1	98.5%	100.0%
71	0	0	129	1	98.5%	100.0%
72	0	0	129	1	98.5%	100.0%
73	0	0	129	1	98.5%	100.0%
74	0	0	129	1	98.5%	100.0%
75	0	0	129	1	98.5%	100.0%
76	0	0	129	1	98.5%	100.0%
77	0	0	129	1	98.5%	100.0%
78	0	0	129	1	98.5%	100.0%
79	1	0	130	1	99.2%	100.0%
80	1	0	131	1	100.0%	100.0%

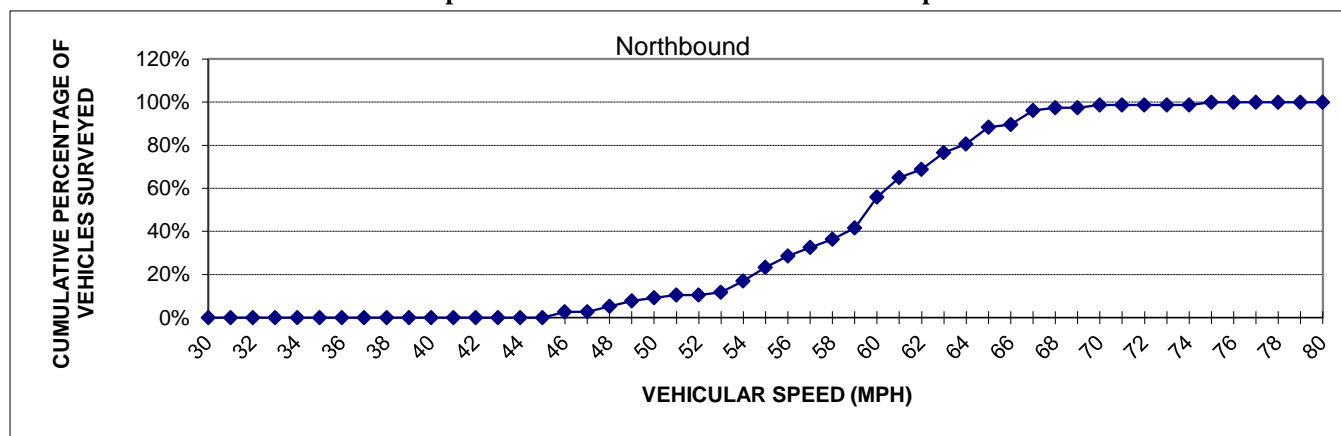
Northbound 85%tile speed is 64 MPH Southbound 85%tile speed is 0 MPH



Hwy: 183A FR Location: 2 miles south of US 183/CR 276 Weather: Overcast
 Date: 4/25/2012 Time: from 11:24 AM to 1:24 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	0	0	0	1	0.0%	100.0%
36	0	0	0	1	0.0%	100.0%
37	0	0	0	1	0.0%	100.0%
38	0	0	0	1	0.0%	100.0%
39	0	0	0	1	0.0%	100.0%
40	0	0	0	1	0.0%	100.0%
41	0	0	0	1	0.0%	100.0%
42	0	0	0	1	0.0%	100.0%
43	0	0	0	1	0.0%	100.0%
44	0	0	0	1	0.0%	100.0%
45	0	0	0	1	0.0%	100.0%
46	2	0	2	1	2.6%	100.0%
47	0	0	2	1	2.6%	100.0%
48	2	0	4	1	5.2%	100.0%
49	2	0	6	1	7.8%	100.0%
50	1	0	7	1	9.1%	100.0%
51	1	0	8	1	10.4%	100.0%
52	0	0	8	1	10.4%	100.0%
53	1	0	9	1	11.7%	100.0%
54	4	0	13	1	16.9%	100.0%
55	5	0	18	1	23.4%	100.0%
56	4	0	22	1	28.6%	100.0%
57	3	0	25	1	32.5%	100.0%
58	3	0	28	1	36.4%	100.0%
59	4	0	32	1	41.6%	100.0%
60	11	0	43	1	55.8%	100.0%
61	7	0	50	1	64.9%	100.0%
62	3	0	53	1	68.8%	100.0%
63	6	0	59	1	76.6%	100.0%
64	3	0	62	1	80.5%	100.0%
65	6	0	68	1	88.3%	100.0%
66	1	0	69	1	89.6%	100.0%
67	5	0	74	1	96.1%	100.0%
68	1	0	75	1	97.4%	100.0%
69	0	0	75	1	97.4%	100.0%
70	1	0	76	1	98.7%	100.0%
71	0	0	76	1	98.7%	100.0%
72	0	0	76	1	98.7%	100.0%
73	0	0	76	1	98.7%	100.0%
74	0	0	76	1	98.7%	100.0%
75	1	0	77	1	100.0%	100.0%
76	0	0	77	1	100.0%	100.0%
77	0	0	77	1	100.0%	100.0%
78	0	0	77	1	100.0%	100.0%
79	0	0	77	1	100.0%	100.0%
80	0	0	77	1	100.0%	100.0%

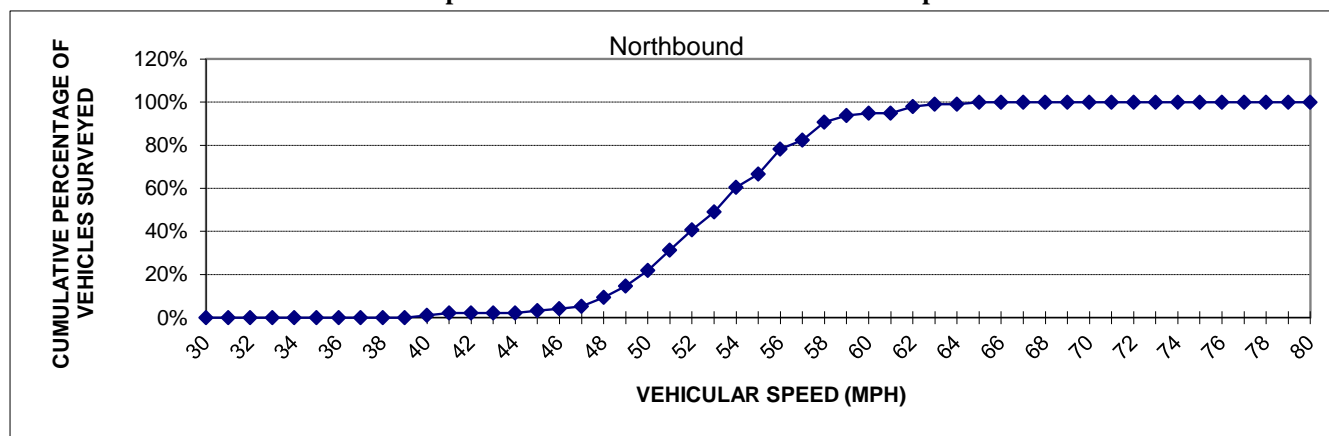
Northbound 85%tile speed is 64 MPH Southbound 85%tile speed is 0 MPH



Hwy: 183A FR Location: 3 miles south of US 183/CR 276 Weather: Overcast
 Date: 4/26/2012 Time: from 9:19 AM to 11:19 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	0	0	0	1	0.0%	100.0%
36	0	0	0	1	0.0%	100.0%
37	0	0	0	1	0.0%	100.0%
38	0	0	0	1	0.0%	100.0%
39	0	0	0	1	0.0%	100.0%
40	1	0	1	1	1.0%	100.0%
41	1	0	2	1	2.1%	100.0%
42	0	0	2	1	2.1%	100.0%
43	0	0	2	1	2.1%	100.0%
44	0	0	2	1	2.1%	100.0%
45	1	0	3	1	3.1%	100.0%
46	1	0	4	1	4.2%	100.0%
47	1	0	5	1	5.2%	100.0%
48	4	0	9	1	9.4%	100.0%
49	5	0	14	1	14.6%	100.0%
50	7	0	21	1	21.9%	100.0%
51	9	0	30	1	31.3%	100.0%
52	9	0	39	1	40.6%	100.0%
53	8	0	47	1	49.0%	100.0%
54	11	0	58	1	60.4%	100.0%
55	6	0	64	1	66.7%	100.0%
56	11	0	75	1	78.1%	100.0%
57	4	0	79	1	82.3%	100.0%
58	8	0	87	1	90.6%	100.0%
59	3	0	90	1	93.8%	100.0%
60	1	0	91	1	94.8%	100.0%
61	0	0	91	1	94.8%	100.0%
62	3	0	94	1	97.9%	100.0%
63	1	0	95	1	99.0%	100.0%
64	0	0	95	1	99.0%	100.0%
65	1	0	96	1	100.0%	100.0%
66	0	0	96	1	100.0%	100.0%
67	0	0	96	1	100.0%	100.0%
68	0	0	96	1	100.0%	100.0%
69	0	0	96	1	100.0%	100.0%
70	0	0	96	1	100.0%	100.0%
71	0	0	96	1	100.0%	100.0%
72	0	0	96	1	100.0%	100.0%
73	0	0	96	1	100.0%	100.0%
74	0	0	96	1	100.0%	100.0%
75	0	0	96	1	100.0%	100.0%
76	0	0	96	1	100.0%	100.0%
77	0	0	96	1	100.0%	100.0%
78	0	0	96	1	100.0%	100.0%
79	0	0	96	1	100.0%	100.0%
80	0	0	96	1	100.0%	100.0%

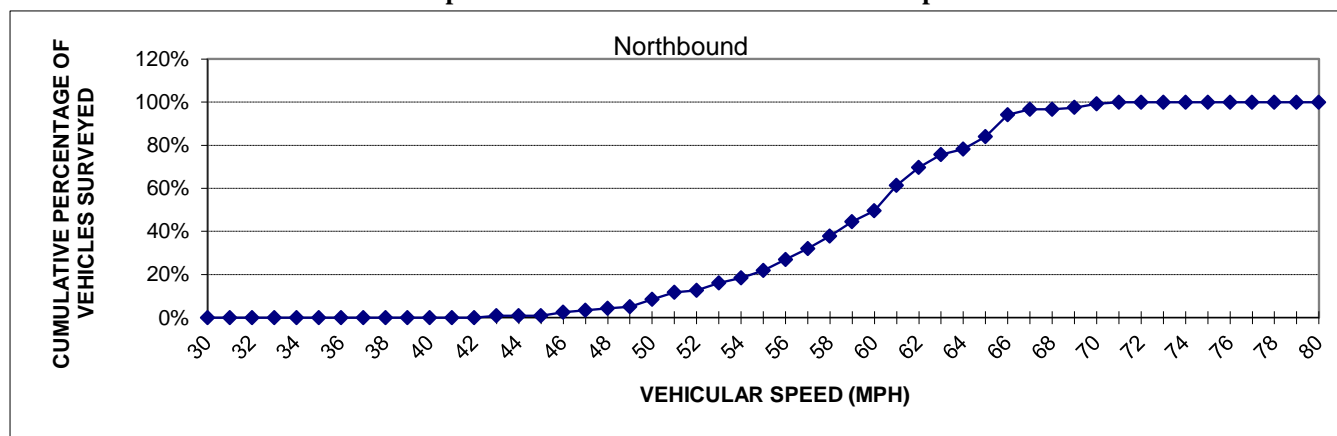
Northbound 85%tile speed is 57 MPH Southbound 85%tile speed is 0 MPH



Hwy: 183A FR Location: 4 miles south of US 183/CR 276 Weather: Clear
 Date: 4/25/2011 Time: from 13:08 PM to 15:08 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	0	0	0	1	0.0%	100.0%
36	0	0	0	1	0.0%	100.0%
37	0	0	0	1	0.0%	100.0%
38	0	0	0	1	0.0%	100.0%
39	0	0	0	1	0.0%	100.0%
40	0	0	0	1	0.0%	100.0%
41	0	0	0	1	0.0%	100.0%
42	0	0	0	1	0.0%	100.0%
43	1	0	1	1	0.8%	100.0%
44	0	0	1	1	0.8%	100.0%
45	0	0	1	1	0.8%	100.0%
46	2	0	3	1	2.5%	100.0%
47	1	0	4	1	3.4%	100.0%
48	1	0	5	1	4.2%	100.0%
49	1	0	6	1	5.0%	100.0%
50	4	0	10	1	8.4%	100.0%
51	4	0	14	1	11.8%	100.0%
52	1	0	15	1	12.6%	100.0%
53	4	0	19	1	16.0%	100.0%
54	3	0	22	1	18.5%	100.0%
55	4	0	26	1	21.8%	100.0%
56	6	0	32	1	26.9%	100.0%
57	6	0	38	1	31.9%	100.0%
58	7	0	45	1	37.8%	100.0%
59	8	0	53	1	44.5%	100.0%
60	6	0	59	1	49.6%	100.0%
61	14	0	73	1	61.3%	100.0%
62	10	0	83	1	69.7%	100.0%
63	7	0	90	1	75.6%	100.0%
64	3	0	93	1	78.2%	100.0%
65	7	0	100	1	84.0%	100.0%
66	12	0	112	1	94.1%	100.0%
67	3	0	115	1	96.6%	100.0%
68	0	0	115	1	96.6%	100.0%
69	1	0	116	1	97.5%	100.0%
70	2	0	118	1	99.2%	100.0%
71	1	0	119	1	100.0%	100.0%
72	0	0	119	1	100.0%	100.0%
73	0	0	119	1	100.0%	100.0%
74	0	0	119	1	100.0%	100.0%
75	0	0	119	1	100.0%	100.0%
76	0	0	119	1	100.0%	100.0%
77	0	0	119	1	100.0%	100.0%
78	0	0	119	1	100.0%	100.0%
79	0	0	119	1	100.0%	100.0%
80	0	0	119	1	100.0%	100.0%

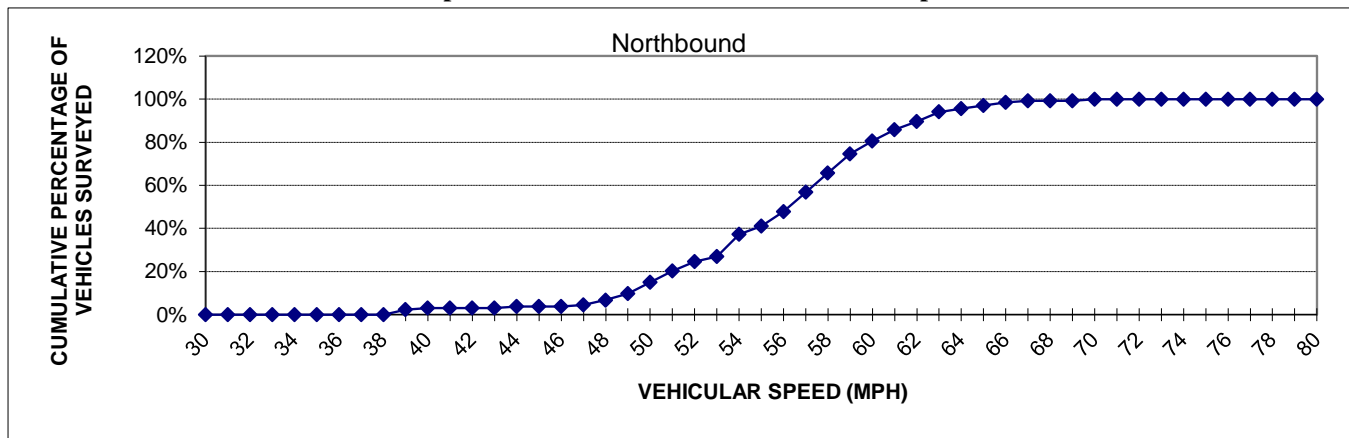
Northbound 85%tile speed is 65 MPH Southbound 85%tile speed is 0 MPH



Hwy: 183A FR Location: 5 miles south of US 183/CR 276 Weather: Partly Cloudy
 Date: 4/25/2012 Time: from 11:12 AM to 12:56 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	0	0	0	1	0.0%	100.0%
36	0	0	0	1	0.0%	100.0%
37	0	0	0	1	0.0%	100.0%
38	0	0	0	1	0.0%	100.0%
39	3	0	3	1	2.2%	100.0%
40	1	0	4	1	3.0%	100.0%
41	0	0	4	1	3.0%	100.0%
42	0	0	4	1	3.0%	100.0%
43	0	0	4	1	3.0%	100.0%
44	1	0	5	1	3.7%	100.0%
45	0	0	5	1	3.7%	100.0%
46	0	0	5	1	3.7%	100.0%
47	1	0	6	1	4.5%	100.0%
48	3	0	9	1	6.7%	100.0%
49	4	0	13	1	9.7%	100.0%
50	7	0	20	1	14.9%	100.0%
51	7	0	27	1	20.1%	100.0%
52	6	0	33	1	24.6%	100.0%
53	3	0	36	1	26.9%	100.0%
54	14	0	50	1	37.3%	100.0%
55	5	0	55	1	41.0%	100.0%
56	9	0	64	1	47.8%	100.0%
57	12	0	76	1	56.7%	100.0%
58	12	0	88	1	65.7%	100.0%
59	12	0	100	1	74.6%	100.0%
60	8	0	108	1	80.6%	100.0%
61	7	0	115	1	85.8%	100.0%
62	5	0	120	1	89.6%	100.0%
63	6	0	126	1	94.0%	100.0%
64	2	0	128	1	95.5%	100.0%
65	2	0	130	1	97.0%	100.0%
66	2	0	132	1	98.5%	100.0%
67	1	0	133	1	99.3%	100.0%
68	0	0	133	1	99.3%	100.0%
69	0	0	133	1	99.3%	100.0%
70	1	0	134	1	100.0%	100.0%
71	0	0	134	1	100.0%	100.0%
72	0	0	134	1	100.0%	100.0%
73	0	0	134	1	100.0%	100.0%
74	0	0	134	1	100.0%	100.0%
75	0	0	134	1	100.0%	100.0%
76	0	0	134	1	100.0%	100.0%
77	0	0	134	1	100.0%	100.0%
78	0	0	134	1	100.0%	100.0%
79	0	0	134	1	100.0%	100.0%
80	0	0	134	1	100.0%	100.0%

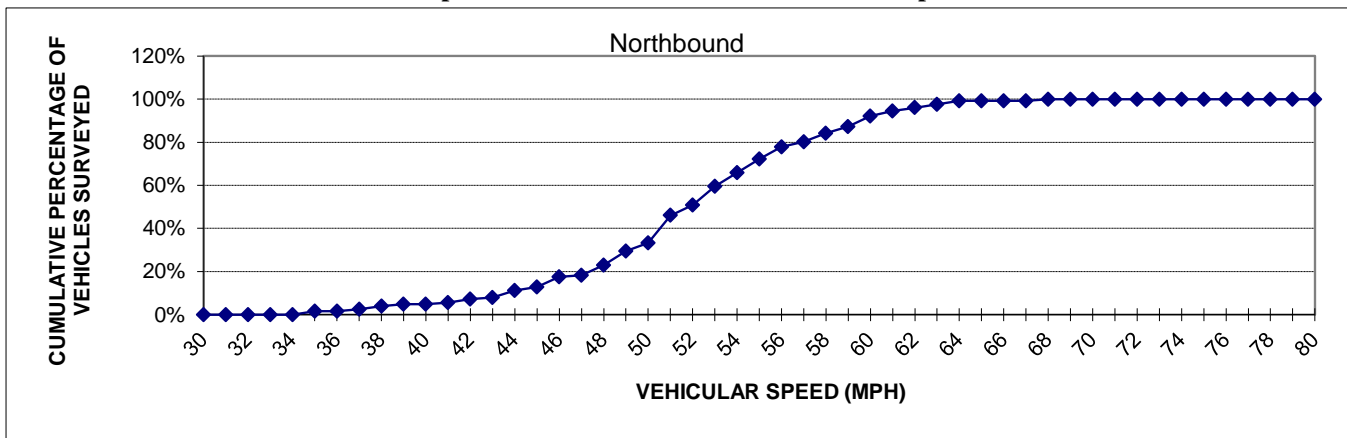
Northbound 85%tile speed is 60 MPH Southbound 85%tile speed is 0 MPH



Hwy: 183A FR Location: 6 miles south of US 183/CR 276 Weather: Partly Cloudy
 Date: 4/25/2012 Time: from 9:27 AM to 11:06 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	2	0	2	1	1.6%	100.0%
36	0	0	2	1	1.6%	100.0%
37	1	0	3	1	2.4%	100.0%
38	2	0	5	1	4.0%	100.0%
39	1	0	6	1	4.8%	100.0%
40	0	0	6	1	4.8%	100.0%
41	1	0	7	1	5.6%	100.0%
42	2	0	9	1	7.1%	100.0%
43	1	0	10	1	7.9%	100.0%
44	4	0	14	1	11.1%	100.0%
45	2	0	16	1	12.7%	100.0%
46	6	0	22	1	17.5%	100.0%
47	1	0	23	1	18.3%	100.0%
48	6	0	29	1	23.0%	100.0%
49	8	0	37	1	29.4%	100.0%
50	5	0	42	1	33.3%	100.0%
51	16	0	58	1	46.0%	100.0%
52	6	0	64	1	50.8%	100.0%
53	11	0	75	1	59.5%	100.0%
54	8	0	83	1	65.9%	100.0%
55	8	0	91	1	72.2%	100.0%
56	7	0	98	1	77.8%	100.0%
57	3	0	101	1	80.2%	100.0%
58	5	0	106	1	84.1%	100.0%
59	4	0	110	1	87.3%	100.0%
60	6	0	116	1	92.1%	100.0%
61	3	0	119	1	94.4%	100.0%
62	2	0	121	1	96.0%	100.0%
63	2	0	123	1	97.6%	100.0%
64	2	0	125	1	99.2%	100.0%
65	0	0	125	1	99.2%	100.0%
66	0	0	125	1	99.2%	100.0%
67	0	0	125	1	99.2%	100.0%
68	1	0	126	1	100.0%	100.0%
69	0	0	126	1	100.0%	100.0%
70	0	0	126	1	100.0%	100.0%
71	0	0	126	1	100.0%	100.0%
72	0	0	126	1	100.0%	100.0%
73	0	0	126	1	100.0%	100.0%
74	0	0	126	1	100.0%	100.0%
75	0	0	126	1	100.0%	100.0%
76	0	0	126	1	100.0%	100.0%
77	0	0	126	1	100.0%	100.0%
78	0	0	126	1	100.0%	100.0%
79	0	0	126	1	100.0%	100.0%
80	0	0	126	1	100.0%	100.0%

Northbound 85%tile speed is 58 MPH Southbound 85%tile speed is 0 MPH



Appendix C

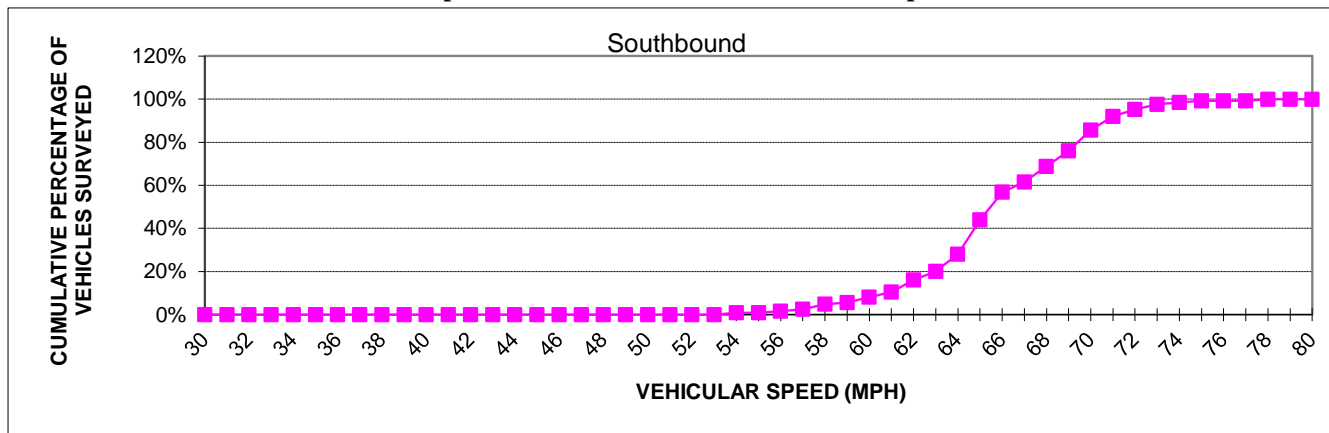
Southbound Mainlane Speed Data Results



Hwy: 183A Toll Location: 2 miles south of US 183/CR 276 Weather: Sunny
 Date: 4/24/2012 Time: from 10:45 AM to 11:35 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	0	1	0	100.0%	0.0%
44	0	0	1	0	100.0%	0.0%
45	0	0	1	0	100.0%	0.0%
46	0	0	1	0	100.0%	0.0%
47	0	0	1	0	100.0%	0.0%
48	0	0	1	0	100.0%	0.0%
49	0	0	1	0	100.0%	0.0%
50	0	0	1	0	100.0%	0.0%
51	0	0	1	0	100.0%	0.0%
52	0	0	1	0	100.0%	0.0%
53	0	0	1	0	100.0%	0.0%
54	0	1	1	1	100.0%	0.8%
55	0	0	1	1	100.0%	0.8%
56	0	1	1	2	100.0%	1.6%
57	0	1	1	3	100.0%	2.4%
58	0	3	1	6	100.0%	4.8%
59	0	1	1	7	100.0%	5.6%
60	0	3	1	10	100.0%	8.0%
61	0	3	1	13	100.0%	10.4%
62	0	7	1	20	100.0%	16.0%
63	0	5	1	25	100.0%	20.0%
64	0	10	1	35	100.0%	28.0%
65	0	20	1	55	100.0%	44.0%
66	0	16	1	71	100.0%	56.8%
67	0	6	1	77	100.0%	61.6%
68	0	9	1	86	100.0%	68.8%
69	0	9	1	95	100.0%	76.0%
70	0	12	1	107	100.0%	85.6%
71	0	8	1	115	100.0%	92.0%
72	0	4	1	119	100.0%	95.2%
73	0	3	1	122	100.0%	97.6%
74	0	1	1	123	100.0%	98.4%
75	0	1	1	124	100.0%	99.2%
76	0	0	1	124	100.0%	99.2%
77	0	0	1	124	100.0%	99.2%
78	0	1	1	125	100.0%	100.0%
79	0	0	1	125	100.0%	100.0%
80	0	0	1	125	100.0%	100.0%

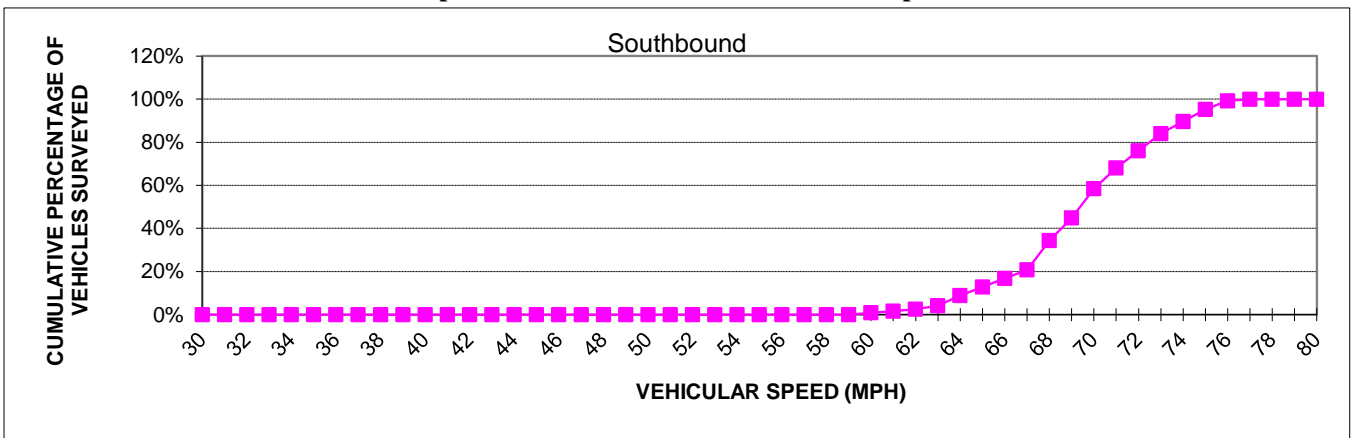
Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 69 MPH



Hwy: 183A Toll Location: 3 miles south of US 183/CR 276 Weather: Sunny
 Date: 4/25/2012 Time: from 9:40 AM to 10:15 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	0	1	0	100.0%	0.0%
44	0	0	1	0	100.0%	0.0%
45	0	0	1	0	100.0%	0.0%
46	0	0	1	0	100.0%	0.0%
47	0	0	1	0	100.0%	0.0%
48	0	0	1	0	100.0%	0.0%
49	0	0	1	0	100.0%	0.0%
50	0	0	1	0	100.0%	0.0%
51	0	0	1	0	100.0%	0.0%
52	0	0	1	0	100.0%	0.0%
53	0	0	1	0	100.0%	0.0%
54	0	0	1	0	100.0%	0.0%
55	0	0	1	0	100.0%	0.0%
56	0	0	1	0	100.0%	0.0%
57	0	0	1	0	100.0%	0.0%
58	0	0	1	0	100.0%	0.0%
59	0	0	1	0	100.0%	0.0%
60	0	1	1	1	100.0%	0.8%
61	0	1	1	2	100.0%	1.6%
62	0	1	1	3	100.0%	2.4%
63	0	2	1	5	100.0%	4.0%
64	0	6	1	11	100.0%	8.8%
65	0	5	1	16	100.0%	12.8%
66	0	5	1	21	100.0%	16.8%
67	0	5	1	26	100.0%	20.8%
68	0	17	1	43	100.0%	34.4%
69	0	13	1	56	100.0%	44.8%
70	0	17	1	73	100.0%	58.4%
71	0	12	1	85	100.0%	68.0%
72	0	10	1	95	100.0%	76.0%
73	0	10	1	105	100.0%	84.0%
74	0	7	1	112	100.0%	89.6%
75	0	7	1	119	100.0%	95.2%
76	0	5	1	124	100.0%	99.2%
77	0	1	1	125	100.0%	100.0%
78	0	0	1	125	100.0%	100.0%
79	0	0	1	125	100.0%	100.0%
80	0	0	1	125	100.0%	100.0%

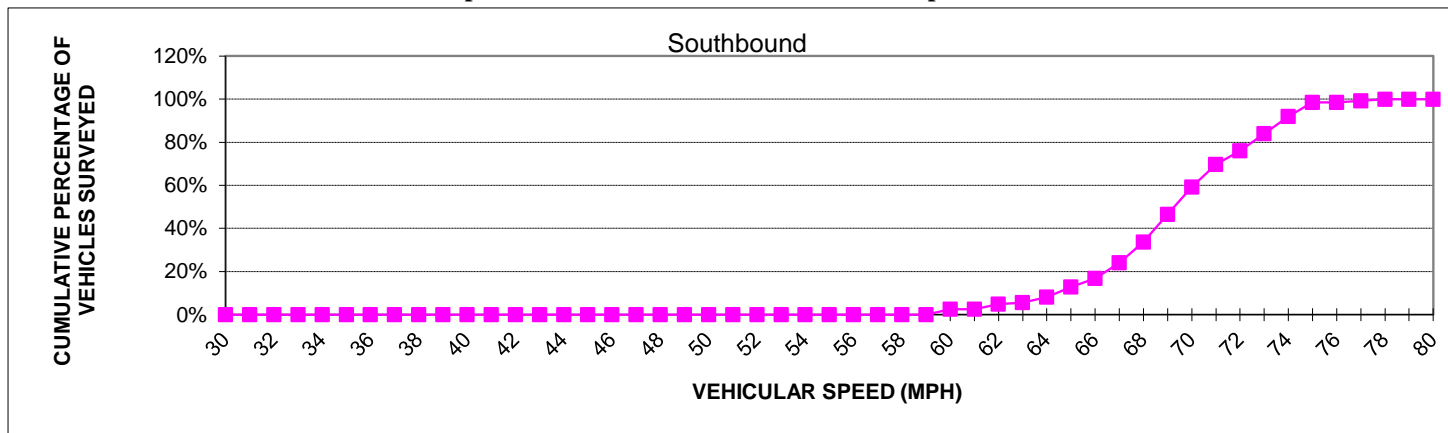
Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 73 MPH



Hwy: 183A Toll Location: 4 miles south of US 183/CR 276 Weather: Sunny
 Date: 4/25/2012 Time: from 10:20 AM to 10:50 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	0	1	0	100.0%	0.0%
44	0	0	1	0	100.0%	0.0%
45	0	0	1	0	100.0%	0.0%
46	0	0	1	0	100.0%	0.0%
47	0	0	1	0	100.0%	0.0%
48	0	0	1	0	100.0%	0.0%
49	0	0	1	0	100.0%	0.0%
50	0	0	1	0	100.0%	0.0%
51	0	0	1	0	100.0%	0.0%
52	0	0	1	0	100.0%	0.0%
53	0	0	1	0	100.0%	0.0%
54	0	0	1	0	100.0%	0.0%
55	0	0	1	0	100.0%	0.0%
56	0	0	1	0	100.0%	0.0%
57	0	0	1	0	100.0%	0.0%
58	0	0	1	0	100.0%	0.0%
59	0	0	1	0	100.0%	0.0%
60	0	3	1	3	100.0%	2.4%
61	0	0	1	3	100.0%	2.4%
62	0	3	1	6	100.0%	4.8%
63	0	1	1	7	100.0%	5.6%
64	0	3	1	10	100.0%	8.0%
65	0	6	1	16	100.0%	12.8%
66	0	5	1	21	100.0%	16.8%
67	0	9	1	30	100.0%	24.0%
68	0	12	1	42	100.0%	33.6%
69	0	16	1	58	100.0%	46.4%
70	0	16	1	74	100.0%	59.2%
71	0	13	1	87	100.0%	69.6%
72	0	8	1	95	100.0%	76.0%
73	0	10	1	105	100.0%	84.0%
74	0	10	1	115	100.0%	92.0%
75	0	8	1	123	100.0%	98.4%
76	0	0	1	123	100.0%	98.4%
77	0	1	1	124	100.0%	99.2%
78	0	1	1	125	100.0%	100.0%
79	0	0	1	125	100.0%	100.0%
80	0	0	1	125	100.0%	100.0%

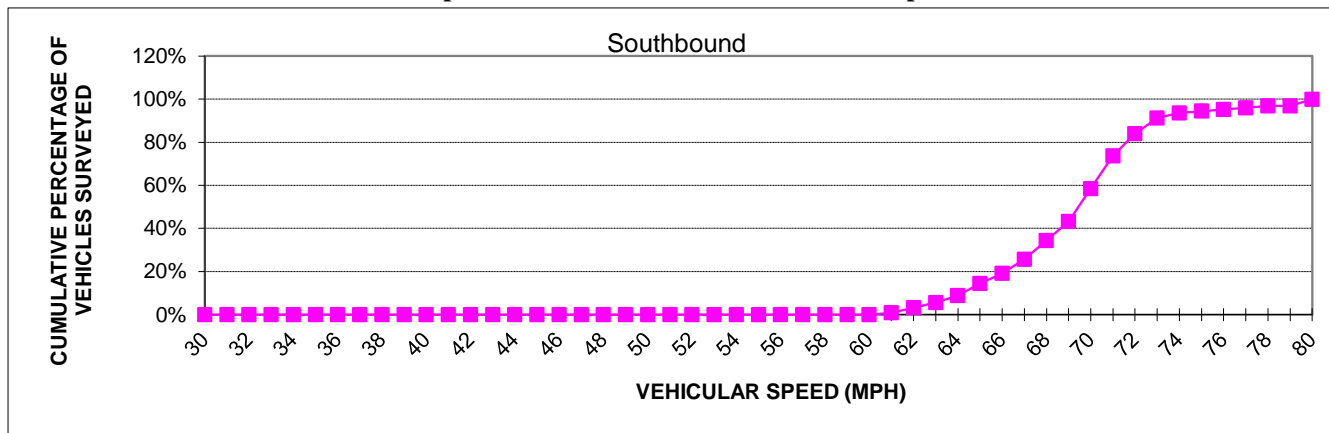
Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 73 MPH



Hwy: 183A Toll Location: 5 miles south of US 183/CR 276 Weather: Clear
 Date: 4/25/2012 Time: from 11:00 AM to 11:40 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	0	1	0	100.0%	0.0%
44	0	0	1	0	100.0%	0.0%
45	0	0	1	0	100.0%	0.0%
46	0	0	1	0	100.0%	0.0%
47	0	0	1	0	100.0%	0.0%
48	0	0	1	0	100.0%	0.0%
49	0	0	1	0	100.0%	0.0%
50	0	0	1	0	100.0%	0.0%
51	0	0	1	0	100.0%	0.0%
52	0	0	1	0	100.0%	0.0%
53	0	0	1	0	100.0%	0.0%
54	0	0	1	0	100.0%	0.0%
55	0	0	1	0	100.0%	0.0%
56	0	0	1	0	100.0%	0.0%
57	0	0	1	0	100.0%	0.0%
58	0	0	1	0	100.0%	0.0%
59	0	0	1	0	100.0%	0.0%
60	0	0	1	0	100.0%	0.0%
61	0	1	1	1	100.0%	0.8%
62	0	3	1	4	100.0%	3.2%
63	0	3	1	7	100.0%	5.6%
64	0	4	1	11	100.0%	8.8%
65	0	7	1	18	100.0%	14.4%
66	0	6	1	24	100.0%	19.2%
67	0	8	1	32	100.0%	25.6%
68	0	11	1	43	100.0%	34.4%
69	0	11	1	54	100.0%	43.2%
70	0	19	1	73	100.0%	58.4%
71	0	19	1	92	100.0%	73.6%
72	0	13	1	105	100.0%	84.0%
73	0	9	1	114	100.0%	91.2%
74	0	3	1	117	100.0%	93.6%
75	0	1	1	118	100.0%	94.4%
76	0	1	1	119	100.0%	95.2%
77	0	1	1	120	100.0%	96.0%
78	0	1	1	121	100.0%	96.8%
79	0	0	1	121	100.0%	96.8%
80	0	4	1	125	100.0%	100.0%

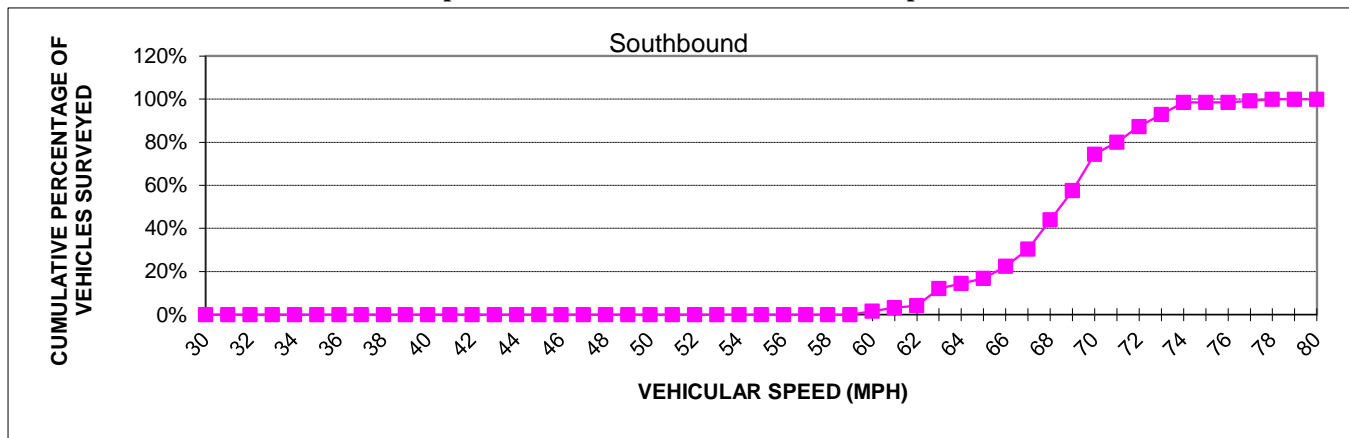
Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 72 MPH



Hwy: 183A Toll Location: 6 miles south of US 183/CR 276 Weather: Sunny
 Date: 4/25/2012 Time: from 12:00 PM to 12:35 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	0	1	0	100.0%	0.0%
44	0	0	1	0	100.0%	0.0%
45	0	0	1	0	100.0%	0.0%
46	0	0	1	0	100.0%	0.0%
47	0	0	1	0	100.0%	0.0%
48	0	0	1	0	100.0%	0.0%
49	0	0	1	0	100.0%	0.0%
50	0	0	1	0	100.0%	0.0%
51	0	0	1	0	100.0%	0.0%
52	0	0	1	0	100.0%	0.0%
53	0	0	1	0	100.0%	0.0%
54	0	0	1	0	100.0%	0.0%
55	0	0	1	0	100.0%	0.0%
56	0	0	1	0	100.0%	0.0%
57	0	0	1	0	100.0%	0.0%
58	0	0	1	0	100.0%	0.0%
59	0	0	1	0	100.0%	0.0%
60	0	2	1	2	100.0%	1.6%
61	0	2	1	4	100.0%	3.2%
62	0	1	1	5	100.0%	4.0%
63	0	10	1	15	100.0%	12.0%
64	0	3	1	18	100.0%	14.4%
65	0	3	1	21	100.0%	16.8%
66	0	7	1	28	100.0%	22.4%
67	0	10	1	38	100.0%	30.4%
68	0	17	1	55	100.0%	44.0%
69	0	17	1	72	100.0%	57.6%
70	0	21	1	93	100.0%	74.4%
71	0	7	1	100	100.0%	80.0%
72	0	9	1	109	100.0%	87.2%
73	0	7	1	116	100.0%	92.8%
74	0	7	1	123	100.0%	98.4%
75	0	0	1	123	100.0%	98.4%
76	0	0	1	123	100.0%	98.4%
77	0	1	1	124	100.0%	99.2%
78	0	1	1	125	100.0%	100.0%
79	0	0	1	125	100.0%	100.0%
80	0	0	1	125	100.0%	100.0%

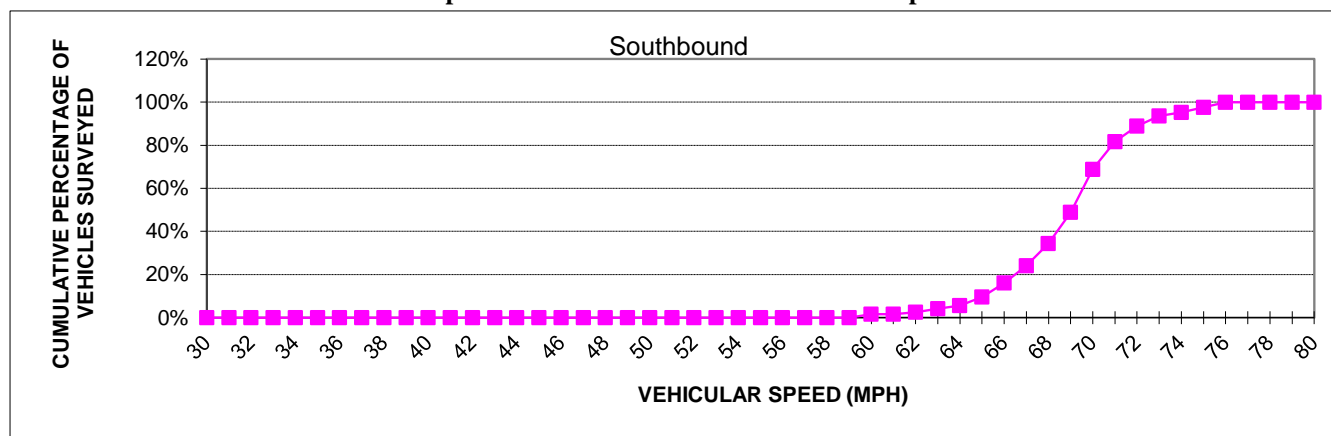
Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 71 MPH



Hwy: 183A Toll Location: 7 miles south of US 183/CR 276 Weather: Sunny
 Date: 4/25/2012 Time: from 12:45 PM to 13:10 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	0	1	0	100.0%	0.0%
44	0	0	1	0	100.0%	0.0%
45	0	0	1	0	100.0%	0.0%
46	0	0	1	0	100.0%	0.0%
47	0	0	1	0	100.0%	0.0%
48	0	0	1	0	100.0%	0.0%
49	0	0	1	0	100.0%	0.0%
50	0	0	1	0	100.0%	0.0%
51	0	0	1	0	100.0%	0.0%
52	0	0	1	0	100.0%	0.0%
53	0	0	1	0	100.0%	0.0%
54	0	0	1	0	100.0%	0.0%
55	0	0	1	0	100.0%	0.0%
56	0	0	1	0	100.0%	0.0%
57	0	0	1	0	100.0%	0.0%
58	0	0	1	0	100.0%	0.0%
59	0	0	1	0	100.0%	0.0%
60	0	2	1	2	100.0%	1.6%
61	0	0	1	2	100.0%	1.6%
62	0	1	1	3	100.0%	2.4%
63	0	2	1	5	100.0%	4.0%
64	0	2	1	7	100.0%	5.6%
65	0	5	1	12	100.0%	9.6%
66	0	8	1	20	100.0%	16.0%
67	0	10	1	30	100.0%	24.0%
68	0	13	1	43	100.0%	34.4%
69	0	18	1	61	100.0%	48.8%
70	0	25	1	86	100.0%	68.8%
71	0	16	1	102	100.0%	81.6%
72	0	9	1	111	100.0%	88.8%
73	0	6	1	117	100.0%	93.6%
74	0	2	1	119	100.0%	95.2%
75	0	3	1	122	100.0%	97.6%
76	0	3	1	125	100.0%	100.0%
77	0	0	1	125	100.0%	100.0%
78	0	0	1	125	100.0%	100.0%
79	0	0	1	125	100.0%	100.0%
80	0	0	1	125	100.0%	100.0%

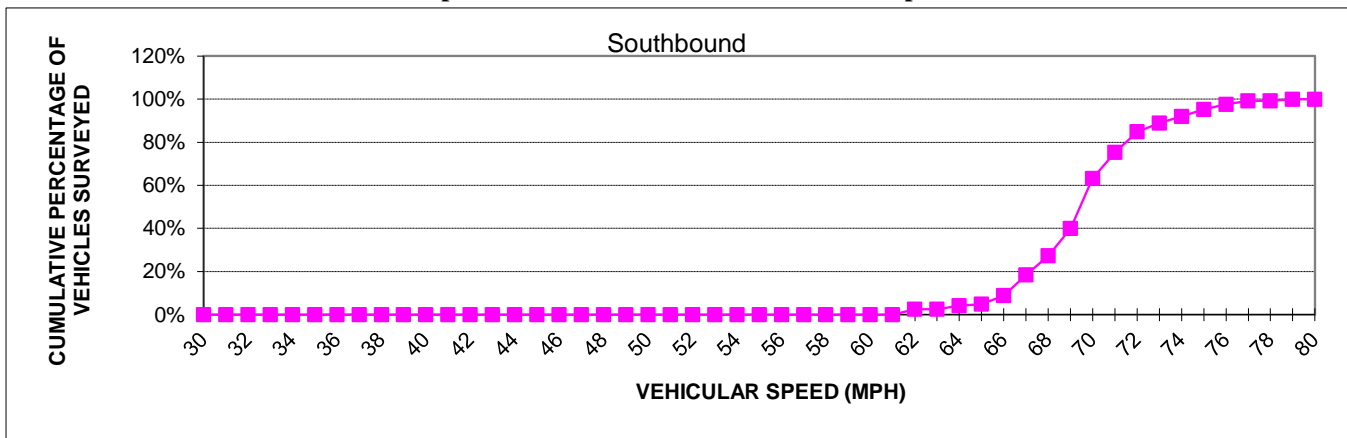
Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 71 MPH



Hwy: 183A Toll Location: 8 miles south of US 183/CR 276 Weather: Sunny
 Date: 4/25/2012 Time: from 13:15 PM to 13:40 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	0	1	0	100.0%	0.0%
44	0	0	1	0	100.0%	0.0%
45	0	0	1	0	100.0%	0.0%
46	0	0	1	0	100.0%	0.0%
47	0	0	1	0	100.0%	0.0%
48	0	0	1	0	100.0%	0.0%
49	0	0	1	0	100.0%	0.0%
50	0	0	1	0	100.0%	0.0%
51	0	0	1	0	100.0%	0.0%
52	0	0	1	0	100.0%	0.0%
53	0	0	1	0	100.0%	0.0%
54	0	0	1	0	100.0%	0.0%
55	0	0	1	0	100.0%	0.0%
56	0	0	1	0	100.0%	0.0%
57	0	0	1	0	100.0%	0.0%
58	0	0	1	0	100.0%	0.0%
59	0	0	1	0	100.0%	0.0%
60	0	0	1	0	100.0%	0.0%
61	0	0	1	0	100.0%	0.0%
62	0	3	1	3	100.0%	2.4%
63	0	0	1	3	100.0%	2.4%
64	0	2	1	5	100.0%	4.0%
65	0	1	1	6	100.0%	4.8%
66	0	5	1	11	100.0%	8.8%
67	0	12	1	23	100.0%	18.4%
68	0	11	1	34	100.0%	27.2%
69	0	16	1	50	100.0%	40.0%
70	0	29	1	79	100.0%	63.2%
71	0	15	1	94	100.0%	75.2%
72	0	12	1	106	100.0%	84.8%
73	0	5	1	111	100.0%	88.8%
74	0	4	1	115	100.0%	92.0%
75	0	4	1	119	100.0%	95.2%
76	0	3	1	122	100.0%	97.6%
77	0	2	1	124	100.0%	99.2%
78	0	0	1	124	100.0%	99.2%
79	0	1	1	125	100.0%	100.0%
80	0	0	1	125	100.0%	100.0%

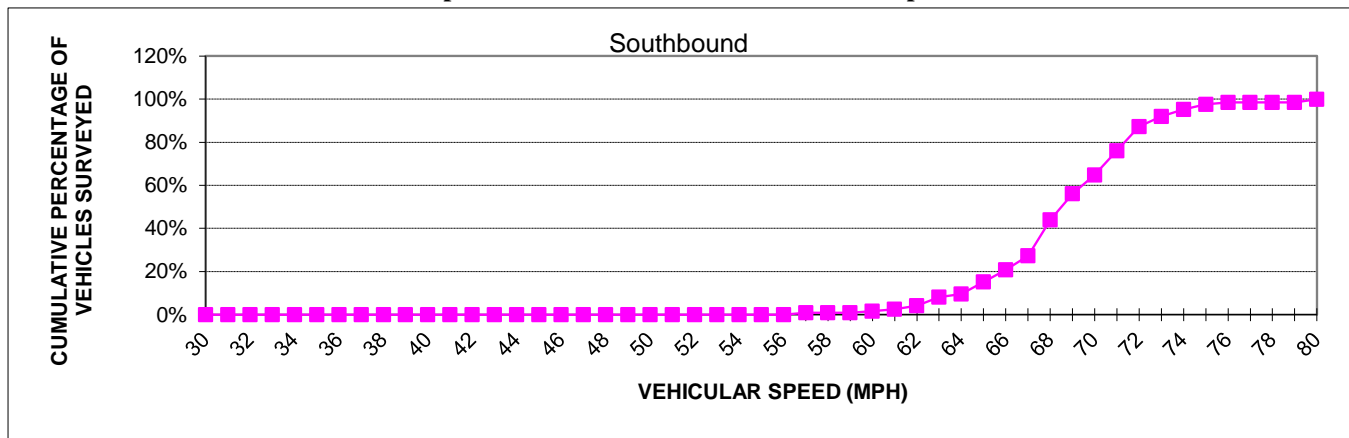
Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 72 MPH



Hwy: 183A Toll Location: 9 miles south of US 183/CR 276 Weather: Sunny
 Date: 4/25/2012 Time: from 13:45 PM to 14:15 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	0	1	0	100.0%	0.0%
44	0	0	1	0	100.0%	0.0%
45	0	0	1	0	100.0%	0.0%
46	0	0	1	0	100.0%	0.0%
47	0	0	1	0	100.0%	0.0%
48	0	0	1	0	100.0%	0.0%
49	0	0	1	0	100.0%	0.0%
50	0	0	1	0	100.0%	0.0%
51	0	0	1	0	100.0%	0.0%
52	0	0	1	0	100.0%	0.0%
53	0	0	1	0	100.0%	0.0%
54	0	0	1	0	100.0%	0.0%
55	0	0	1	0	100.0%	0.0%
56	0	0	1	0	100.0%	0.0%
57	0	1	1	1	100.0%	0.8%
58	0	0	1	1	100.0%	0.8%
59	0	0	1	1	100.0%	0.8%
60	0	1	1	2	100.0%	1.6%
61	0	1	1	3	100.0%	2.4%
62	0	2	1	5	100.0%	4.0%
63	0	5	1	10	100.0%	8.0%
64	0	2	1	12	100.0%	9.6%
65	0	7	1	19	100.0%	15.2%
66	0	7	1	26	100.0%	20.8%
67	0	8	1	34	100.0%	27.2%
68	0	21	1	55	100.0%	44.0%
69	0	15	1	70	100.0%	56.0%
70	0	11	1	81	100.0%	64.8%
71	0	14	1	95	100.0%	76.0%
72	0	14	1	109	100.0%	87.2%
73	0	6	1	115	100.0%	92.0%
74	0	4	1	119	100.0%	95.2%
75	0	3	1	122	100.0%	97.6%
76	0	1	1	123	100.0%	98.4%
77	0	0	1	123	100.0%	98.4%
78	0	0	1	123	100.0%	98.4%
79	0	0	1	123	100.0%	98.4%
80	0	2	1	125	100.0%	100.0%

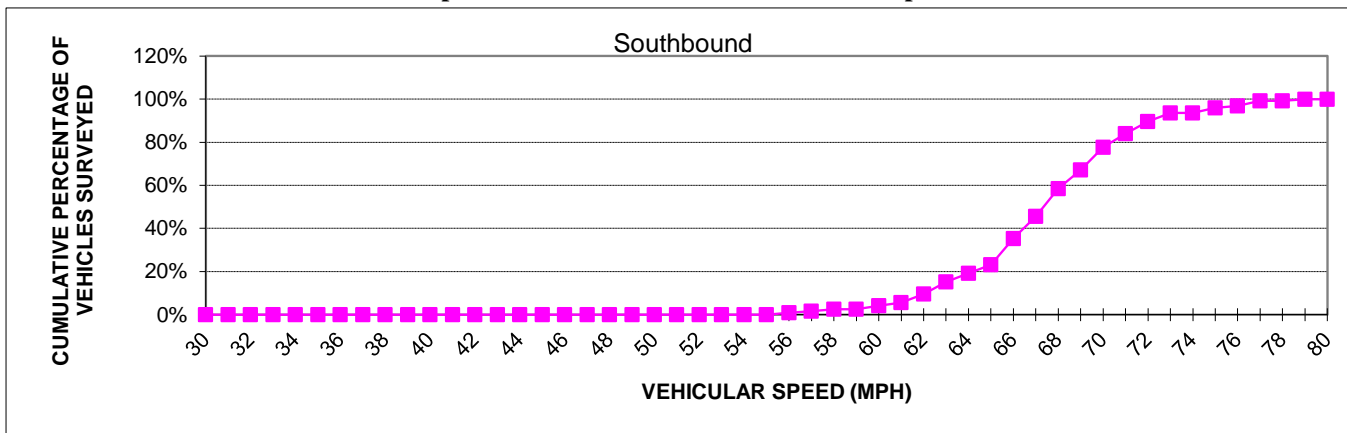
Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 71 MPH



Hwy: 183A Toll Location: 10 miles south of US 183/CR 276 Weather: Sunny
 Date: 4/25/2012 Time: from 9:16 AM to 14:45 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	1	0	1	0	100.0%	0.0%
31	0	0	1	0	100.0%	0.0%
32	0	0	1	0	100.0%	0.0%
33	0	0	1	0	100.0%	0.0%
34	0	0	1	0	100.0%	0.0%
35	0	0	1	0	100.0%	0.0%
36	0	0	1	0	100.0%	0.0%
37	0	0	1	0	100.0%	0.0%
38	0	0	1	0	100.0%	0.0%
39	0	0	1	0	100.0%	0.0%
40	0	0	1	0	100.0%	0.0%
41	0	0	1	0	100.0%	0.0%
42	0	0	1	0	100.0%	0.0%
43	0	0	1	0	100.0%	0.0%
44	0	0	1	0	100.0%	0.0%
45	0	0	1	0	100.0%	0.0%
46	0	0	1	0	100.0%	0.0%
47	0	0	1	0	100.0%	0.0%
48	0	0	1	0	100.0%	0.0%
49	0	0	1	0	100.0%	0.0%
50	0	0	1	0	100.0%	0.0%
51	0	0	1	0	100.0%	0.0%
52	0	0	1	0	100.0%	0.0%
53	0	0	1	0	100.0%	0.0%
54	0	0	1	0	100.0%	0.0%
55	0	0	1	0	100.0%	0.0%
56	0	1	1	1	100.0%	0.8%
57	0	1	1	2	100.0%	1.6%
58	0	1	1	3	100.0%	2.4%
59	0	0	1	3	100.0%	2.4%
60	0	2	1	5	100.0%	4.0%
61	0	2	1	7	100.0%	5.6%
62	0	5	1	12	100.0%	9.6%
63	0	7	1	19	100.0%	15.2%
64	0	5	1	24	100.0%	19.2%
65	0	5	1	29	100.0%	23.2%
66	0	15	1	44	100.0%	35.2%
67	0	13	1	57	100.0%	45.6%
68	0	16	1	73	100.0%	58.4%
69	0	11	1	84	100.0%	67.2%
70	0	13	1	97	100.0%	77.6%
71	0	8	1	105	100.0%	84.0%
72	0	7	1	112	100.0%	89.6%
73	0	5	1	117	100.0%	93.6%
74	0	0	1	117	100.0%	93.6%
75	0	3	1	120	100.0%	96.0%
76	0	1	1	121	100.0%	96.8%
77	0	3	1	124	100.0%	99.2%
78	0	0	1	124	100.0%	99.2%
79	0	1	1	125	100.0%	100.0%
80	0	0	1	125	100.0%	100.0%

Northbound 85%tile speed is 0 MPH Southbound 85%tile speed is 71 MPH



Appendix D

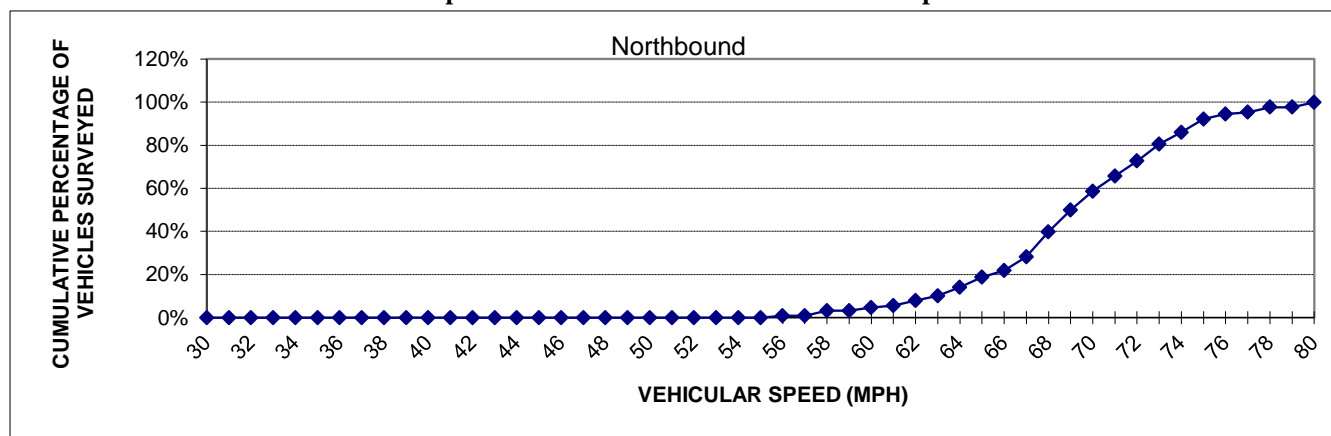
Northbound Mainlane Speed Data Results



Hwy: 183A Toll Location: 2 miles south of US 183/CR 276 Weather: Overcast
 Date: 4/25/2012 Time: from 11:24 AM to 1:24 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	0	0	0	1	0.0%	100.0%
36	0	0	0	1	0.0%	100.0%
37	0	0	0	1	0.0%	100.0%
38	0	0	0	1	0.0%	100.0%
39	0	0	0	1	0.0%	100.0%
40	0	0	0	1	0.0%	100.0%
41	0	0	0	1	0.0%	100.0%
42	0	0	0	1	0.0%	100.0%
43	0	0	0	1	0.0%	100.0%
44	0	0	0	1	0.0%	100.0%
45	0	0	0	1	0.0%	100.0%
46	0	0	0	1	0.0%	100.0%
47	0	0	0	1	0.0%	100.0%
48	0	0	0	1	0.0%	100.0%
49	0	0	0	1	0.0%	100.0%
50	0	0	0	1	0.0%	100.0%
51	0	0	0	1	0.0%	100.0%
52	0	0	0	1	0.0%	100.0%
53	0	0	0	1	0.0%	100.0%
54	0	0	0	1	0.0%	100.0%
55	0	0	0	1	0.0%	100.0%
56	1	0	1	1	0.8%	100.0%
57	0	0	1	1	0.8%	100.0%
58	3	0	4	1	3.1%	100.0%
59	0	0	4	1	3.1%	100.0%
60	2	0	6	1	4.7%	100.0%
61	1	0	7	1	5.5%	100.0%
62	3	0	10	1	7.8%	100.0%
63	3	0	13	1	10.2%	100.0%
64	5	0	18	1	14.1%	100.0%
65	6	0	24	1	18.8%	100.0%
66	4	0	28	1	21.9%	100.0%
67	8	0	36	1	28.1%	100.0%
68	15	0	51	1	39.8%	100.0%
69	13	0	64	1	50.0%	100.0%
70	11	0	75	1	58.6%	100.0%
71	9	0	84	1	65.6%	100.0%
72	9	0	93	1	72.7%	100.0%
73	10	0	103	1	80.5%	100.0%
74	7	0	110	1	85.9%	100.0%
75	8	0	118	1	92.2%	100.0%
76	3	0	121	1	94.5%	100.0%
77	1	0	122	1	95.3%	100.0%
78	3	0	125	1	97.7%	100.0%
79	0	0	125	1	97.7%	100.0%
80	3	0	128	1	100.0%	100.0%

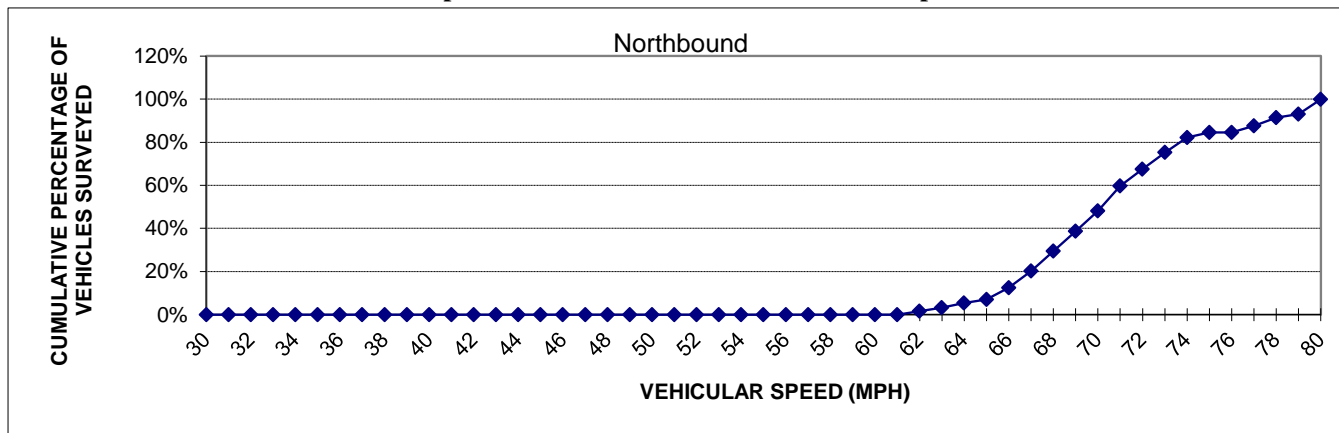
Northbound 85%tile speed is 73 MPH Southbound 85%tile speed is 0 MPH



Hwy: 183A Toll Location: 3 miles south of US 183/CR 276 Weather: Clear
 Date: 4/24/2012 Time: from 2:12 PM to 3:20 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	0	0	0	1	0.0%	100.0%
36	0	0	0	1	0.0%	100.0%
37	0	0	0	1	0.0%	100.0%
38	0	0	0	1	0.0%	100.0%
39	0	0	0	1	0.0%	100.0%
40	0	0	0	1	0.0%	100.0%
41	0	0	0	1	0.0%	100.0%
42	0	0	0	1	0.0%	100.0%
43	0	0	0	1	0.0%	100.0%
44	0	0	0	1	0.0%	100.0%
45	0	0	0	1	0.0%	100.0%
46	0	0	0	1	0.0%	100.0%
47	0	0	0	1	0.0%	100.0%
48	0	0	0	1	0.0%	100.0%
49	0	0	0	1	0.0%	100.0%
50	0	0	0	1	0.0%	100.0%
51	0	0	0	1	0.0%	100.0%
52	0	0	0	1	0.0%	100.0%
53	0	0	0	1	0.0%	100.0%
54	0	0	0	1	0.0%	100.0%
55	0	0	0	1	0.0%	100.0%
56	0	0	0	1	0.0%	100.0%
57	0	0	0	1	0.0%	100.0%
58	0	0	0	1	0.0%	100.0%
59	0	0	0	1	0.0%	100.0%
60	0	0	0	1	0.0%	100.0%
61	0	0	0	1	0.0%	100.0%
62	2	0	2	1	1.6%	100.0%
63	2	0	4	1	3.1%	100.0%
64	3	0	7	1	5.4%	100.0%
65	2	0	9	1	7.0%	100.0%
66	7	0	16	1	12.4%	100.0%
67	10	0	26	1	20.2%	100.0%
68	12	0	38	1	29.5%	100.0%
69	12	0	50	1	38.8%	100.0%
70	12	0	62	1	48.1%	100.0%
71	15	0	77	1	59.7%	100.0%
72	10	0	87	1	67.4%	100.0%
73	10	0	97	1	75.2%	100.0%
74	9	0	106	1	82.2%	100.0%
75	3	0	109	1	84.5%	100.0%
76	0	0	109	1	84.5%	100.0%
77	4	0	113	1	87.6%	100.0%
78	5	0	118	1	91.5%	100.0%
79	2	0	120	1	93.0%	100.0%
80	9	0	129	1	100.0%	100.0%

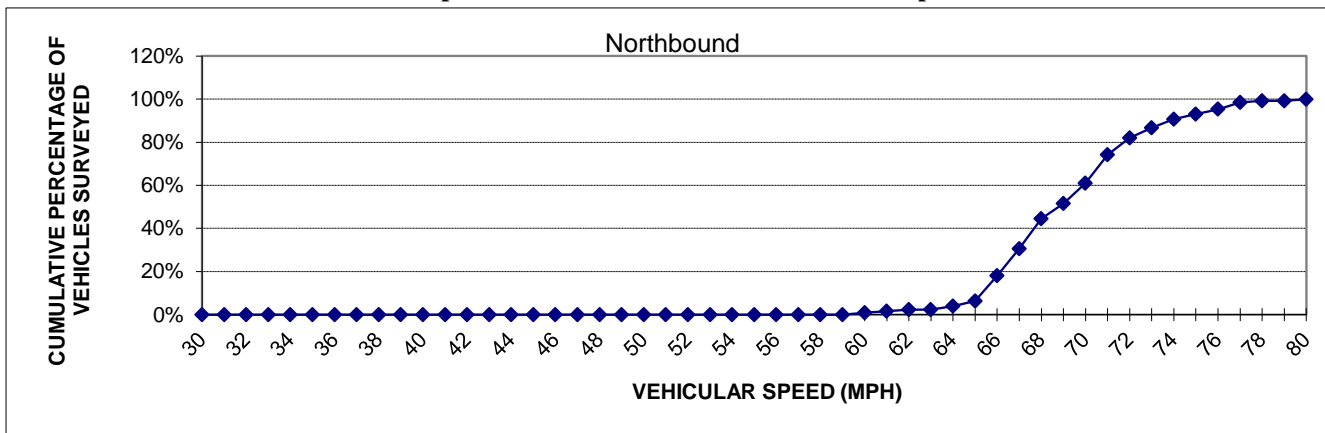
Northbound 85%tile speed is 76 MPH Southbound 85%tile speed is 0 MPH



Hwy: 183A Toll Location: 4 miles south of US 183/CR 276 Weather: Clear
 Date: 4/24/2012 Time: from 1:26 PM to 2:04 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	0	0	0	1	0.0%	100.0%
36	0	0	0	1	0.0%	100.0%
37	0	0	0	1	0.0%	100.0%
38	0	0	0	1	0.0%	100.0%
39	0	0	0	1	0.0%	100.0%
40	0	0	0	1	0.0%	100.0%
41	0	0	0	1	0.0%	100.0%
42	0	0	0	1	0.0%	100.0%
43	0	0	0	1	0.0%	100.0%
44	0	0	0	1	0.0%	100.0%
45	0	0	0	1	0.0%	100.0%
46	0	0	0	1	0.0%	100.0%
47	0	0	0	1	0.0%	100.0%
48	0	0	0	1	0.0%	100.0%
49	0	0	0	1	0.0%	100.0%
50	0	0	0	1	0.0%	100.0%
51	0	0	0	1	0.0%	100.0%
52	0	0	0	1	0.0%	100.0%
53	0	0	0	1	0.0%	100.0%
54	0	0	0	1	0.0%	100.0%
55	0	0	0	1	0.0%	100.0%
56	0	0	0	1	0.0%	100.0%
57	0	0	0	1	0.0%	100.0%
58	0	0	0	1	0.0%	100.0%
59	0	0	0	1	0.0%	100.0%
60	1	0	1	1	0.8%	100.0%
61	1	0	2	1	1.6%	100.0%
62	1	0	3	1	2.3%	100.0%
63	0	0	3	1	2.3%	100.0%
64	2	0	5	1	3.9%	100.0%
65	3	0	8	1	6.3%	100.0%
66	15	0	23	1	18.0%	100.0%
67	16	0	39	1	30.5%	100.0%
68	18	0	57	1	44.5%	100.0%
69	9	0	66	1	51.6%	100.0%
70	12	0	78	1	60.9%	100.0%
71	17	0	95	1	74.2%	100.0%
72	10	0	105	1	82.0%	100.0%
73	6	0	111	1	86.7%	100.0%
74	5	0	116	1	90.6%	100.0%
75	3	0	119	1	93.0%	100.0%
76	3	0	122	1	95.3%	100.0%
77	4	0	126	1	98.4%	100.0%
78	1	0	127	1	99.2%	100.0%
79	0	0	127	1	99.2%	100.0%
80	1	0	128	1	100.0%	100.0%

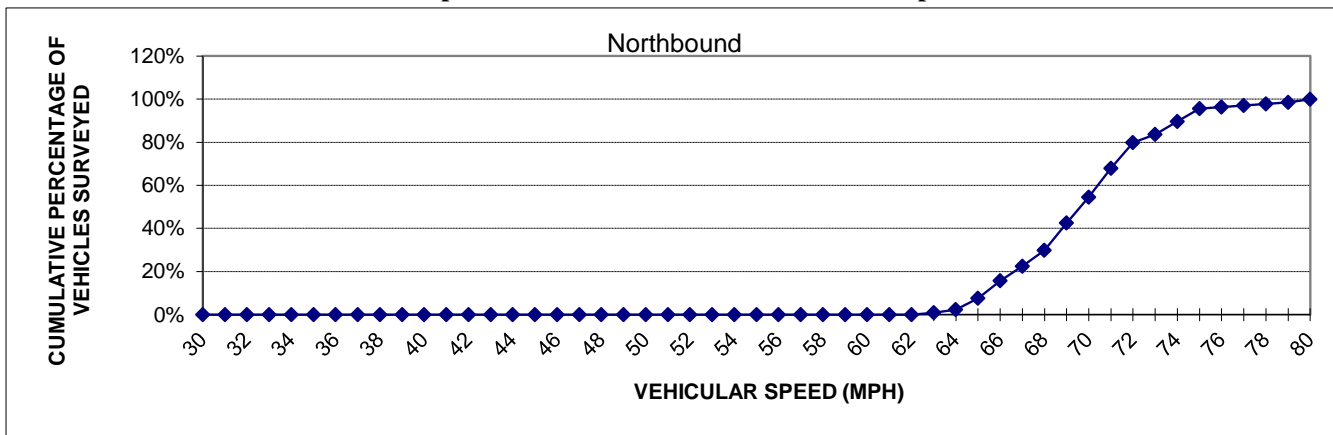
Northbound 85%tile speed is 72 MPH Southbound 85%tile speed is 0 MPH



Hwy: 183A Toll Location: 5 miles south of US 183/CR 276 Weather: Clear
 Date: 4/24/2012 Time: from 12:31 PM to 1:19 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	0	0	0	1	0.0%	100.0%
36	0	0	0	1	0.0%	100.0%
37	0	0	0	1	0.0%	100.0%
38	0	0	0	1	0.0%	100.0%
39	0	0	0	1	0.0%	100.0%
40	0	0	0	1	0.0%	100.0%
41	0	0	0	1	0.0%	100.0%
42	0	0	0	1	0.0%	100.0%
43	0	0	0	1	0.0%	100.0%
44	0	0	0	1	0.0%	100.0%
45	0	0	0	1	0.0%	100.0%
46	0	0	0	1	0.0%	100.0%
47	0	0	0	1	0.0%	100.0%
48	0	0	0	1	0.0%	100.0%
49	0	0	0	1	0.0%	100.0%
50	0	0	0	1	0.0%	100.0%
51	0	0	0	1	0.0%	100.0%
52	0	0	0	1	0.0%	100.0%
53	0	0	0	1	0.0%	100.0%
54	0	0	0	1	0.0%	100.0%
55	0	0	0	1	0.0%	100.0%
56	0	0	0	1	0.0%	100.0%
57	0	0	0	1	0.0%	100.0%
58	0	0	0	1	0.0%	100.0%
59	0	0	0	1	0.0%	100.0%
60	0	0	0	1	0.0%	100.0%
61	0	0	0	1	0.0%	100.0%
62	0	0	0	1	0.0%	100.0%
63	1	0	1	1	0.7%	100.0%
64	2	0	3	1	2.2%	100.0%
65	7	0	10	1	7.5%	100.0%
66	11	0	21	1	15.7%	100.0%
67	9	0	30	1	22.4%	100.0%
68	10	0	40	1	29.9%	100.0%
69	17	0	57	1	42.5%	100.0%
70	16	0	73	1	54.5%	100.0%
71	18	0	91	1	67.9%	100.0%
72	16	0	107	1	79.9%	100.0%
73	5	0	112	1	83.6%	100.0%
74	8	0	120	1	89.6%	100.0%
75	8	0	128	1	95.5%	100.0%
76	1	0	129	1	96.3%	100.0%
77	1	0	130	1	97.0%	100.0%
78	1	0	131	1	97.8%	100.0%
79	1	0	132	1	98.5%	100.0%
80	2	0	134	1	100.0%	100.0%

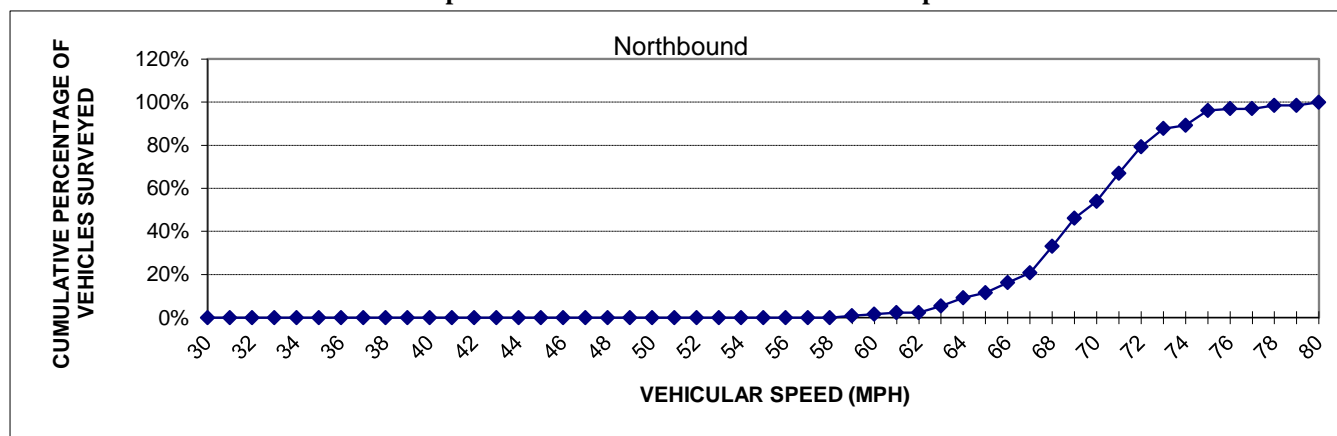
Northbound 85%tile speed is 73 MPH Southbound 85%tile speed is 0 MPH



Hwy: 183A Toll Location: 6 miles south of US 183/CR 276 Weather: Clear
 Date: 4/24/2012 Time: from 11:47 AM to 12:24 PM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	0	0	0	1	0.0%	100.0%
36	0	0	0	1	0.0%	100.0%
37	0	0	0	1	0.0%	100.0%
38	0	0	0	1	0.0%	100.0%
39	0	0	0	1	0.0%	100.0%
40	0	0	0	1	0.0%	100.0%
41	0	0	0	1	0.0%	100.0%
42	0	0	0	1	0.0%	100.0%
43	0	0	0	1	0.0%	100.0%
44	0	0	0	1	0.0%	100.0%
45	0	0	0	1	0.0%	100.0%
46	0	0	0	1	0.0%	100.0%
47	0	0	0	1	0.0%	100.0%
48	0	0	0	1	0.0%	100.0%
49	0	0	0	1	0.0%	100.0%
50	0	0	0	1	0.0%	100.0%
51	0	0	0	1	0.0%	100.0%
52	0	0	0	1	0.0%	100.0%
53	0	0	0	1	0.0%	100.0%
54	0	0	0	1	0.0%	100.0%
55	0	0	0	1	0.0%	100.0%
56	0	0	0	1	0.0%	100.0%
57	0	0	0	1	0.0%	100.0%
58	0	0	0	1	0.0%	100.0%
59	1	0	1	1	0.8%	100.0%
60	1	0	2	1	1.5%	100.0%
61	1	0	3	1	2.3%	100.0%
62	0	0	3	1	2.3%	100.0%
63	4	0	7	1	5.4%	100.0%
64	5	0	12	1	9.2%	100.0%
65	3	0	15	1	11.5%	100.0%
66	6	0	21	1	16.2%	100.0%
67	6	0	27	1	20.8%	100.0%
68	16	0	43	1	33.1%	100.0%
69	17	0	60	1	46.2%	100.0%
70	10	0	70	1	53.8%	100.0%
71	17	0	87	1	66.9%	100.0%
72	16	0	103	1	79.2%	100.0%
73	11	0	114	1	87.7%	100.0%
74	2	0	116	1	89.2%	100.0%
75	9	0	125	1	96.2%	100.0%
76	1	0	126	1	96.9%	100.0%
77	0	0	126	1	96.9%	100.0%
78	2	0	128	1	98.5%	100.0%
79	0	0	128	1	98.5%	100.0%
80	2	0	130	1	100.0%	100.0%

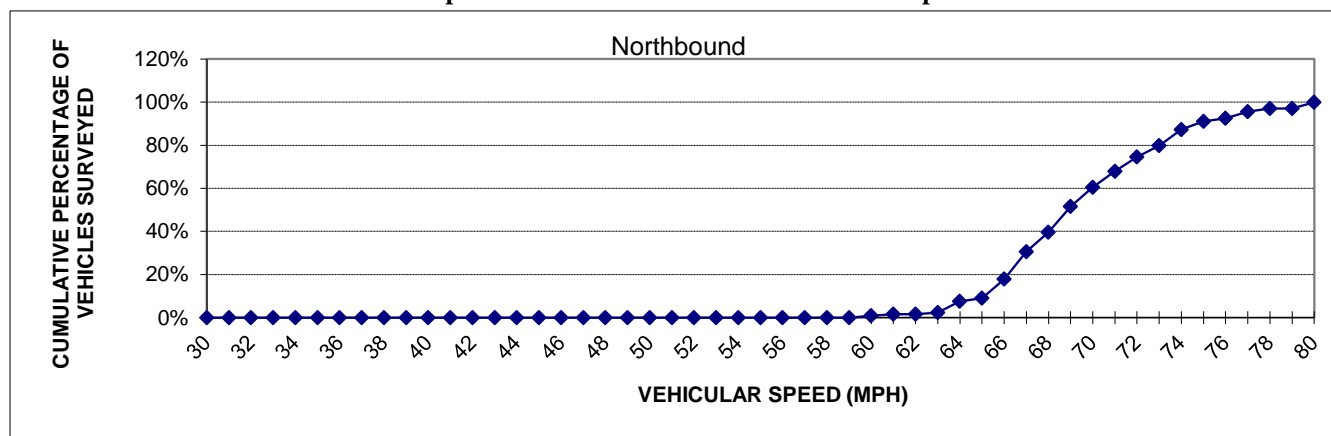
Northbound 85%tile speed is 72 MPH Southbound 85%tile speed is 0 MPH



Hwy: 183A Toll Location: 7 miles south of US 183/CR 276 Weather: Clear
 Date: 4/24/2011 Time: from 11:16 AM to 11:37 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	0	0	0	1	0.0%	100.0%
36	0	0	0	1	0.0%	100.0%
37	0	0	0	1	0.0%	100.0%
38	0	0	0	1	0.0%	100.0%
39	0	0	0	1	0.0%	100.0%
40	0	0	0	1	0.0%	100.0%
41	0	0	0	1	0.0%	100.0%
42	0	0	0	1	0.0%	100.0%
43	0	0	0	1	0.0%	100.0%
44	0	0	0	1	0.0%	100.0%
45	0	0	0	1	0.0%	100.0%
46	0	0	0	1	0.0%	100.0%
47	0	0	0	1	0.0%	100.0%
48	0	0	0	1	0.0%	100.0%
49	0	0	0	1	0.0%	100.0%
50	0	0	0	1	0.0%	100.0%
51	0	0	0	1	0.0%	100.0%
52	0	0	0	1	0.0%	100.0%
53	0	0	0	1	0.0%	100.0%
54	0	0	0	1	0.0%	100.0%
55	0	0	0	1	0.0%	100.0%
56	0	0	0	1	0.0%	100.0%
57	0	0	0	1	0.0%	100.0%
58	0	0	0	1	0.0%	100.0%
59	0	0	0	1	0.0%	100.0%
60	1	0	1	1	0.7%	100.0%
61	1	0	2	1	1.5%	100.0%
62	0	0	2	1	1.5%	100.0%
63	1	0	3	1	2.2%	100.0%
64	7	0	10	1	7.5%	100.0%
65	2	0	12	1	9.0%	100.0%
66	12	0	24	1	17.9%	100.0%
67	17	0	41	1	30.6%	100.0%
68	12	0	53	1	39.6%	100.0%
69	16	0	69	1	51.5%	100.0%
70	12	0	81	1	60.4%	100.0%
71	10	0	91	1	67.9%	100.0%
72	9	0	100	1	74.6%	100.0%
73	7	0	107	1	79.9%	100.0%
74	10	0	117	1	87.3%	100.0%
75	5	0	122	1	91.0%	100.0%
76	2	0	124	1	92.5%	100.0%
77	4	0	128	1	95.5%	100.0%
78	2	0	130	1	97.0%	100.0%
79	0	0	130	1	97.0%	100.0%
80	4	0	134	1	100.0%	100.0%

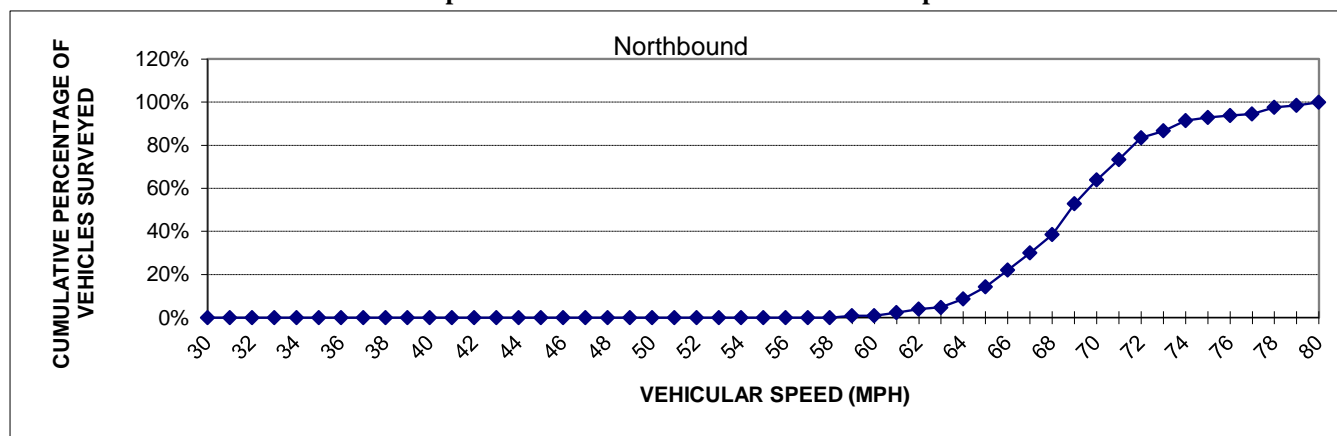
Northbound 85%tile speed is 73 MPH Southbound 85%tile speed is 0 MPH



Hwy: 183A Toll Location: 8 miles south of US 183/CR 276 Weather: Clear
 Date: 4/24/2012 Time: from 10:37 AM to 11:09 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	0	0	0	1	0.0%	100.0%
36	0	0	0	1	0.0%	100.0%
37	0	0	0	1	0.0%	100.0%
38	0	0	0	1	0.0%	100.0%
39	0	0	0	1	0.0%	100.0%
40	0	0	0	1	0.0%	100.0%
41	0	0	0	1	0.0%	100.0%
42	0	0	0	1	0.0%	100.0%
43	0	0	0	1	0.0%	100.0%
44	0	0	0	1	0.0%	100.0%
45	0	0	0	1	0.0%	100.0%
46	0	0	0	1	0.0%	100.0%
47	0	0	0	1	0.0%	100.0%
48	0	0	0	1	0.0%	100.0%
49	0	0	0	1	0.0%	100.0%
50	0	0	0	1	0.0%	100.0%
51	0	0	0	1	0.0%	100.0%
52	0	0	0	1	0.0%	100.0%
53	0	0	0	1	0.0%	100.0%
54	0	0	0	1	0.0%	100.0%
55	0	0	0	1	0.0%	100.0%
56	0	0	0	1	0.0%	100.0%
57	0	0	0	1	0.0%	100.0%
58	0	0	0	1	0.0%	100.0%
59	1	0	1	1	0.8%	100.0%
60	0	0	1	1	0.8%	100.0%
61	2	0	3	1	2.4%	100.0%
62	2	0	5	1	3.9%	100.0%
63	1	0	6	1	4.7%	100.0%
64	5	0	11	1	8.7%	100.0%
65	7	0	18	1	14.2%	100.0%
66	10	0	28	1	22.0%	100.0%
67	10	0	38	1	29.9%	100.0%
68	11	0	49	1	38.6%	100.0%
69	18	0	67	1	52.8%	100.0%
70	14	0	81	1	63.8%	100.0%
71	12	0	93	1	73.2%	100.0%
72	13	0	106	1	83.5%	100.0%
73	4	0	110	1	86.6%	100.0%
74	6	0	116	1	91.3%	100.0%
75	2	0	118	1	92.9%	100.0%
76	1	0	119	1	93.7%	100.0%
77	1	0	120	1	94.5%	100.0%
78	4	0	124	1	97.6%	100.0%
79	1	0	125	1	98.4%	100.0%
80	2	0	127	1	100.0%	100.0%

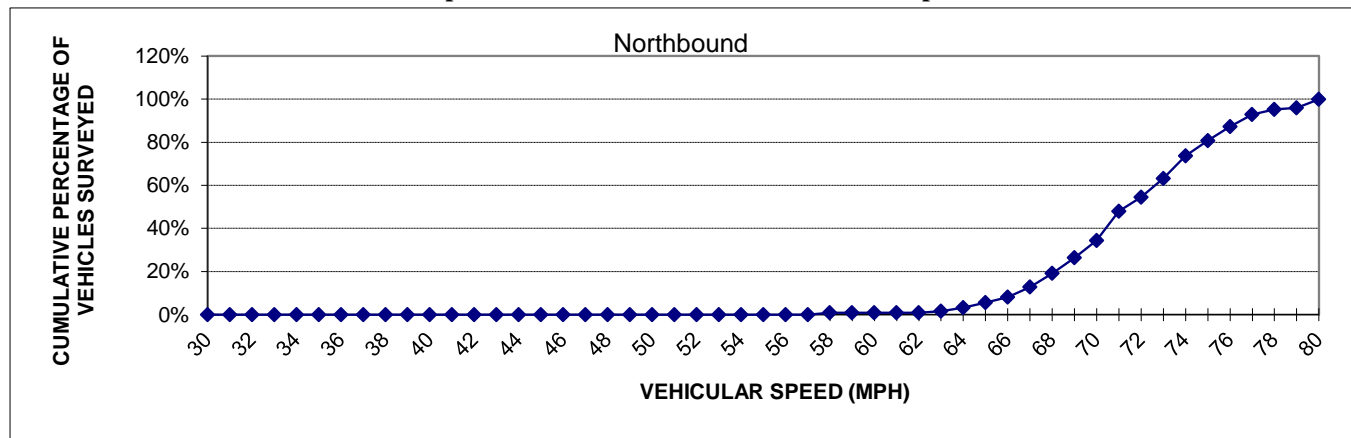
Northbound 85%tile speed is 72 MPH Southbound 85%tile speed is 0 MPH



Hwy: 183A Toll Location: 9 miles south of US 183/CR 276 Weather: Clear
 Date: 4/24/2012 Time: from 9:56 AM to 10:29 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	0	0	0	1	0.0%	100.0%
36	0	0	0	1	0.0%	100.0%
37	0	0	0	1	0.0%	100.0%
38	0	0	0	1	0.0%	100.0%
39	0	0	0	1	0.0%	100.0%
40	0	0	0	1	0.0%	100.0%
41	0	0	0	1	0.0%	100.0%
42	0	0	0	1	0.0%	100.0%
43	0	0	0	1	0.0%	100.0%
44	0	0	0	1	0.0%	100.0%
45	0	0	0	1	0.0%	100.0%
46	0	0	0	1	0.0%	100.0%
47	0	0	0	1	0.0%	100.0%
48	0	0	0	1	0.0%	100.0%
49	0	0	0	1	0.0%	100.0%
50	0	0	0	1	0.0%	100.0%
51	0	0	0	1	0.0%	100.0%
52	0	0	0	1	0.0%	100.0%
53	0	0	0	1	0.0%	100.0%
54	0	0	0	1	0.0%	100.0%
55	0	0	0	1	0.0%	100.0%
56	0	0	0	1	0.0%	100.0%
57	0	0	0	1	0.0%	100.0%
58	1	0	1	1	0.8%	100.0%
59	0	0	1	1	0.8%	100.0%
60	0	0	1	1	0.8%	100.0%
61	0	0	1	1	0.8%	100.0%
62	0	0	1	1	0.8%	100.0%
63	1	0	2	1	1.6%	100.0%
64	2	0	4	1	3.2%	100.0%
65	3	0	7	1	5.6%	100.0%
66	3	0	10	1	8.0%	100.0%
67	6	0	16	1	12.8%	100.0%
68	8	0	24	1	19.2%	100.0%
69	9	0	33	1	26.4%	100.0%
70	10	0	43	1	34.4%	100.0%
71	17	0	60	1	48.0%	100.0%
72	8	0	68	1	54.4%	100.0%
73	11	0	79	1	63.2%	100.0%
74	13	0	92	1	73.6%	100.0%
75	9	0	101	1	80.8%	100.0%
76	8	0	109	1	87.2%	100.0%
77	7	0	116	1	92.8%	100.0%
78	3	0	119	1	95.2%	100.0%
79	1	0	120	1	96.0%	100.0%
80	5	0	125	1	100.0%	100.0%

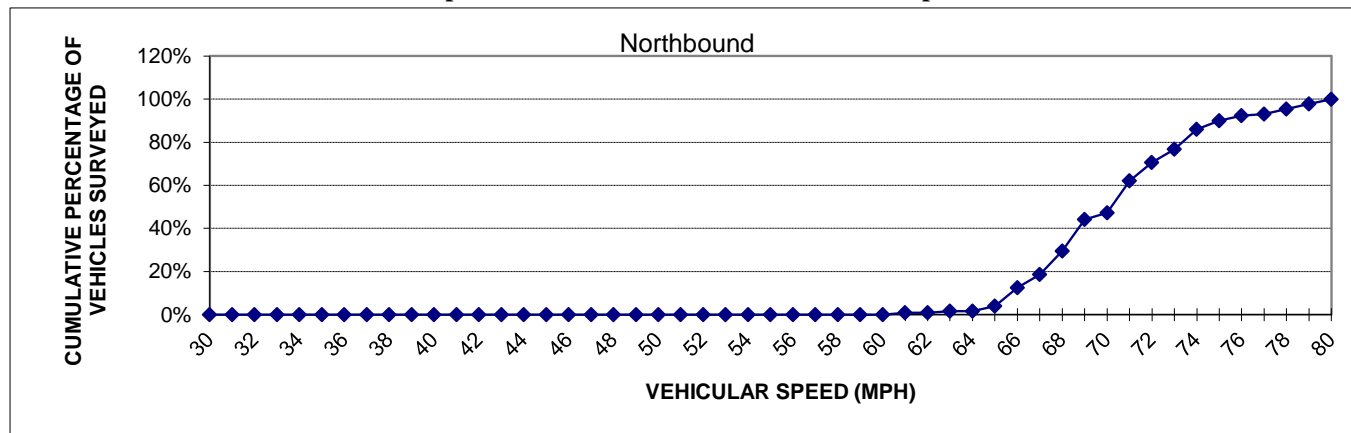
Northbound 85%tile speed is 75 MPH Southbound 85%tile speed is 0 MPH



Hwy: 183A Toll Location: 10 miles south of US 183/CR 276 Weather: Clear
 Date: 4/24/2012 Time: from 9:16 AM to 9:50 AM

Vehicle Mean Speed (mph)	Number of Vehicles Surveyed		Cumulative Total of Vehicles Surveyed		Cumulative Percent of Vehicles Surveyed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
30	0	1	0	1	0.0%	100.0%
31	0	0	0	1	0.0%	100.0%
32	0	0	0	1	0.0%	100.0%
33	0	0	0	1	0.0%	100.0%
34	0	0	0	1	0.0%	100.0%
35	0	0	0	1	0.0%	100.0%
36	0	0	0	1	0.0%	100.0%
37	0	0	0	1	0.0%	100.0%
38	0	0	0	1	0.0%	100.0%
39	0	0	0	1	0.0%	100.0%
40	0	0	0	1	0.0%	100.0%
41	0	0	0	1	0.0%	100.0%
42	0	0	0	1	0.0%	100.0%
43	0	0	0	1	0.0%	100.0%
44	0	0	0	1	0.0%	100.0%
45	0	0	0	1	0.0%	100.0%
46	0	0	0	1	0.0%	100.0%
47	0	0	0	1	0.0%	100.0%
48	0	0	0	1	0.0%	100.0%
49	0	0	0	1	0.0%	100.0%
50	0	0	0	1	0.0%	100.0%
51	0	0	0	1	0.0%	100.0%
52	0	0	0	1	0.0%	100.0%
53	0	0	0	1	0.0%	100.0%
54	0	0	0	1	0.0%	100.0%
55	0	0	0	1	0.0%	100.0%
56	0	0	0	1	0.0%	100.0%
57	0	0	0	1	0.0%	100.0%
58	0	0	0	1	0.0%	100.0%
59	0	0	0	1	0.0%	100.0%
60	0	0	0	1	0.0%	100.0%
61	1	0	1	1	0.8%	100.0%
62	0	0	1	1	0.8%	100.0%
63	1	0	2	1	1.6%	100.0%
64	0	0	2	1	1.6%	100.0%
65	3	0	5	1	3.9%	100.0%
66	11	0	16	1	12.4%	100.0%
67	8	0	24	1	18.6%	100.0%
68	14	0	38	1	29.5%	100.0%
69	19	0	57	1	44.2%	100.0%
70	4	0	61	1	47.3%	100.0%
71	19	0	80	1	62.0%	100.0%
72	11	0	91	1	70.5%	100.0%
73	8	0	99	1	76.7%	100.0%
74	12	0	111	1	86.0%	100.0%
75	5	0	116	1	89.9%	100.0%
76	3	0	119	1	92.2%	100.0%
77	1	0	120	1	93.0%	100.0%
78	3	0	123	1	95.3%	100.0%
79	3	0	126	1	97.7%	100.0%
80	3	0	129	1	100.0%	100.0%

Northbound 85%tile speed is 73 MPH Southbound 85%tile speed is 0 MPH

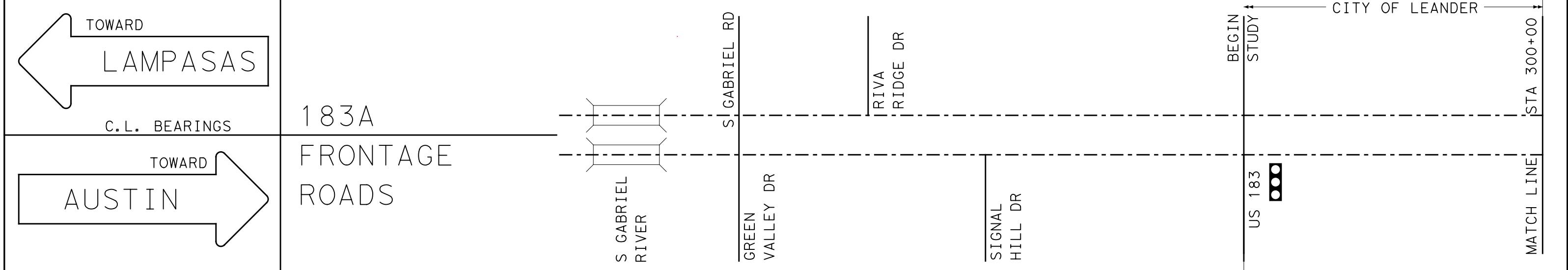


Appendix E

Strip Map Exhibits



DEVELOPMENT	
RES. SIGHT DISTANCE	
BALL BANK OR ADVISORY SPEED	
CURVES OVER 2 DEG.	
GRADES OVER 3%	
SURFACE WIDTH AND TYPE	36' TYPICAL SURFACE WIDTH, ASPHALT
R.O.W. AND RDBD. WIDTH	
ACCIDENTS	NOT RECORDED
ZONE LENGTHS MILE	6.402 MILES
ZONE SPEEDS MPH	60 MPH
	CITY OF LEANDER
	BEGIN STUDY
	STA 300+00
	MATCH LINE
	US 183
ZONE SPEEDS MPH	60 MPH
ZONE LENGTHS MILE	6.402 MILES
ACCIDENTS	NOT RECORDED
R.O.W. AND RDBD. WIDTH	
SURFACE WIDTH AND TYPE	36' TYPICAL SURFACE WIDTH, ASPHALT
GRADES OVER 3%	
CURVES OVER 2 DEG.	
BALL BANK OR ADVISORY SPEED	
RES. SIGHT DISTANCE	
DEVELOPMENT	



AGENCY: CTRMA	COUNTY: WILLIAMSON	RESOLUTION NO. DATE / /
HIGHWAY: 183A	CITY: LEANDER	REPLACES DATE / /
DATE OF SURVEY: 4/24 - 4/26/12	SCALE: 1" = 1000'	REPLACED BY DATE / /
		CANCELED BY DATE / /

42 85 PERCENTILE SPEED
62 TOP SPEED MEASURED
125 NUMBER OF CARS CHECKED

 SIGNALIZED INTERSECTION


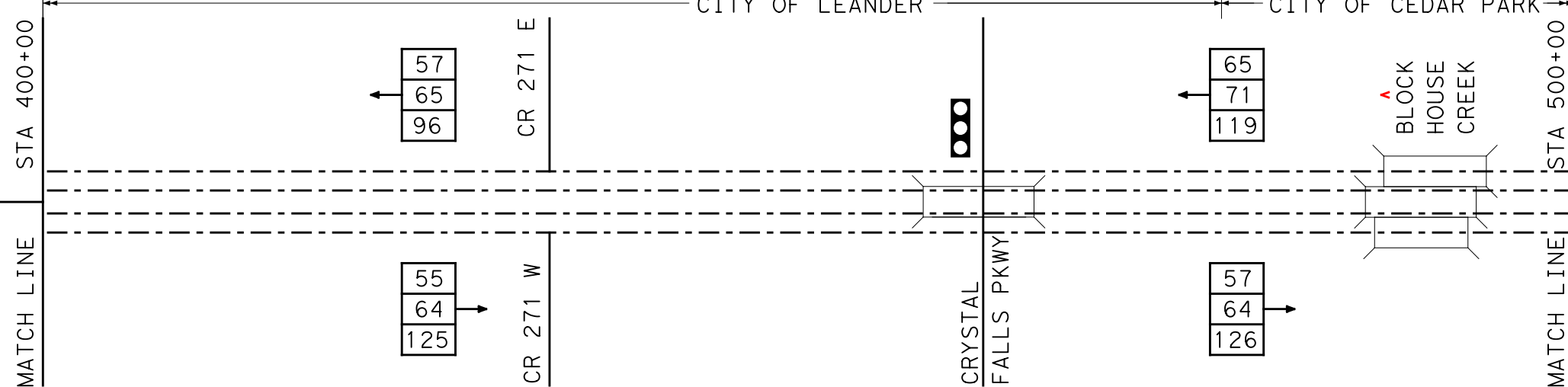
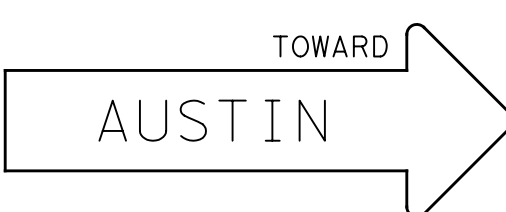
FIGURE 1

DEVELOPMENT	
RES. SIGHT DISTANCE	
BALL BANK OR ADVISORY SPEED	
CURVES OVER 2 DEG.	
GRADES OVER 3%	GRADE OVER 3%, 3.12% MAX.
SURFACE WIDTH AND TYPE	36' TYPICAL SURFACE WIDTH, ASPHALT
R.O.W. AND RDBD. WIDTH	
ACCIDENTS	NOT RECORDED
ZONE LENGTHS MILE	6.402 MILES FRONTAGE ROADS
ZONE SPEEDS MPH	60 MPH FRONTAGE ROADS
TOWARD LAMPASAS	
C.L. BEARINGS	
TOWARD AUSTIN	
ZONE SPEEDS MPH	60 MPH FRONTAGE ROADS
ZONE LENGTHS MILE	6.402 MILES FRONTAGE ROADS
ACCIDENTS	NOT RECORDED
R.O.W. AND RDBD. WIDTH	
SURFACE WIDTH AND TYPE	36' TYPICAL SURFACE WIDTH, ASPHALT
GRADES OVER 3%	GRADE OVER 3%, 4.0% MAX.
CURVES OVER 2 DEG.	2.29 DEG. CURVE
BALL BANK OR ADVISORY SPEED	
RES. SIGHT DISTANCE	
DEVELOPMENT	

AGENCY: CTRMA	COUNTY: WILLIAMSON	RESOLUTION NO.	DATE / /
HIGHWAY: 183A	CITY: LEANDER	REPLACES	DATE / /
DATE OF SURVEY: 4/24 - 4/26/12	SCALE: 1" = 1000'	REPLACED BY	DATE / /
		CANCELED BY	DATE / /

85 PERCENTILE SPEED
 TOP SPEED MEASURED
 NUMBER OF CARS CHECKED
 SIGNALIZED INTERSECTION

FIGURE 2

DEVELOPMENT		
RES. SIGHT DISTANCE		
BALL BANK OR ADVISORY SPEED		
CURVES OVER 2 DEG.		
GRADES OVER 3%		
SURFACE WIDTH AND TYPE		←----- 36' TYPICAL SURFACE WIDTH, ASPHALT -----→
R.O.W. AND RDBD. WIDTH		
ACCIDENTS	NOT RECORDED	
ZONE LENGTHS MILE		←----- 6.402 MILES FRONTAGE ROADS -----→
ZONE SPEEDS MPH		←----- 60 MPH FRONTAGE ROADS -----→
	183A	
	FRONTAGE ROADS	
ZONE SPEEDS MPH		←----- 60 MPH FRONTAGE ROADS -----→
ZONE LENGTHS MILE		←----- 6.402 MILES FRONTAGE ROADS -----→
ACCIDENTS	NOT RECORDED	
R.O.W. AND RDBD. WIDTH		
SURFACE WIDTH AND TYPE		←----- 36' TYPICAL SURFACE WIDTH, ASPHALT -----→
GRADES OVER 3%		
CURVES OVER 2 DEG.		
BALL BANK OR ADVISORY SPEED		
RES. SIGHT DISTANCE		
DEVELOPMENT		

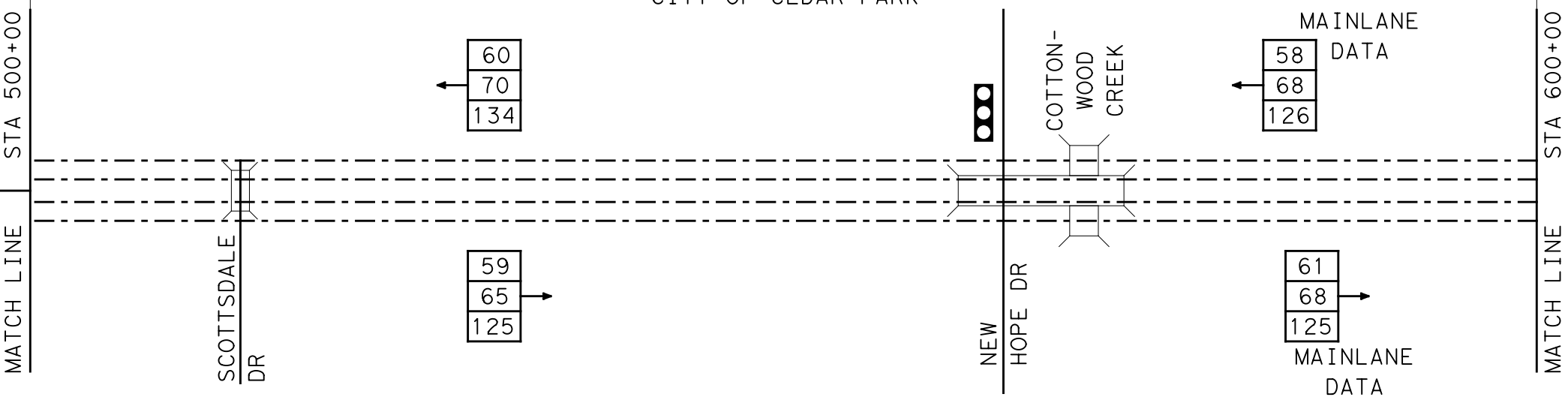
AGENCY: CTRMA	COUNTY: WILLIAMSON	RESOLUTION NO. DATE / /
HIGHWAY: 183A	CITY: LEANDER/CEDAR PARK	REPLACES DATE / /
DATE OF SURVEY: 4/24 - 4/26/12	SCALE: 1" = 1000'	REPLACED BY DATE / /
		CANCELED BY DATE / /



FIGURE 3

DEVELOPMENT	
RES. SIGHT DISTANCE	
BALL BANK OR ADVISORY SPEED	
CURVES OVER 2 DEG.	
GRADES OVER 3%	
SURFACE WIDTH AND TYPE	←————— 36' TYPICAL SURFACE WIDTH, ASPHALT —————→
R.O.W. AND RDBD. WIDTH	
ACCIDENTS	NOT RECORDED
ZONE LENGTHS MILE	←————— 6.402 MILES FRONTAGE ROADS —————→
ZONE SPEEDS MPH	←————— 60 MPH FRONTAGE ROADS —————→
TOWARD LAMPASAS C.L. BEARINGS 183A	←————— CITY OF CEDAR PARK —————→
TOWARD AUSTIN FRONTAGE ROADS	←————— MAINLANE DATA —————→
ZONE SPEEDS MPH	←————— 60 MPH FRONTAGE ROADS —————→
ZONE LENGTHS MILE	←————— 6.402 MILES FRONTAGE ROADS —————→
ACCIDENTS	NOT RECORDED
R.O.W. AND RDBD. WIDTH	
SURFACE WIDTH AND TYPE	←————— 36' TYPICAL SURFACE WIDTH, ASPHALT —————→
GRADES OVER 3%	
CURVES OVER 2 DEG.	←————— 2.29 DEG. CURVE —————→
BALL BANK OR ADVISORY SPEED	
RES. SIGHT DISTANCE	
DEVELOPMENT	

AGENCY: CTRMA	COUNTY: WILLIAMSON	RESOLUTION NO. DATE / /
HIGHWAY: 183A	CITY: CEDAR PARK	REPLACES DATE / /
DATE OF SURVEY: 4/24 - 4/26/12	SCALE: 1" = 1000'	REPLACED BY DATE / /
		CANCELED BY DATE / /

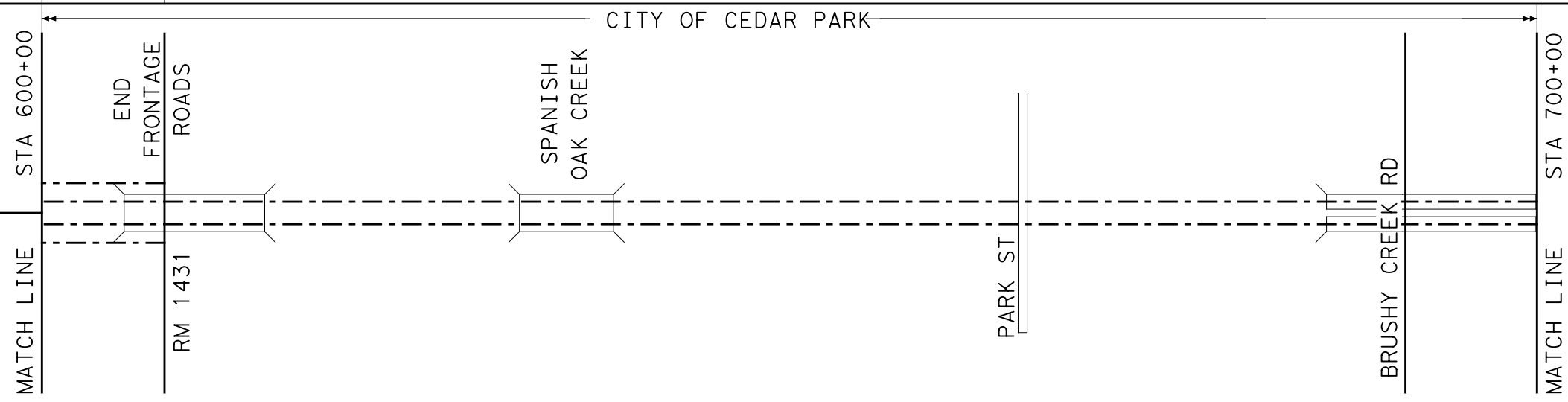


42 85 PERCENTILE SPEED
62 TOP SPEED MEASURED
125 NUMBER OF CARS CHECKED

SIGNALIZED INTERSECTION

FIGURE 4

DEVELOPMENT	
RES. SIGHT DISTANCE	
BALL BANK OR ADVISORY SPEED	
CURVES OVER 2 DEG.	
GRADES OVER 3%	
SURFACE WIDTH AND TYPE	36' TYPICAL SURFACE WIDTH, ASPHALT
R.O.W. AND RDBD. WIDTH	
ACCIDENTS	NOT RECORDED
ZONE LENGTHS MILE	6.402 MILES FRONTAGE ROADS
ZONE SPEEDS MPH	60 MPH FRONTAGE ROADS
TOWARD LAMPASAS C.L. BEARINGS	183A
TOWARD AUSTIN	FRONTAGE ROADS
ZONE SPEEDS MPH	60 MPH FRONTAGE ROADS
ZONE LENGTHS MILE	6.402 MILES FRONTAGE ROADS
ACCIDENTS	NOT RECORDED
R.O.W. AND RDBD. WIDTH	
SURFACE WIDTH AND TYPE	36' TYPICAL SURFACE WIDTH, ASPHALT
GRADES OVER 3%	GRADE OVER 3%, 4% MAX.
CURVES OVER 2 DEG.	
BALL BANK OR ADVISORY SPEED	
RES. SIGHT DISTANCE	
DEVELOPMENT	



AGENCY: CTRMA	COUNTY: WILLIAMSON	RESOLUTION NO. DATE / /
HIGHWAY: 183A	CITY: CEDAR PARK	REPLACES DATE / /
DATE OF SURVEY: 4/24 - 4/26/12	SCALE: 1" = 1000'	REPLACED BY DATE / /
		CANCELED BY DATE / /

- 42 85 PERCENTILE SPEED
- 62 TOP SPEED MEASURED
- 125 NUMBER OF CARS CHECKED
- SIGNALIZED INTERSECTION

FIGURE 5

DEVELOPMENT	
RES. SIGHT DISTANCE	
BALL BANK OR ADVISORY SPEED	
CURVES OVER 2 DEG.	
GRADES OVER 3%	
SURFACE WIDTH AND TYPE	← 56' TYPICAL SURFACE WIDTH, CONCRETE (MAINLANES) →
R.O.W. AND RDBD. WIDTH	
ACCIDENTS	NOT RECORDED
ZONE LENGTHS MILE	← 9.088 MILES MAINLANES →
ZONE SPEEDS MPH	← 70 MPH MAINLANES →
TOWARD LAMPASAS C.L. BEARINGS 183A	
TOWARD AUSTIN TOLL ROAD	
ZONE SPEEDS MPH	← 70 MPH MAINLANES →
ZONE LENGTHS MILE	← 9.088 MILES MAINLANES →
ACCIDENTS	NOT RECORDED
R.O.W. AND RDBD. WIDTH	
SURFACE WIDTH AND TYPE	← 56' TYPICAL SURFACE WIDTH, CONCRETE (MAINLANES) →
GRADES OVER 3%	
CURVES OVER 2 DEG.	
BALL BANK OR ADVISORY SPEED	
RES. SIGHT DISTANCE	
DEVELOPMENT	

AGENCY: CTRMA	COUNTY: WILLIAMSON	RESOLUTION NO. DATE / /
HIGHWAY: 183A	CITY: LEANDER	REPLACES DATE / /
DATE OF SURVEY: 4/24 - 4/26/12	SCALE: 1" = 1000'	REPLACED BY DATE / /
		CANCELED BY DATE / /

42 85 PERCENTILE SPEED SIGNALIZED INTERSECTION
62 TOP SPEED MEASURED
125 NUMBER OF CARS CHECKED

FIGURE 6

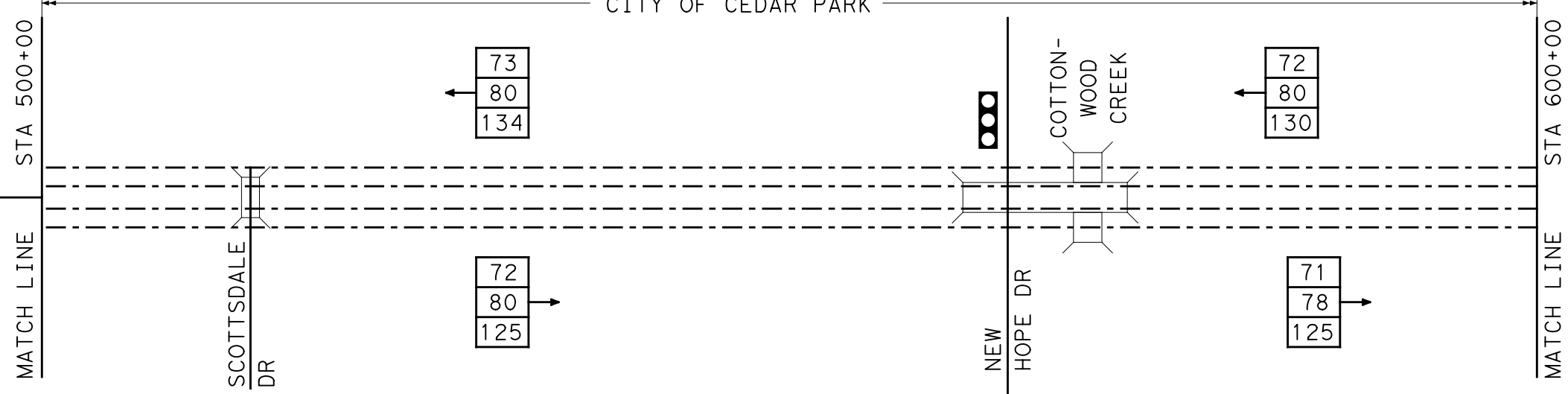
DEVELOPMENT	
RES. SIGHT DISTANCE	
BALL BANK OR ADVISORY SPEED	
CURVES OVER 2 DEG.	
GRADES OVER 3%	
SURFACE WIDTH AND TYPE	←————— 56' TYPICAL SURFACE WIDTH, CONCRETE (MAINLANES) —————→
R.O.W. AND RDBD. WIDTH	
ACCIDENTS	NOT RECORDED
ZONE LENGTHS MILE	←————— 9.088 MILES MAINLANES —————→
ZONE SPEEDS MPH	←————— 70 MPH MAINLANES —————→
TOWARD LAMPASAS C.L. BEARINGS 183A	←————— CITY OF LEANDER —————→ CITY OF CEDAR PARK STA 400+00 MATCH LINE CR 271 E CRYSTAL FALLS PKWY BLOCK HOUSE CREEK STA 500+00 MATCH LINE
TOWARD AUSTIN TOLL ROAD	←————— 70 MPH MAINLANES —————→
ZONE SPEEDS MPH	←————— 9.088 MILES MAINLANES —————→
ZONE LENGTHS MILE	
ACCIDENTS	NOT RECORDED
R.O.W. AND RDBD. WIDTH	
SURFACE WIDTH AND TYPE	←————— 56' TYPICAL SURFACE WIDTH, CONCRETE (MAINLANES) —————→
GRADES OVER 3%	
CURVES OVER 2 DEG.	
BALL BANK OR ADVISORY SPEED	
RES. SIGHT DISTANCE	
DEVELOPMENT	

AGENCY: CTRMA	COUNTY: WILLIAMSON	RESOLUTION NO. DATE / /
HIGHWAY: 183A	CITY: LEANDER/CEDAR PARK	REPLACES DATE / /
DATE OF SURVEY: 4/24 - 4/26/12	SCALE: 1" = 1000'	REPLACED BY DATE / /
		CANCELED BY DATE / /



FIGURE 7

DEVELOPMENT	
RES. SIGHT DISTANCE	
BALL BANK OR ADVISORY SPEED	
CURVES OVER 2 DEG.	
GRADES OVER 3%	
SURFACE WIDTH AND TYPE	←-----56' TYPICAL SURFACE WIDTH, CONCRETE (MAINLANES)-----→
R.O.W. AND RDBD. WIDTH	
ACCIDENTS	NOT RECORDED
ZONE LENGTHS MILE	←-----9.088 MILES MAINLANES-----→
ZONE SPEEDS MPH	←-----70 MPH MAINLANES-----→
TOWARD LAMPASAS C.L. BEARINGS 183A	←-----CITY OF CEDAR PARK-----→
TOWARD AUSTIN TOLL ROAD	←-----CITY OF CEDAR PARK-----→
ZONE SPEEDS MPH	←-----70 MPH MAINLANES-----→
ZONE LENGTHS MILE	←-----9.088 MILES MAINLANES-----→
ACCIDENTS	NOT RECORDED
R.O.W. AND RDBD. WIDTH	
SURFACE WIDTH AND TYPE	←-----56' TYPICAL SURFACE WIDTH, CONCRETE (MAINLANES)-----→
GRADES OVER 3%	
CURVES OVER 2 DEG.	
BALL BANK OR ADVISORY SPEED	
RES. SIGHT DISTANCE	
DEVELOPMENT	



AGENCY: CTRMA	COUNTY: WILLIAMSON	RESOLUTION NO. DATE / /
HIGHWAY: 183A	CITY: CEDAR PARK	REPLACES DATE / /
DATE OF SURVEY: 4/24 - 4/26/12	SCALE: 1" = 1000'	REPLACED BY DATE / /
		CANCELED BY DATE / /

42 85 PERCENTILE SPEED SIGNALIZED INTERSECTION
62 TOP SPEED MEASURED
125 NUMBER OF CARS CHECKED

FIGURE 8

DEVELOPMENT	
RES. SIGHT DISTANCE	
BALL BANK OR ADVISORY SPEED	
CURVES OVER 2 DEG.	
GRADES OVER 3%	
SURFACE WIDTH AND TYPE	56' TYPICAL SURFACE WIDTH, CONCRETE (MAINLANES)
R.O.W. AND RDBD. WIDTH	
ACCIDENTS	NOT RECORDED
ZONE LENGTHS MILE	9.088 MILES MAINLANES
ZONE SPEEDS MPH	70 MPH MAINLANES
TOWARD LAMPASAS	
C.L. BEARINGS	
TOWARD AUSTIN	TOLL ROAD
ZONE SPEEDS MPH	70 MPH MAINLANES
ZONE LENGTHS MILE	9.088 MILES MAINLANES
ACCIDENTS	NOT RECORDED
R.O.W. AND RDBD. WIDTH	
SURFACE WIDTH AND TYPE	56' TYPICAL SURFACE WIDTH, CONCRETE (MAINLANES)
GRADES OVER 3%	
CURVES OVER 2 DEG.	
BALL BANK OR ADVISORY SPEED	
RES. SIGHT DISTANCE	
DEVELOPMENT	

AGENCY: CTRMA	COUNTY: WILLIAMSON	RESOLUTION NO. DATE / /
HIGHWAY: 183A	CITY: CEDAR PARK	REPLACES DATE / /
DATE OF SURVEY: 4/24 - 4/26/12	SCALE: 1" = 1000'	REPLACED BY DATE / /
		CANCELED BY DATE / /

42 85 PERCENTILE SPEED SIGNALIZED INTERSECTION
62 TOP SPEED MEASURED
125 NUMBER OF CARS CHECKED

FIGURE 9

DEVELOPMENT	
RES. SIGHT DISTANCE	
BALL BANK OR ADVISORY SPEED	
CURVES OVER 2 DEG.	
GRADES OVER 3%	GRADE OVER 3%, 4.00% MAX ← → 3.11% MAX ⇄
SURFACE WIDTH AND TYPE	← → 56' TYPICAL SURFACE WIDTH, CONCRETE → ←
R.O.W. AND RDBD. WIDTH	
ACCIDENTS	NOT RECORDED
ZONE LENGTHS MILE	← → 9.088 MILES → ←
ZONE SPEEDS MPH	← → 70 MPH → ←
 C.L. BEARINGS	
 TOLL ROAD	
ZONE SPEEDS MPH	← → 70 MPH → ←
ZONE LENGTHS MILE	← → 9.088 MILES → ←
ACCIDENTS	NOT RECORDED
R.O.W. AND RDBD. WIDTH	
SURFACE WIDTH AND TYPE	← → 56' TYPICAL SURFACE WIDTH, CONCRETE → ←
GRADES OVER 3%	GRADE OVER 3%, 4.00% MAX ← → 3.11% MAX ⇄
CURVES OVER 2 DEG.	
BALL BANK OR ADVISORY SPEED	
RES. SIGHT DISTANCE	
DEVELOPMENT	

AGENCY: CTRMA	COUNTY: WILLIAMSON	RESOLUTION NO. DATE / /
HIGHWAY: 183A	CITY: CEDAR PARK/AUSTIN	REPLACES DATE / /
DATE OF SURVEY: 4/24 - 4/26/12	SCALE: 1" = 1000'	REPLACED BY DATE / /
		CANCELED BY DATE / /



FIGURE 10

DEVELOPMENT	
RES. SIGHT DISTANCE	
BALL BANK OR ADVISORY SPEED	
CURVES OVER 2 DEG.	
GRADES OVER 3%	
SURFACE WIDTH AND TYPE	←-----→ 56' TYPICAL SURFACE WIDTH, CONCRETE
R.O.W. AND RDBD. WIDTH	
ACCIDENTS	NOT RECORDED
ZONE LENGTHS MILE	←-----→ 9.088 MILES
ZONE SPEEDS MPH	←-----→ 70 MPH MAINLANES
TOWARD LAMPASAS C.L. BEARINGS	183A CITY OF AUSTIN STA 800+00
TOWARD AUSTIN	TOLL ROAD MATCH LINE LAKELINE MALL DR END STUDY RM 620
ZONE SPEEDS MPH	←-----→ 70 MPH MAINLANES
ZONE LENGTHS MILE	←-----→ 9.088 MILES
ACCIDENTS	NOT RECORDED
R.O.W. AND RDBD. WIDTH	
SURFACE WIDTH AND TYPE	←-----→ 56' TYPICAL SURFACE WIDTH, CONCRETE
GRADES OVER 3%	
CURVES OVER 2 DEG.	
BALL BANK OR ADVISORY SPEED	
RES. SIGHT DISTANCE	
DEVELOPMENT	

AGENCY: CTRMA	COUNTY: WILLIAMSON	RESOLUTION NO. DATE / /
HIGHWAY: 183A	CITY: AUSTIN	REPLACES DATE / /
DATE OF SURVEY: 4/24 - 4/26/12	SCALE: 1" = 1000'	REPLACED BY DATE / /
		CANCELED BY DATE / /



FIGURE 11

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

RESOLUTION NO. 12-___

**APPROVE AN INCREASE TO 75 M.P.H. OF THE MAXIMUM SPEED LIMIT
ON THE 183A TURNPIKE.**

WHEREAS, pursuant to legislation enacted in 2011, the Mobility Authority is authorized to increase the maximum speed limit on its roadways from 70 miles per hour to 75 miles per hour in accordance with procedures required by state law; and

WHEREAS, the Board has reviewed and considered the “183A Toll Road 2012 Speed Zone Study” prepared by HNTB Corporation, the engineering and traffic investigation required by law to support a change in the established speed limits for the 183A Turnpike; and

WHEREAS, the Board has determined that a maximum of 75 miles per hour is a safe and reasonable speed for those who travel on the tolled mainlanes of the 183A Turnpike, as recommended by the HNTB speed zone study, and that it is in the best interests of the Mobility Authority and those who travel on the tolled mainlanes of the 183A Turnpike to establish a maximum speed limit of 75 miles per hour.

NOW THEREFORE, BE IT RESOLVED, that the Board accepts the “183A Toll Road 2012 Speed Zone Study” prepared by HNTB Corporation, and hereby approves the recommended maximum speed limit of 75 miles per hour on the tolled mainlanes of the 183A Turnpike; and

BE IT FURTHER RESOLVED, that the Board hereby amends Section 301.030 of the Mobility Authority Policy Code to be consistent with this resolution, with the amended language of that section to read in its entirety as shown on Attachment A to this resolution.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of July, 2012.

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: 12-___
Date Passed: 7/25/2012

Attachment A

Sec. 301.030 183A Turnpike

| The maximum speed of motor vehicles on the 183A Turnpike shall be limited to ~~75~~ 70 miles per hour except within construction, transitional or reduced speed zones or during any period of adverse atmospheric or weather conditions. Notwithstanding the foregoing, the maximum speed of motor vehicles on the portion of the 183A Turnpike as Frontage Roads lying north of FM 1431 shall be 60 miles per hour.



AGENDA ITEM #5 SUMMARY

Approve an advance funding agreement with the Texas Department of Transportation for the HERO Program.

CENTRAL TEXAS Regional Mobility Authority

Strategic Plan Relevance:	Regional Mobility
Department:	Operations
Associated Costs:	\$4,966,695
Funding Source:	General Funds, reimbursed by TxDOT (STP-MM) funds.
Board Action Required:	Yes

Description of Matter:

The Mobility Authority submitted an application to CAMPO to fund a 3-year extension of the HERO Program. CAMPO approved the application and selected the HERO Program as a project to be funded using STP-MM funds.

On April 26, 2012, the Texas Transportation Commission approved Minute Order 113074 that authorized an Advanced Funding Agreement with the Mobility Authority for implementation, oversight, and funding of the HERO Program. TxDOT has proposed the attached draft Advance Funding Agreement. The Executive Director recommends approval of the draft AFA for his signature on behalf of the Mobility Authority.

Reference documentation:

Draft Advance Funding Agreement with TxDOT
Draft Resolution

Contact for further information: Andrew Martin, General Counsel

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

RESOLUTION NO. 12-___

**APPROVE AN ADVANCE FUNDING AGREEMENT WITH THE TEXAS
DEPARTMENT OF TRANSPORTATION FOR THE HERO PROGRAM.**

WHEREAS, the Mobility Authority filed an application with the Capital Area Metropolitan Planning Organization (“CAMPO”) for funding to extend in time and scope the Highway Emergency Response Operators program for providing assistance to motorists traveling on certain highways in Central Texas; and

WHEREAS, CAMPO and the Texas Transportation Commission have approved the application, and the Texas Department of Transportation is authorized to provide up to \$4,66,695 in funding for the HERO Program under a proposed “Non-Construction Advance Funding Agreement for a Surface Transportation Program: Metropolitan Mobility,” a copy of which is attached and incorporated into this resolution as Attachment A (the “AFA”), subject to the Board’s approval and authorization to enter into the AFA; and

WHEREAS, the Board has determined it is in the best interests of the Mobility Authority and the traveling public to continue and expand the HERO Program using the funds to be made available under the AFA.

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves the AFA and authorizes the Executive Director to execute the AFA for HERO Program funding in the form or substantially the same form attached to this resolution as Attachment A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of July, 2012.

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: 12-___
Date Passed: 7/25/2012

Attachment A

HERO Program Advance Funding Agreement

(on the following 11 pages)

STATE OF TEXAS §

COUNTY OF TRAVIS §

**NON-CONSTRUCTION
ADVANCE FUNDING AGREEMENT
for a
Surface Transportation Program:
Metropolitan Mobility**

THIS AGREEMENT is made by and between the State of Texas, acting by and through the Texas Department of Transportation (TxDOT), called the “State”, and Central Texas Regional Mobility Authority, acting by and through its duly authorized officials, called the “Local Government.”

BACKGROUND

Federal law establishes federally funded programs for transportation improvements to implement its public purposes, including the Highway Emergency Response Operators Program (HERO). Federal and state laws require local governments to meet certain contract standards relating to the management and administration of State and Federal funds. The Texas Transportation Commission passed Minute Order Number 113074, which provides for development of and funding for the Project identified in this agreement. The Governing Body of the Local Government has approved entering into this agreement by resolution or ordinance dated _____, 20__, which is attached to and made part of this agreement as Attachment A.

NOW THEREFORE, the State and the Local Government agree as follows:

AGREEMENT

1. Period of the Agreement

This agreement becomes effective when signed by the last party whose signing makes the agreement fully executed. This agreement shall remain in effect until the close of ordinary business on March 30, 2016.

2. Scope of Work

The Scope of Work is the Project as detailed in Attachment B, which is attached to and made part of this agreement.

3. Local Project Sources and Uses of Funds

A. The total estimated cost of the Project is shown in Attachment C – Project Budget Estimate, which is attached and made part of this agreement. The State will pay for only those Project costs that have been approved by the Texas Transportation

Commission. The State and the Federal Government will not reimburse the Local Government for any work performed before federal spending authority is formally obligated to the Project by the Federal Highway Administration (FHWA). After federal funds have been obligated, the State will send to the Local Government a copy of the formal documentation showing the obligation of funds including federal award information. The Local Government is responsible for one hundred percent (100%) of the cost of any work performed under its direction or control before the federal spending authority is formally obligated.

- B.** If the Local Government will perform any work under this contract for which reimbursement will be provided by or through the State, the Local Government must complete training before a federal spending authority is obligated. Training is complete when at least one individual who is working actively and directly on the Project successfully completes and receives a certificate for the course entitled *Local Government Project Procedures Qualification for the Texas Department of Transportation*. The Local Government shall provide the certificate of qualification to the State. The individual who receives the training certificate may be an employee of the Local Government or an employee of a firm that has been contracted by the Local Government to perform oversight of the Project. The State in its discretion may deny reimbursement if the Local Government has not designated a qualified individual to oversee the Project.
- C.** The State will be responsible for securing the Federal and State share of the funding required for the Project. If the Local Government is due funds for expenses incurred, these funds will be reimbursed to the Local Government on a cost basis.
- D.** The Local Government will be responsible for all non-federal and non-state participation costs associated with the Project, including any overruns in excess of the approved local Project budget. If the State determines that additional funding by the Local Government is required at any time during the Project, the State will notify the Local Government in writing. The Local Government shall make payment to the State within thirty (30) days from receipt of the State's written notification.
- E.** The State will not pay interest on any funds provided by the Local Government.
- F.** The Local Government is authorized to submit requests for reimbursement by submitting the original of an itemized invoice in a form and containing all items required by the State no more frequently than monthly, and no later than ninety (90) days after costs are incurred. If the Local Government submits invoices more than ninety (90) days after the costs are incurred, and if federal funding is reduced as a result, the State shall have no responsibility to reimburse the Local Government for those costs.
- G.** Whenever funds are paid by the Local Government to the State under this agreement, the Local Government shall remit a check or warrant made payable to the "Texas Department of Transportation Trust Fund." The check or warrant shall be deposited by the State in an escrow account to be managed by the State. These funds may only be applied to the Project. Upon completion of the Project, the State will perform an audit of the Project costs. Any funds due by the Local Government, the State, or the Federal Government will be promptly paid by the owing party. After final Project accounting, if excess funds remain in the escrow account, those funds may be applied by the State to

the Local Government's contractual obligations to the State under another advance funding agreement with approval by appropriate personnel of the Local Government.

- H. If the Project has been approved for a fixed price or incremental payments under 43 TAC §15.52, Attachment C will clearly state the amount of the fixed price or the incremental payment schedule. If the Local government is an Economically Disadvantaged County and if the State has approved adjustments to the standard financing arrangement, Attachment C will reflect those adjustments.
- I. The state auditor may conduct an audit or investigation of any entity receiving funds from the State directly under this agreement or indirectly through a subcontract under this agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit.
- J. Payment under this contract beyond the end of the current fiscal biennium is subject to availability of appropriated funds. If funds are not appropriated, this contract shall be terminated immediately with no liability to either party.

4. Termination

This agreement may be terminated:

- A. By mutual consent of the parties;
- B. By one party because of a material breach by the other party, in which case the breaching party shall pay any costs incurred because of the breach;
- C. By the State if the Local Government elects not to provide its share of funding, in which case the Local Government shall pay for the State's reasonable actual costs during the Project; or
- D. If the project is inactive for thirty-six (36) months or longer and no expenditures have been charged against federal funds.

5. Amendments

Amendments to this agreement shall be in writing and shall be executed by both parties.

6. Remedies

This agreement shall not be considered as specifying the exclusive remedy for any default. All legal remedies may be pursued by either party and shall be cumulative.

7. Notices

All notices to either party shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to that party at the following address:

Local Government:	State:
Executive Director Central Texas Regional Mobility Authority 301 Congress Avenue, Suite 650 Austin, Texas 78701	Director of Contract Services Texas Department of Transportation 125 E. 11 th Street Austin, Texas 78701

All notices shall be deemed given on the date delivered in person or deposited in the mail, unless otherwise provided by this agreement. Either party may change the above address by sending written notice of the change to the other party. Either party may request in writing that notices shall be delivered personally or by certified U.S. mail, and that request shall be carried out by the other party.

8. Legal Construction

If any provision in this agreement is for any reason held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provision of this agreement. In that case, this agreement shall be construed as if the invalid, illegal, or unenforceable provision had never been contained in it.

9. Responsibilities of the Parties

Each party acknowledges that it is not an agent, servant, or employee of the other party. Each party is responsible for its own acts and deeds and for those of its agents, servants, or employees.

10. Ownership of Documents

Upon completion or termination of this agreement, all documents prepared by the State shall remain the property of the State. All data prepared under this agreement shall be made available to the State without restriction or limitation on further use. All documents produced or approved or otherwise created by the Local Government shall be transmitted to the State in the form of photocopy reproduction on a monthly basis as required by the State. The originals shall remain the property of the Local Government.

11. Compliance with Laws

The parties shall comply with all federal, state, and local laws, statutes, ordinances, rules, and regulations and with the orders and decrees of any courts or administrative bodies or tribunals in any manner affecting the performance of this agreement. After receiving a written request from the State, the Local Government shall furnish the State with satisfactory proof of its compliance with this Article.

12. Sole Agreement

This agreement supersedes any prior understandings or written or oral agreements respecting the subject matter of this agreement.

13. Cost Principles

In order to be reimbursed with federal funds, the parties shall comply with the Cost Principles established in OMB Circular A-87 that specify that all reimbursed costs are allowable, reasonable, and allocable to the Project.

14. Procurement and Property Management Standards

The parties shall comply with the procurement standards established in 49 CFR §18.36 the property management standard established in 49 CFR §18.32.

15. Inspection of Books and Records

The parties shall maintain all books, documents, papers, accounting records, and other documentation relating to costs incurred under this agreement and shall make those materials available to the State and the Local Government. If the agreement involves federal funds, the same materials shall be made available to the FHWA, the U.S. Office of the Inspector General, and their authorized representatives for review and inspection. Records shall be maintained for four (4) years from the termination of this agreement or until any related litigation or claims are resolved, whichever is later. Additionally, the State, the Local Government, the FHWA, and their duly authorized representatives shall have access to all the governmental records that are directly applicable to this agreement for the purpose of making audits, examinations, excerpts, and transcriptions.

16. Civil Rights Compliance

The Local Government shall comply with the regulations of the U.S. Department of Transportation (DOT) as they relate to non-discrimination, 49 CFR Part 21 and 23 Part 200, and with Executive Order 11246, as amended by Executive Order 11375 and supplemented in the Department of Labor Regulations (41 CFR Part 60).

17. Disadvantaged Business Enterprise (DBE) Program Requirements

- A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. The Local Government shall adopt, in its totality, the State's federally approved DBE program.
- C. The Local Government shall set an appropriate DBE goal consistent with the State's DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The Local Government shall have final decision-making authority regarding the DBE goal and shall be responsible for documenting its actions.
- D. The Local Government shall follow all other parts of the State's DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation's Federally-Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address http://txdot.gov/business/business_outreach/mou.htm.
- E. The Local Government shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT)-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Local Government shall take all necessary and reasonable steps

under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT-assisted contracts. The State's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the Local Government of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

- F. Each contract the Local Government signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance: *The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this agreement, which may result in the termination of this agreement or such other remedy as the recipient deems appropriate.*

18. Debarment Certifications

The parties are prohibited from making any award at any tier to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549, "Debarment and Suspension." By executing this agreement, the Local Government certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549, and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The parties to this contract shall require any party to a subcontract or purchase order awarded under this contract to certify its eligibility to receive federal funds and, when requested by the State, to furnish a copy of the certification.

19. Lobbying Certification

In executing this agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid or will be paid by or on behalf of the parties to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative

agreements, the signatory for the Local Government shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

- C. The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Title 31 U.S.C. §1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

20. Federal Funding Accountability and Transparency Act Requirements

- A. Any recipient of funds under this agreement agrees to comply with the Federal Funding Accountability and Transparency Act (FFATA) and implementing regulations at 2 CFR Part 170, including Appendix A. This agreement is subject to the following award terms: <http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf> and <http://edocket.access.gpo.gov/2010/pdf/2010-22706.pdf>.
- B. The Local Government agrees that it shall:
1. Obtain and provide to the State a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100) if this award provides for more than \$25,000 in Federal funding. The CCR number may be obtained by visiting the CCR web-site whose address is: <https://www.bpn.gov/ccr/default.aspx>;
 2. Obtain and provide to the State a Data Universal Numbering System (DUNS) number, a unique nine-character number that allows the federal government to track the distribution of federal money. The DUNS number may be requested free of charge for all businesses and entities required to do so by visiting the Dun & Bradstreet on-line registration website <http://fedgov.dnb.com/webform>; and
 3. Report the total compensation and names of its top five (5) executives to the State if:
 - i. More than 80% of annual gross revenues are from the Federal government, and those revenues are greater than \$25,000,000; and
 - ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.

21. Single Audit Report

- A. The parties shall comply with the requirements of the Single Audit Act of 1984, P.L. 98-502, ensuring that the single audit report includes the coverage stipulated in OMB Circular A-133.
- B. If threshold expenditures of \$500,000 or more are met during the Local Government's fiscal year, the Local Government must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Audit Office, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Audit Office at http://www.txdot.gov/contact_us/audit.htm.
- C. If expenditures are less than \$500,000 during the Local Government's fiscal year, the Local Government must submit a statement to TxDOT's Audit Office as follows: "We

did not meet the \$500,000 expenditure threshold and therefore, are not required to have a single audit performed for FY _____."

- D. For each year the project remains open for federal funding expenditures, the Local Government will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the agreement, unless otherwise amended or the project has been formally closed out and no charges have been incurred within the current fiscal year.

22. Signatory Warranty

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

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

THE LOCAL GOVERNMENT

Signature

Typed or Printed Name

Title

Date

THE STATE OF TEXAS

Janice Mullenix
Director of Contract Services
Texas Department of Transportation

Date

CSJ #0914-00-358/0914-00-361
District # 14 AUS
Code Chart 64 #60432
Project: HERO Project
Federal Highway Administration
CFDA # 20.205
Not Research and Development

ATTACHMENT A
RESOLUTION OR ORDINANCE

ATTACHMENT B SCOPE OF WORK

The Local Government will provide the Highway Emergency Response Operator (HERO) Patrol Service Program. The HERO program provides emergency roadside assistance services to improve traffic operations, increase safety, and enhance mobility on the I-35 and US 183 corridors throughout Austin. Services provided by the Program include: staff, vehicles, and materials necessary for roadside assistance with vehicle breakdowns. The HERO program assists law enforcement agencies and/or other emergency and support response agencies with incident management following accidents; and facilitating roadway clean-up. The Program operates along the I-35 mainlanes and frontage roads between SH-130, north of Georgetown, and Yarrington Road, south of Kyle, along with coverage of US 183 from I-35, north to Lakeline Blvd. Service coverage is performed by six trucks from 6 a.m. to 8 p.m., Monday through Friday except for Local Government approved holidays, unless otherwise requested by the local government, under additional services.

The Local Government shall provide the following deliverables:

- Quarterly activity report that summarizes the daily logs prepared by each operator; motorist comment cards and request of service forms;
- Quarterly safety report reflecting safety assignments and/or on the job safety incidents involving operators; and
- Quarterly incident response report that includes information on incident response; roadway, and incident clearance times.

**ATTACHMENT C
 PROJECT BUDGET ESTIMATE**

Costs will be allocated based on 80% Federal funding and 20% State funding until the federal funding reaches the maximum obligated amount. The Local Government will then be responsible for 100% of the costs.

Description	Total Estimated Cost	Federal Participation		State Participation		Local Participation	
		%	Cost	%	Cost	%	Cost
HERO For Obligation in 2013	\$1,931,250	80%	\$1,545,500	20%	\$386,250	0%	\$0
HERO For Obligation in 2014	\$2,703,750	80%	\$2,163,000	20%	\$540,750	0%	\$0
Direct State Costs 3%	\$ 139,050	0%	\$0	100%	\$139,050	0%	\$0
Indirect State Costs 7.12%	\$ 192,645	0%	\$0	100%	\$ 192,645	0%	\$0
TOTAL	\$4,966,695		\$3,708,500		\$1,258,695	0%	\$0

Payment by the Local Government to the State \$0

This is an estimate. The final amount of Local Government participation will be based on actual costs.



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #6 SUMMARY

Approve an amendment to the contract with W.P. Engineering Consultants, Inc., to continue providing services for the HERO Program.

Strategic Plan Relevance:	Regional Mobility
Department:	Operations
Associated Costs:	\$4,600,000
Funding Source:	General Funds, reimbursed with TxDOT STP-MM funds.
Board Action Required:	Yes

Description of Matter:

HERO Program patrol services are provided under the contract with W.P. Engineering Consultants, Inc., effective July 19, 2010. The proposed Amendment #3 to that contract includes provisions to extend the term of the contract to July 18, 2015, or until no funding for the HERO program is available to the Mobility Authority through the AFA agreement with TxDOT, whichever date is earlier. Amendment #3 also expands the service area of the HERO program to include 12 miles of US 183 between IH-35 and Lakeline Boulevard, and to 55 miles of the IH-35 Corridor, between SH 130 on the north and Yarrington Road on the south. The extension of HERO Program services into Hays County will need to be approved by the Hays County Commissioners Court.

Reference documentation:

Draft Amendment No. 3 to the Agreement for Highway Emergency Response Operator Patrol Services; Draft Resolution

Contact for further information: Andrew Martin, General Counsel

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

RESOLUTION NO. 12-___

**APPROVE AN AMENDMENT TO THE CONTRACT WITH
W.P. ENGINEERING CONSULTANTS, INC., TO CONTINUE PROVIDING
SERVICES FOR THE HERO PROGRAM.**

WHEREAS, the Mobility Authority entered into a contract with W.P. Engineering Consultants, Inc., effective July 19, 2010, for safety patrol and related services provided under the Highway Emergency Response Operator program (“HERO Program”); and

WHEREAS, the Mobility Authority will receive additional funding to support a continuing and expanded HERO Program, as approved by the Capital Area Metropolitan Planning Organization (“CAMPO”) and the Texas Transportation Commission; and

WHEREAS, the Executive Director and W.P Engineering Consultants, Inc., have agreed to an amendment to the July 19, 2010, contract to implement a continued and expanded HERO Program, a copy of which is attached to this resolution as Attachment A (the “Proposed Amendment”), and the Executive Director recommends approval of the Proposed Amendment.

NOW THEREFORE, BE IT RESOLVED that the Board authorizes the Executive Director to finalize and execute the Proposed Amendment in the form or substantially the same form as Attachment A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of July, 2012.

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: 12-___
Date Passed: 7/25/2012

Attachment A
Proposed Amendment
(on the following 6 pages)

**AMENDMENT NO. 3
TO THE
AGREEMENT FOR HIGHWAY EMERGENCY RESPONSE OPERATOR
PATROL SERVICES**

This amendment to the June 19, 2010, Agreement for Highway Emergency Response Operator (“HERO”) Patrol Services (the “HERO Services Agreement”) is dated as of August __, 2012, and is between the CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY (“Authority”) and W.P. ENGINEERING CONSULTANTS, INC. (“Contractor”).

Contractor provides certain patrol and emergency assistance services to Authority under the HERO Services Agreement. Authority has received additional funding to continue and expand services it provides to the public through Contractor. Authority and Contractor wish to amend the HERO Services Agreement to establish the specific length and scope of services to be provided by Contractor to the Authority as a result of the additional funding made for those services made available to the Authority.

Authority and Contractor therefore agree as follows:

1. The first paragraph of Section 1 of the HERO Services Agreement is hereby amended to read in its entirety as follows:

The Authority hereby retains the Contractor and the Contractor agrees to provide, pursuant to the terms and conditions set forth in this Agreement, highway traffic operations expertise to manage and operate HERO patrol services on the IH-35 mainlanes and frontage roads between SH-130, north of Georgetown, and Yarrington Road, south of Kyle, and along the US 183 mainlanes and frontage roads beginning at its intersection with IH-35 to Lakeline Boulevard (the “Services Area”). The services provided by Contractor to Authority shall include providing staff, vehicles, and materials necessary for roadside assistance with vehicle breakdowns, assisting the Austin Police Department, other authorized law enforcement agencies, or other emergency and support response agencies with incident management following accidents, and facilitating roadway clean-up (the “Services”). The Services are more particularly described in (i) the Scope of Services set forth in Attachment “A,” attached hereto and made a part hereof, and (ii) the Q&A set forth in Attachment “B,” attached hereto and made a part hereof.

2. Section 1 of the HERO Services Agreement is hereby amended add a new third paragraph to that section, to read in its entirety as follows:

The Authority will issue two separate Notices to Proceed for services performed under this amendment. The first Notice to Proceed will be issued for only the mobilization cost. The second Notice to Proceed will be issued for patrol services on the IH-35 mainlanes and frontage roads between SH-130, north of Georgetown, and Yarrington Road, south of Kyle, and along the US 183 mainlanes and frontage roads beginning at its intersection with IH-35 to Lakeline Boulevard.

3. Subsection (A), Section 2 of the HERO Services Agreement is hereby amended to read in its entirety as follows:

The maximum amount payable under this Agreement is \$4,600,000. In no event may the aggregate amount of compensation paid to Contractor pursuant to this Agreement exceed \$4,600,000; *provided however*, that to the extent Contractor performs services not otherwise included within the Services set forth in this Agreement and such services are performed pursuant to the written instruction or written direction of the Authority, such services will not be subject to the maximum amount payable hereunder.

4. The first paragraph of Subsection (B), Section 2 of the HERO Services Agreement is hereby amended to read in its entirety as follows:

The Authority agrees to pay, and the Contractor agrees to accept as full and sufficient compensation and reimbursement for the performance of all Services as set forth in this Agreement, a one-time mobilization fee of \$185,000, monthly labor costs, and charges for vehicles, equipment, and materials as set forth in the Contractor's Bid Tab dated July 3, 2012, attached hereto and incorporated herein as Attachment "C" The compensation set forth in Attachment "C" will be valid through March 30, 2016."

5. Attachment "C" (the Contractor's Bid Tab dated January 24, 2010) to the HERO Services Agreement is hereby deleted, and the Attachment "C" (dated July 3, 2012) attached to this amendment is hereby substituted in its entirety.

6. The first sentence of the second paragraph of Subsection (C), Section 2 of the HERO Services Agreement is hereby amended to read in its entirety as follows:

To establish the Basic Fuel Index (BF) under this Section 2(C), the Authority will use the "Current" average price for "Diesel" from the AAA's *Daily Fuel Gauge Report* for the Austin-San Marcos region published at:

<http://www.fuelgaugereport.com/TXmetro.asp>

on the date the second Notice to Proceed is issued to Contractor pursuant to Section 1 of this agreement, as amended.

7. Section 3 of the HERO Services Agreement is hereby amended to read in its entirety as follows:

3. Time of Performance.

A. This Agreement shall terminate on July 18, 2013, unless:

- i. prior to that date, the termination date is extended by mutual written consent of the parties for up to two successive one year renewal periods; or

- ii. before a termination date established under this section, an earlier termination date is provided by Authority in a written notice from the Authority to Contractor that no additional HERO program funding is available under that certain “Non-Construction Advance Funding Agreement for a Surface Transportation Program: Metropolitan Mobility” between the Mobility Authority and the Texas Department of Transportation, effective _____; provided, however, that a termination date established under this subsection (A)(ii) shall be no earlier than 30 days after the date of the written notice to Contractor.

B. The Authority may terminate this Agreement at its sole option, at any time, with or without cause, by providing 30 days written notice to Contractor of its intention to terminate and the termination date established by that notice. Upon such termination, the Authority shall enter into a settlement with the Contractor upon an equitable basis as determined by the Authority, which shall fix the value of the work performed by the Contractor prior to the termination date.

- 8.** Section 9 of the HERO Services Agreement is hereby amended to read in its entirety as follows:

The Contractor shall comply with all federal, state, and local laws, statutes, ordinances, rules, regulations, codes and with the orders and decrees of any courts or the Texas Department of Transportation in any matter affecting the performance of Services under this Agreement, including, without limitation, workers’ compensation laws, antidiscrimination laws, environmental laws, minimum and maximum salary and wage statutes and regulations, health and safety codes, licensing laws and regulations, the Authority’s enabling legislation (Chapter 370 of the Texas Transportation Code), and all amendments and modifications to any of the foregoing, if any. The Contractor shall also comply with the Authority’s policies and procedures. When requested, the Contractor shall furnish the Authority with satisfactory proof of compliance with laws, statutes, ordinances, rules, regulations, codes, orders, and decrees.

For all services that are funded under the American Recovery and Reinvestment Act of 2009 (“ARRA”), in addition to complying with all applicable federal and state laws and regulations, the Contractor shall comply with all requirements of ARRA, including, but not limited to: 1) the periodic reporting requirements set forth in Section 1201(c), Section 1512(c), and Section 1609, including the submission of required forms FHWA 1585, FHWA 1586, FHWA 1587, and FHWA 1589; 2) the Disadvantaged Business Enterprise (“DBE”) requirements set forth in Section 1101(b) of Public Law 109-59 and more particularly described in Attachment “D” and in Amendment No. 1 to the Agreement for Highway Emergency Response Operator Patrol Services, and 2) Federal Minimum Wage requirements.

For all services that are funded through Surface Transportation Program – Metropolitan Mobility (STP-MM), in addition to complying with all applicable federal and state laws and regulations, the Contractor shall comply with all requirements of STP-MM, including, but not limited to: 1) the Disadvantaged

Business Enterprise (“DBE”) requirements set forth in Section 1101(b) of Public Law 109-59 and more particularly described in Attachment “D” and Amendment No. 1 to the Agreement for Highway Emergency Response Operator Patrol Services, and 2) Federal Minimum Wage requirements.

9. Section 1.0 GENERAL DESCRIPTION OF SERVICES of Attachment “A” (Scope of Services) to the HERO Services Agreement is hereby amended to read in its entirety as follows:

1.0 GENERAL DESCRIPTION OF SERVICES

The Contractor shall furnish all personnel, supervision, expertise, vehicles, equipment, materials, parts, licenses, supplies, and incidentals necessary to provide Highway Emergency Response Operator Patrol (HERO Patrol) Services to the Services Area, to minimize traffic congestion and improve highway safety by clearing damaged or disabled vehicles from the roadway lanes or shoulders and providing traffic control and scene protection at any incident. The corridors shall include the parallel frontage roads and limited distances east and west of the corridor along major arterial routes although priority for response during peak periods and multiple incident occurrences shall be along the mainlanes, provided that the referenced distance east and west of the corridor shall include only such area established as a temporary detour by authorized law enforcement.

The services to be provided by the Contractor shall include, but not be limited to, patrolling the Services Area to: (a) render motorist assistance (i.e., clearing disabled vehicles from travel lanes, changing flat tires, jump-starting batteries); (2) mitigate and remove minor non-hazardous spills (not to exceed five (5) gallons) and debris from the highway; (3) assist the Austin Police Department (APD), other authorized law enforcement agencies, and other emergency and support response agencies during incidents; and (4) having a basic knowledge and recognition of hazardous materials and immediately reporting spills of hazardous materials to the appropriate authority. The Contractor shall additionally designate one of its patrol operators to participate in the Austin-area Incident Management for Highways (AIMHigh) Team meetings that occur every other month to encourage coordination and cooperation with other area incident responders.

The Contractor shall provide vehicles and personnel to patrol four zones along the IH-35 corridor and one zone along US 183 from 5:30 AM to 8:30 PM, Monday through Friday, with patrols occurring between 6:00 AM to 8:00 PM, Monday through Friday, except for Authority approved holidays, unless otherwise requested by the Authority under additional services.

1.1 Patrol Zones

On IH-35, the service limits (mainlanes and frontage roads) extend from between SH-130, north of Georgetown, and Yarrington Road, south of Kyle, along with coverage of US 183, the service limits (mainlanes and frontage roads) between its intersections with IH-35 and Lakeline Boulevard. Five potential patrol zones (depicted in attached

exhibit “HERO PATROL ZONES”), and the anticipated number of HERO Patrol vehicles necessary to meet response time requirements, are identified as follows:

Route	Zone Limits (north to south)		Approximate Centerline Mileage	Number of HERO Patrol Vehicles
IH-35	Zone 1	SH 130 to FM 3406	11	1
	Zone 2	FM 3406 to IH 35/ US 183	14	1
	Zone 3	IH 35/US 183 to Hwy 71	9	2
	Zone 4	Hwy 71 to Yarrington Rd (Co Rd 159)	20	1
US 183	Zone 5	IH-35 to Lakeline Blvd	12	1
Total			66 miles	6 vehicles

The Contractor may suggest alternate patrol zones and/or vehicle requirements as long as response time requirements are able to be met. The Contractor shall also retain a fully-equipped “backup” vehicle identical to the regular patrol vehicles to replace any of the patrol vehicles that are unavailable for any reason. As such, the Contractor shall provide a total of seven HERO Patrol vehicles.”

10. Figure 1. Highway Emergency Response Operator (HERO) Patrol Zones on page A-3 of Attachment “A” (Scope of Services) to the HERO Services Agreement is hereby deleted, and the “Figure 1. Highway Emergency Response Operator (HERO) Patrol Zones” attached to this amendment is hereby substituted in its entirety.

11. Section 1.2 Hours of Operation of Attachment “A” (Scope of Services) to the HERO Services Agreement is hereby amended to read in its entirety as follows:

1.1 Hours of Operation

The Contractor shall provide vehicles and personnel to patrol sections of the IH-35 corridor and a section of US 183 from IH-35 from 6:00 AM to 8:00 PM (14 hours a day), Monday through Friday (five days a week), excluding Authority approved holidays. The HERO Patrol shall operate regardless of weather conditions. Weekend and overtime work to accommodate significant special events or other may be required and must be authorized by the Authority or its designate. It being understood that the cost of any such approved weekend or overtime work will be borne by the Authority and such costs will not be included in the maximum amount payable under this Agreement.

At the beginning of each patrol shift, the Contractor shall dispatch one vehicle to each of Zones 1, 2, 4 and 5 and two vehicles to Zone 3. The operators of such vehicles shall not congregate in the zones unless multiple units are required to respond to a single or secondary incident in the same location.

- 12.** The first paragraph of Section 5.1 VEHICLE REQUIREMENTS of Attachment “A” (Scope of Services) to the HERO Services Agreement is hereby amended to read in its entirety as follows:

5.1 Vehicle Specifications

All vehicles in the Contractor’s HERO Patrol vehicle fleet for this Agreement shall meet the specific vehicle requirements listed in this Agreement. This Agreement requires seven pickup truck vehicles—a full size, three-quarter (3/4) ton, long-bed pickup capable of carrying the equipment specified in this Agreement (extended cab, four-door trucks are optional). Each vehicle must have seat belts for passengers on both the front and, if a four-door, on rear cab benches. Sample vehicles are depicted in Figure 2. The Contractor may suggest alternative vehicles for use as long as the required HERO Patrol service functions are able to be demonstrated.

- 13.** The eighth, ninth, and tenth paragraphs (beginning at the bottom of page A-21) of Section 5.1 VEHICLE REQUIREMENTS of Attachment “A” (Scope of Services) to the HERO Services Agreement are hereby amended to read in their entirety as follows:

All the vehicles in the Contractor’s fleet, except as noted below, shall be diesel and not be older than one year old from their original manufactured date and have less than 5,000 miles on an individual vehicle’s odometer on the second Notice To Proceed under this amendment, or be vehicles that are already being used as part of the Authority’s existing HERO Program. The Contractor’s fleet may include a maximum of two “used” pick-up trucks to meet the minimum required number of vehicles for this Agreement. The two “used” pick-up trucks may be:

- diesel powered, be no more than two years old, and have no more than 100,000 miles (whichever comes first).

All used vehicles shall have verifiable maintenance records available for each vehicle that show the vehicle was consistently maintained according to manufacturer’s service/interval recommendations. All body panels and parts on the used vehicles shall meet the same appearance standards as new vehicles.

During the term of this Agreement, diesel powered vehicles shall be replaced with a new vehicle when their mileage reaches 300,000 or the age reaches four years, whichever comes first.”

- 14.** Except as specifically provided in this amendment, all other terms and conditions of the HERO Services Agreement are acknowledged and reaffirmed by the parties hereto. In the event a provision of this amendment conflicts with a provision of the HERO Services Agreement, the provision of this amendment shall control.

This Amendment is executed by the parties effective as of August ____, 2012, for all purposes.

“Contractor”

W.P. Engineering Consultants, Inc.

By: _____
Wayne Freise, President

Date: _____

“Authority”

Central Texas Regional Mobility Authority

By: _____
Mike Heiligenstein, Executive Director

Date: _____



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #7 SUMMARY

Approve a work authorization with HNTB Corporation to provide oversight and support for the HERO Program.

Strategic Plan Relevance: Regional Mobility
Department: Engineering
Associated Costs: \$50,000
Funding Source: General Funds, reimbursed with TxDOT STP-MM funds.
Board Action Required: Yes

Description of Matter:

The services to be performed by HNTB Corporation under this new work authorization include professional services and deliverables for HERO Program support and oversight needed to develop and implement the HERO Program under TxDOT Surface Transportation Program Metropolitan Mobility (STP MM) funding requirements. These services include general project oversight, oversight of Local Government Project Procedures (LGPP) requirements, and processing reimbursement requests.

Reference documentation:

Draft Work Authorization No. 12
Draft Resolution

Contact for further information: Andrew Martin, General Counsel

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

RESOLUTION NO. 12-___

**APPROVE A WORK AUTHORIZATION WITH HNTB CORPORATION
TO PROVIDE OVERSIGHT AND SUPPORT FOR THE HERO PROGRAM.**

WHEREAS, the Central Texas Regional Mobility Authority (“Mobility Authority”) is empowered to procure such goods and services as it deems necessary to assist with its operations and to study and develop potential transportation projects, and is responsible to insure accurate financial records are maintained using sound and acceptable financial practices; and

WHEREAS, close scrutiny of the Mobility Authority’s expenditures for goods and services, including those related to project development, as well as close scrutiny of the Mobility Authority’s financial condition and records is the responsibility of the Board and its designees through procedures the Board may implement from time to time; and

WHEREAS, the Board has adopted policies and procedures intended to provide strong fiscal oversight and which authorize the Executive Director, working with the Mobility Authority’s Chief Financial Officer, to review invoices, approve disbursements, and prepare and maintain accurate financial records and reports; and

WHEREAS, the Executive Director, working with the Chief Financial Officer, has reviewed and authorized the disbursements necessary for the month of June, 2012, and has caused a Financial Report to be prepared and attached to this resolution as Attachments A.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors accepts the Financial Report for June, 2012, attached as Attachment A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of July, 2012.

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: 12-___
Date Passed: 7/25/2012

Attachment A

Proposed Work Authorization

(on the following 3 pages)

APPENDIX D

WORK AUTHORIZATION

WORK AUTHORIZATION NO. 12.0

This Work Authorization is made as of this 1st day of August, 2012, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING ENGINEERING SERVICES, dated as of December 23rd, 2009 (the "Agreement"), between the Central Texas Regional Mobility Authority ("Authority") and **HNTB Corporation** ("GEC"). This Work Authorization is made for the following purpose, consistent with the services defined in the Agreement:

HERO Program Support and Oversight

Section A. - Scope of Services

A.1. GEC shall perform the following Services:

The services to be performed by the GEC will include, but not be limited to, professional services and deliverables for tasks related to the requirements for the HERO Program that is funded by Surface Transportation Program Metropolitan Mobility (STP MM) fund. These services include: general project oversight, oversight of Local Government Project Procedures (LGPP) and preparation of reimbursement requests.

A.2. The following Services are not included in this Work Authorization, but shall be provided as Additional Services if authorized or confirmed in writing by the Authority.

Development of detailed studies and/or reports related to the cost benefit of the HERO Program

A.3. In conjunction with the performance of the foregoing Services, GEC shall provide the following submittals/deliverables (Documents) to the Authority:

LGPP Reimbursement Requests and required supporting documentation related to LGPP

Section B. - Schedule

GEC shall perform the Services and deliver the related Documents (if any) according to the following schedule:

Services defined herein shall expire December 31, 2014 with the expiration of the Agreement unless the Agreement is extended. If the Agreement is extended, this WA shall expire April 30, 2016 or when all tasks associated with the Scope of Services are complete.

Section C. - Compensation

C.1. In return for the performance of the foregoing obligations, the Authority shall pay to the GEC the amount not to exceed **\$50,000** based on a Cost Plus fee listed in Attachment B – Fee Estimate. Compensation shall be in accordance with the Agreement.

The Authority and the GEC agree that the budget amounts contained in Attachment B-Fee Estimate for the GEC are estimates and that these individual figures may be redistributed and/or adjusted as necessary over the duration of this Work Authorization. The GEC may alter the compensation distribution between tasks or work assignments to be consistent with the Services actually rendered within the total Work Authorization amount. The GEC shall not exceed the maximum amount payable without prior written permission by the Authority.

C.2. Compensation for Additional Services (if any) shall be paid by the Authority to the GEC according to the terms of a future Work Authorization.

Section D. - Authority’s Responsibilities

The Authority shall perform and/or provide the following in a timely manner so as not to delay the Services of the GEC. Unless otherwise provided in this Work Authorization, the Authority shall bear all costs incident to compliance with the following:

N/A

Section E. - Other Provisions

The parties agree to the following provisions with respect to this specific Work Authorization:

N/A

Except to the extent expressly modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

Authority:

**CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY**

By: _____

Name: Mike Heiligenstein

Title: Executive Director

Date: _____

GEC:

HNTB Corporation

By: _____

Name: _____

Title: _____

Date: _____

	CLASSIFICATION				TOTAL HOURS BY TASK
	Group Director / Program Manager	Project Manager II	Project Analyst	Office Tech Specialist II	
TASK DESCRIPTION					
HERO Program Oversight and LGPP Requirements					
a. Document Control				60	60
b. Prepare and Review Monthly Reimbursement Requests		20		60	80
c. Verify LGPP requirements are being met				60	60
d. Prepare and Review Monthly Progress Reports		8	40	40	88
e. Program Oversight & Support	24	40	10	80	154
TOTAL HOURS	24	68	50	300	442
BASE RATE	\$ 100.00	\$ 58.00	\$ 30.00	\$ 32.00	
TOTAL LABOR	\$ 2,400	\$ 3,944	\$ 1,500	\$ 9,600	\$ 17,444
Overhead Rate 148.13%	\$ 3,555	\$ 5,842	\$ 2,222	\$ 14,220	\$ 25,840
Profit 12.00%	\$ 715	\$ 1,174	\$ 447	\$ 2,858	\$ 5,194
TOTAL	\$ 6,670	\$ 10,961	\$ 4,169	\$ 26,679	\$ 48,478

TOTALS	ITEM
Miscellaneous Expenses - (Estimated)	\$ 1,522
Labor Total	\$ 48,478
TOTAL WORK AUTHORIZATION AMOUNT	\$ 50,000



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #8 SUMMARY

Approve an amendment to the GEC Master Contract with Atkins North America, Inc., to provide continued operations and maintenance, trust indenture, and future project development support.

Strategic Plan Relevance:	Regional Mobility
Department:	Engineering
Associated Costs:	Varies Year to Year
Funding Source:	Operating Funds / Other Project Related Funds
Board Action Required:	Yes

Description of Matter:

On January 4, 2010, the Mobility Authority entered into the “Master Agreement” for General Engineering Consulting services with Atkins North America, Inc. (formerly Post, Buckley, Schuh & Jernigan, Inc., a/k/a PBS&J). The Master Agreement specified that all work would be performed under separate work authorizations. Amendment No. 2 amends the Master Agreement to provide that a Letter Agreement may be used (in addition to a Formal Work Authorization) to authorize activities that support operations and maintenance, trust indenture requirements, and development of future projects. The funding and terms for such support activities will be prepared in conjunction with the development of each fiscal year budget.

Reference documentation:

Draft Resolution
Draft Amendment No. 2 to Master Agreement

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. 12-___

**APPROVE AN AMENDMENT TO THE GEC MASTER CONTRACT
WITH ATKINS NORTH AMERICA, INC., TO PROVIDE CONTINUED
OPERATIONS AND MAINTENANCE, TRUST INDENTURE,
AND FUTURE PROJECT DEVELOPMENT SUPPORT.**

WHEREAS, the Mobility Authority and Atkins North America, Inc., (“Atkins”) are parties to that certain Agreement for General Consulting Civil Engineering Services dated January 4, 2010 (the “Master Contract”); and

WHEREAS, the Executive Director and Atkins have discussed changes to procedures established by the Master Contract that should result in increased efficiency and better oversight of Atkins’ work to support the Mobility Authority’s operations and maintenance, trust indenture requirements, and development of future projects; and

WHEREAS, the Executive Director recommends approval of the proposed Second Amendment to Agreement for General Consulting Civil Engineering Services that is attached to this resolution as Attachment A (the “Proposed Amendment”).

NOW THEREFORE, BE IT RESOLVED that the Board authorizes the Executive Director to finalize and execute the Proposed Amendment in the form or substantially the same form as Attachment A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of July, 2012.

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: 12-___
Date Passed: 7/25/2012

Attachment A
Proposed Amendment
(on the following 3 pages)

**SECOND AMENDMENT TO
AGREEMENT FOR GENERAL CONSULTING CIVIL ENGINEERING SERVICES
BETWEEN
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY
AND
ATKINS NORTH AMERICA, INC.**

This Second Amendment to the Agreement for General Consulting Civil Engineering Services between the Central Texas Regional Mobility Authority (Authority) and Atkins North America, Inc. (formerly Post, Buckley, Schuh & Jernigan, Inc.) (GEC) is made for the purpose of modifying Section 2 and Section 14 of the Agreement for General Consulting Civil Engineering Services (Agreement) between CTRMA and GEC dated January 4, 2010.

The last sentence in Section 2 is deleted in its entirety and hereby replaced with the following:

The GEC shall only be compensated for those activities undertaken in connection with a validly issued Work Authorization and in connection with the Scope defined in Appendix A.

Section 14 is deleted in its entirety and hereby replaced with the following:

14. WORK AUTHORIZATIONS.

a. Formal Work Authorizations. Work shall be in accordance with the scope, schedule, and budget set forth in each Formal Work Authorization. The standard form of Formal Work Authorization is attached hereto as Appendix D and made a part hereof, which standard form may be modified during the term of this Agreement upon the reasonable request of the Authority. Upon oral directive from the Authority, the GEC shall prepare the Formal Work Authorization for the specific task, to be submitted for the Authority's approval. No work shall begin on the activity until the Formal Work Authorization is approved and fully executed. The basis for payment on each Formal Work Authorization will be either (i) lump sum, (ii) cost plus to a maximum, or (iii) unit billing rate, or some combination of these methods, as stipulated in the Formal Work Authorization. In neither case will the maximum be exceeded without prior written approval from the Authority. The maximum fee allowable for the performance of services

under each Formal Work Authorization shall be computed as described in Section 4. The costs associated with work performed on any Formal Work Authorization will be tracked and reported to the Authority separately from other work performed by the GEC. The monthly invoice to the Authority will include a progress summary of the work performed the previous month on each ongoing Formal Work Authorization.

b. Letter Agreements. Work shall be in accordance with the budget documented in each Letter Agreement and in accordance with the scope in Appendix A. In relation to the Authority's annual budget development and Board approval process, the Authority and the GEC will identify an annual work program and associated budget for those activities identified for a given fiscal year. The Authority and GEC will prepare Letter Agreements which will formally document a portion of said fiscal year budget as a not to exceed amount to be paid to the GEC in return for the performance of the associated services. No work shall begin on these services until the Letter Agreement is approved and fully executed by the Authority's Director of Engineering. The basis for payment on each Letter Agreement will be either (i) lump sum, (ii) cost plus to a maximum, or (iii) unit billing rate, or some combination of these methods, as stipulated in the Letter Agreement. In neither case will the maximum be exceeded without prior written approval from the Authority. The maximum fee allowable for the performance of services under each Letter Agreement shall be computed as described in Section 4. The costs associated with work performed on any Letter Agreement will be tracked and reported to the Authority separately from other work performed by the GEC. The monthly invoice to the Authority will include a progress summary of the work performed the previous month on each ongoing Letter Agreement. The compensation for these services shall be in accordance with the Agreement. These services will not be performed by the GEC until directed by the Authority.

Except to the extent expressly modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

By their signatures below, the parties of the Agreement evidence their agreement to these amendments set forth above.

Authority:

**CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY**

By: _____

Name: _____

Title: _____

Date: _____

GEC:

ATKINS NORTH AMERICA, INC.

By: _____

Name: _____

Title: _____

Date: _____



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #9 SUMMARY

Approve an amendment to the GEC Master Contract with HNTB Corporation to provide continued operations and maintenance, trust indenture, and future project development support.

Strategic Plan Relevance:	Regional Mobility
Department:	Engineering
Associated Costs:	Varies Year to Year
Funding Source:	Operating Funds / Other Project Related Funds
Board Action Required:	Yes

Description of Matter:

On December 23, 2009, the Mobility Authority entered into an Agreement for General Consulting Civil Engineering Services with HNTB Corporation (the "Master Agreement"). The Master Agreement specified that all work would be performed under separate work authorizations. Amendment No. 2 amends the Master Agreement to provide that a Letter Agreement may be used (in addition to a Formal Work Authorization) to authorize activities that support operations and maintenance, trust indenture requirements, and development of future projects. The funding and terms for such support activities will be prepared in conjunction with the development of each fiscal year budget. Amendment #2 also amends Appendix A (Scope of Services) to identify specific services to be provided under the Master Agreement.

Reference documentation:

Draft Resolution
Draft Amendment No. 2 to Master Agreement

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. 12-___

APPROVE AN AMENDMENT TO THE GEC MASTER CONTRACT WITH HNTB CORPORATION TO PROVIDE CONTINUED OPERATIONS AND MAINTENANCE, TRUST INDENTURE, AND FUTURE PROJECT DEVELOPMENT SUPPORT.

WHEREAS, the Mobility Authority and HNTB Corporation (“HNTB”) are parties to that certain Agreement for General Consulting Civil Engineering Services dated December 23, 2009 (the “Master Contract”); and

WHEREAS, the Executive Director and HNTB have discussed changes to procedures established by the Master Contract that should result in increased efficiency and better oversight of HNTB’s work to support the Mobility Authority’s operations and maintenance, trust indenture requirements, and development of future projects; and

WHEREAS, the Executive Director recommends approval of the proposed Second Amendment to Agreement for General Consulting Civil Engineering Services that is attached to this resolution as Attachment A (the “Proposed Amendment”).

NOW THEREFORE, BE IT RESOLVED that the Board authorizes the Executive Director to finalize and execute the Proposed Amendment in the form or substantially the same form as Attachment A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of July, 2012.

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: 12-___
Date Passed: 7/25/2012

Attachment A
Proposed Amendment
(on the following 3 pages)

**SECOND AMENDMENT TO
AGREEMENT FOR GENERAL CONSULTING CIVIL ENGINEERING SERVICES
BETWEEN
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY
AND
HNTB CORPORATION**

This Second Amendment to the Agreement for General Consulting and Civil Engineering Services between Central Texas Regional Mobility Authority ("CTRMA") and HNTB Corporation (the "GEC") is made for the purpose of modifying Section 2, Section 14, and Appendix A of the Agreement for General Consulting and Civil Engineering Services between CTRMA and GEC dated December 23, 2009.

The last sentence in Section 2 is hereby modified to:

The GEC shall only be compensated for those activities undertaken in connection with a validly issued Work Authorization and in connection with the Scope defined in Appendix A.

Section 14 is deleted in its entirety and hereby replaced with the following:

14. WORK AUTHORIZATIONS.

a. Formal Work Authorizations. Work shall be in accordance with the scope, schedule, and budget set forth in each Formal Work Authorizations. The standard form of Formal Work Authorization is attached hereto as Appendix D and made a part hereof, which standard form may be modified during the term of this Agreement upon the reasonable request of the Authority. Upon oral directive from the Authority, the GEC shall prepare the Formal Work Authorization for the specific task, to be submitted for the Authority's approval. No work shall begin on the activity until the Formal Work Authorization is approved and fully executed. The basis for payment on each Formal Work Authorization will be either (i) lump sum, (ii) cost plus to a maximum, or (iii) unit billing rate, or some combination of these methods, as stipulated in the Formal Work Authorization. The maximum fee will not be exceeded without prior written approval from the Authority. The maximum fee allowable for the performance of services under each Formal Work Authorization shall be computed as described in Section 4. The costs

associated with work performed on any Formal Work Authorization will be tracked and reported to the Authority separately from other work performed by the GEC. The monthly invoice to the Authority will include a progress summary of the work performed the previous month on each ongoing Formal Work Authorization.

b. Letter Agreements. Work shall be in accordance with the budget documented in each Letter Agreement and in accordance with the scope in Appendix A. In relation to the Authority's Annual Budget development and Board approval process, the Authority and the GEC will identify an annual work program and associated budget for those activities identified for a given fiscal year. The Authority and GEC will prepare Letter Agreements which will formally document a portion of said fiscal year budget as a not to exceed amount to be paid to the GEC in return for the performance of the associated services. No work shall begin on these services until the Letter Agreement is approved and fully executed by the Authority's Director of Engineering. The basis for payment on each Letter Agreement will be either (i) lump sum, (ii) cost plus to a maximum, or (iii) unit billing rate, or some combination of these methods, as stipulated in the Letter Agreement. The maximum fee will not be exceeded without prior written approval from the Authority. The maximum fee allowable for the performance of services under each Letter Agreement shall be computed as described in Section 4. The costs associated with work performed on any Letter Agreement will be tracked and reported to the Authority separately from other work performed by the GEC. The monthly invoice to the Authority will include a progress summary of the work performed the previous month on each ongoing Letter Agreement. The compensation for these services shall be in accordance with the Agreement. These services will not be performed by the GEC until directed by the Authority.

Appendix A is deleted in its entirety and hereby replaced with the following:

APPENDIX A

SCOPE OF SERVICES

The services to be performed by the GEC will include, but not be limited to:

1) TRUST INDENTURE OBLIGATIONS

The GEC shall serve as the Authority's "General Engineering Consultant" as defined and set forth in current and future Authority Trust Agreements, perform the responsibilities of the General Engineering Consultant as assigned by the Trust Indenture, the related Bond Resolutions and amending and supplemental resolutions thereto.

2) OPERATIONS & MAINTENANCE SUPPORT

The GEC shall serve to support operations and maintenance activities that may include utility and driveway permitting, reviewing and assessing maintenance and operations issues along Authority facilities as well as performing design related to operations and maintenance.

3) GENERAL PROGRAM SUPPORT

The GEC shall provide general program support which may include: public involvement and communications, technology, cost estimating, budget and schedule projections, procurement services, Board Meeting agenda preparation and assistance with Board Meetings, meeting attendance, assistance coordinating with peer agencies, preparation of reports and studies, sustainability reporting and development, project management and administration.

4) FUTURE PROJECT DEVELOPMENT

The GEC will be a resource to support development of the Authority's Programs and Projects and may include: preparation of environmental documents, planning and feasibility studies, preliminary and final engineering, utility and right-of-way activities, assistance in the preparation of project funding applications, construction oversight and inspection.

DELIVERABLES

Deliverables may include, but not be limited to, the following:

- Miscellaneous Correspondence
- Annual Inspection Report of Conditions
- GEC Annual Report
- Certification of invoices and progress reports
- Reports, exhibits, presentations, and whitepapers as requested
- Documents associated with the Authority’s Board meetings
- Monthly invoices
- Monthly progress reports
- Concept Reports
- Preliminary and Final drafts of proposals, reports, plans and applications
- Driveway and Utility Permit reviews
- Meeting Minutes and Summaries of Stakeholder Meetings
- Public Involvement Information Materials

Additional Scope of Services will be as defined and agreed to by the Authority and GEC in individual Work Authorizations

Except to the extent expressly modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

By their signatures below, the parties of the Agreement evidence their agreement to these amendments set forth above.

Authority:

**CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY**

By: _____

Name: Mike Heiligenstein

Title: Executive Director

Date: _____

GEC:

HNTB Corporation

By: _____

Name: _____

Title: _____

Date: _____



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #10 SUMMARY

Accept the monthly financial report for June, 2012.

Department: Finance

Associated Costs: None

Funding Source: None

Board Action Required: YES

Description of Matter:

Presentation and acceptance of the monthly financial report for June, 2012

Attached documentation for reference:

Draft Resolution and Investment Report for June, 2012.

A preliminary year-end financial report for June, 2012.

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. 12-___

ACCEPT THE FINANCIAL REPORTS FOR JUNE, 2012.

WHEREAS, the Central Texas Regional Mobility Authority (“Mobility Authority”) is empowered to procure such goods and services as it deems necessary to assist with its operations and to study and develop potential transportation projects, and is responsible to insure accurate financial records are maintained using sound and acceptable financial practices; and

WHEREAS, close scrutiny of the Mobility Authority’s expenditures for goods and services, including those related to project development, as well as close scrutiny of the Mobility Authority’s financial condition and records is the responsibility of the Board and its designees through procedures the Board may implement from time to time; and

WHEREAS, the Board has adopted policies and procedures intended to provide strong fiscal oversight and which authorize the Executive Director, working with the Mobility Authority’s Chief Financial Officer, to review invoices, approve disbursements, and prepare and maintain accurate financial records and reports; and

WHEREAS, the Executive Director, working with the Chief Financial Officer, has reviewed and authorized the disbursements necessary for the month of June, 2012, and has caused a Financial Report to be prepared and attached to this resolution as Attachments A.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors accepts the Financial Report for June, 2012, attached as Attachment A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of July, 2012.

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: 12-___
Date Passed: 7/25/2012

Attachment A

Financial Report for June, 2012

Central Texas Regional Mobility Authority

Balance Sheet

As of

June 30, 2012

June 30, 2011

Assets

Current Assets

Cash in Regions Operating Account	58,647	261,630
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Cash In TexSTAR	14,035	41,792
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Regions Payroll Account	6,776	62,242
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Restricted cash/cash equivalents

Fidelity Government MMA	45,098,220	76,452,091
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Restricted Cash-TexStar	55,402,454	31,064,495
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Regions SIB account	0	888
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Overpayment accounts	30,664	19,525
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Total Cash and Cash Equivalents	100,552,149	107,902,665
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Accounts Receivable	204,707	157,064
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Due From Employees	18	0
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Due From Other Funds	135,429	0
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Due From TTA	457,666	355,993
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Due From NTTA	52,695	36,761
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Due From HCTRA	80,668	70,647
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Due From TxDOT	1,852,645	4,802,137
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Due From Federal Government	11,079,369	458,134
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Interest Receivable	507,183	98,481
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Total Receivables	14,370,381	5,979,217
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Short Term Investments

Treasuries	4,549,017	4,549,017
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Short Term Investments	193,785,392	22,709,125
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Other Current Assets

Prepaid Insurance	15,922	23,765
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Total Current Assets	308,782,491	136,616,426
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Construction Work In Process

	355,258,719	204,303,265
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Fixed Assets

Computers(net)	27,774	32,092
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Computer Software(net)	137,355	1,280,961
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Furniture and Fixtures(net)	11,909	19,845
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Equipment(net)	38,968	45,586
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Autos and Trucks(net)	21,270	27,593
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Buildings and Toll Facilities(net)	6,167,573	6,344,131
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Highways and Bridges(net)	172,752,315	177,719,522
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Communication Equipment(net)	951,443	1,142,276
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Toll Equipment(net)	2,083,573	2,545,354
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Signs(net)	4,933,836	5,089,093
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Land Improvements(net)	1,112,550	1,178,354
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Right of Way	24,683,553	24,683,553
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Leasehold Improvements	57,898	59,556
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Total Fixed Assets	212,980,017	220,167,916
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Long Term Investments

GIC (Restricted)	0	266,522,987
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Agencies-LT	18,145,913	44,308,040
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Other Assets

Security Deposits	8,644	9,483
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Intangible Assets	650	650
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Total Bond Issuance Costs	15,152,758	16,095,507
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Total Assets	910,329,192	888,024,274
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Liabilities

Current Liabilities

Accounts Payable	11,504,297	29,815,436
Overpayments	31,558	20,132
Salaries Payable	47,722	22,416
Interest Payable	21,573,937	8,084,628
Due to other Funds	135,429	0
Deferred Compensation Payable	(0)	18,602
TCDRS Payable	59,457	58,772
Medical Reimbursement Payable	194	2,453
Due to other Entities	0	3,617
FICA Payable	0	12,464
FICA MED Payable	0	3,888
Federal Withholding Payable	0	23,629
Due to State of Texas	0	2,202
Total Current Liabilities	33,352,594	38,068,241

Long Term Liabilities

Accrued Vac & Sick Leave Paybl	413,815	413,815
Retainage Payable	0	(1)
Senior Lien Revenue Bonds 2005	172,143,281	173,163,400
Senior Lien Revenue Bonds 2010	101,442,404	98,456,963
Senior Lien Revenue Bonds 2011	306,571,550	305,929,944
Sn Lien Rev Bnd Prem/Disc 2005	4,630,366	4,791,306
Sn Lien Rev Bnd Prem/Disc 2010	168,801	203,591
Tot Sr Lien Rev Bond Pay Pre/D	865,456	1,269,524
Subordinated Lien Bond 2010	45,000,000	45,000,000
Subordinated Lien Bond 2011	70,000,000	70,000,000
Sub Lien Bond 2011 Prem/Disc	(2,074,819)	(2,172,800)
TIFIA note 2008	77,526,562	77,626,562
2010 Regions BAB's Payable	0	0
2011 Regions Draw Down Note	400,000	0
Total Long Term Liabilities	772,288,250	769,687,408
Total Liabilities	805,640,844	807,755,649

Net Assets Section

Contributed Capital	18,334,846	18,334,846
Net Assets beginning	61,930,780	37,764,291
Current Year Operations	24,422,722	24,169,489
Total Net Assets	86,353,502	61,933,780

Total Liabilities and Net Assets

910,329,192	888,024,274
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Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2012	Actual Year to Date 6/30/2012	Percent of Budget	Actual Prior Year to Date 6/30/2011
Revenue				
Operating Revenue				
Toll Revenue-TxTag-183A	21,395,350	17,022,017	79.56%	15,740,530
Toll Revenue-HCTRA-183A	656,250	751,371	114.49%	649,905
Toll Revenue-NTTA-183A	411,600	482,128	117.14%	408,355
Video Tolls	3,004,800	3,822,651	127.22%	3,310,717
Fee revenue	1,252,000	1,525,338	121.83%	1,348,493
Total Operating Revenue	26,720,000	23,603,505	88.34%	21,458,000
Other Revenue				
Interest Income	180,000	208,754	115.97%	239,771
Grant Revenue	800,000	28,423,670	3553%	31,989,492
Reimbursed Expenditures	-	150,000		-
Misc Revenue	2,200	918,366	41744%	2,383
Gain/Loss on Redemption Bonds	-	-	0.00%	1,000
Gain/Loss on Sale of Asset	-	12,342		-
Total Other Revenue	982,200	29,713,133	3025%	32,232,647
Total Revenue	\$ 27,702,200	\$ 53,316,638	192.46%	\$ 53,690,646
Expenses				
Salaries and Wages				
Salary Expense-Regular	2,010,301	1,869,598	93.00%	1,795,329
Part Time Salry Expense	12,000	7,927	66.06%	9,591
Overtime Salary Expense	4,000	-	0.00%	-
Contractual Employees Expense	105,000	9,820	9.35%	36,525
TCDRS	304,235	261,951	86.10%	250,475
FICA	97,856	84,561	86.41%	82,422
FICA MED	30,715	26,813	87.30%	24,789
Health Insurance Expense	204,527	174,546	85.34%	162,667
Life Insurance Expense	5,374	3,551	66.08%	5,576
Auto Allowance Expense	9,000	4,462	49.58%	10,286
Other Benefits	171,305	158,770	92.68%	63,241
Unemployment Taxes	13,059	2,506	19.19%	2,978
Salary Reserve	91,871	-	0.00%	-
Total Salaries and Wages	3,059,243	2,604,506	85.14%	2,443,879

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2012	Actual Year to Date 6/30/2012	Percent of Budget	Actual Prior Year to Date 6/30/2011
Contractual Services				
<u>Professional Services</u>				
Accounting	9,500	27,724	291.83%	5,881
Auditing	55,000	45,931	83.51%	43,751
General Engineering Consultant	1,250,000	991,665	79.33%	1,275,352
General System Consultant	175,000	41,339	23.62%	9,616
Image Processing	600,000	827,592	137.93%	798,784
Facility maintenance	20,000	17,508	87.54%	105,805
HERO	820,000	697,911	85.11%	927,614
Human Resources	80,000	73,059	91.32%	28,638
Legal	250,000	116,440	46.58%	175,463
Photography	15,000	12,549	83.66%	13,795
Total Professional Services	3,274,500	2,851,719	87.09%	3,384,699
<u>Other Contractual Services</u>				
IT Services	45,000	39,792	88.43%	37,132
Graphic Design Services	10,000	400	4.00%	3,509
Website Maintenance	25,000	17,627	70.51%	48,194
Research Services	25,000	3,100	12.40%	26,089
Copy Machine	9,000	6,215	69.06%	7,033
Software Licenses	26,000	805	3.09%	8,719
ETC Maintenance Contract	840,000	703,699	83.77%	876,941
ETC Development	125,000	15,356	12.28%	19,903
ETC Testing	30,000	1,620	5.40%	4,368
Communications and Marketing	170,000	127,232	74.84%	141,556
Advertising Expense	40,000	35,300	88.25%	41,052
Direct Mail	5,000	-	0.00%	-
Video Production	5,000	1,946	38.91%	-
Radio	15,000	-	0.00%	-
Other Public Relations	2,500	-	0.00%	-
Law Enforcement	250,000	231,981	92.79%	234,522
Special assignments	5,000	-	0.00%	-
Traffic Management	84,000	69,991	83.32%	66,415
Emergency Maintenance	10,000	-	0.00%	-
Security Contracts	600	-	0.00%	-

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2012	Actual Year to Date 6/30/2012	Percent of Budget	Actual Prior Year to Date 6/30/2011
Roadway Maintenance Contract	300,000	92,084	30.69%	157,775
Landscape Maintenance	280,000	221,456	79.09%	139,276
Signal & Illumination Maint	175,000	142,545	81.45%	138,920
Mowing and litter control	40,000	52,095	130.24%	77,575
Hazardous Material Cleanup	10,000	-	0.00%	-
Striping	75,000	26,459	35.28%	-
Graffiti removal	10,000	-	0.00%	2,125
Cell Phones	10,700	9,266	86.59%	9,781
Local Telephone Service	16,000	13,260	82.87%	11,967
Long Distance	600	-	0.00%	334
Internet	6,000	435	7.25%	3,675
Fiber Optic System	63,000	56,296	89.36%	54,681
Other Communication Expenses	1,500	374	24.92%	1,778
Subscriptions	1,850	658	35.54%	1,464
Memberships	29,100	29,880	102.68%	26,387
Continuing Education	2,000	4,492	224.61%	3,100
Professional Development	5,000	3,490	69.80%	25
Seminars and Conferences	32,500	14,354	44.17%	16,880
Staff-Travel	76,500	46,923	61.34%	43,207
Other Contractual Svcs	125,200	177	0.14%	380
Roadway maintenance contract	-	(210)	0.00%	112,219
TxTag Collection Fees	1,347,791	1,334,845	99.04%	1,350,288
Contractual Contingencies	140,500	34,115	24.28%	27,382
Total Other Contractual Services	4,470,341	3,338,058	74.67%	3,694,652
Total Contractual Services	7,744,841	6,189,777	79.92%	7,079,351
Materials and Supplies				
Books & Publications	16,000	9,776	61.10%	16,452
Office Supplies	10,000	5,554	55.54%	9,860
Computer Supplies	13,000	11,441	88.01%	17,192
Copy Supplies	2,200	1,638	74.45%	1,245
Annual Report printing	10,000	7,673	76.73%	5,354
Other Reports-Printing	20,000	2,000	10.00%	2,451
Direct Mail Printing	5,000	-	0.00%	-
Office Supplies-Printed	3,000	1,985	66.17%	2,099

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2012	Actual Year to Date 6/30/2012	Percent of Budget	Actual Prior Year to Date 6/30/2011
Maintenance Supplies Expense	-	-	0.00%	210
Ice Control Materials	25,000	-	0.00%	-
Maintenance Supplies-Roadway	100,000	9,175	9.17%	-
Promotional Items	10,000	-	0.00%	3,235
Displays	5,000	-	0.00%	-
ETC spare parts expense	30,000	3,178	10.59%	-
Tools & Equipment Expense	1,000	184	18.42%	14
Misc Materials & Supplies	2,000	735	36.73%	413
Total Materials and Supplies	252,200	53,339	21.15%	58,524
Operating Expenses				
Gasoline Expense	5,000	4,999	99.99%	5,083
Mileage Reimbursement	7,500	5,436	72.48%	3,669
Toll Tag Expense	4,100	3,687	89.92%	3,580
Parking	38,595	43,534	112.80%	35,002
Meeting Facilities	450	-	0.00%	100
Community Meeting/ Events	5,000	-	0.00%	500
Meeting Expense	6,750	5,070	75.12%	6,541
Public Notices	2,400	100	4.17%	-
Postage Expense	5,950	665	11.17%	1,374
Overnight Delivery Services	1,600	556	34.72%	170
Local Delivery Services	1,950	6	0.29%	1,558
Insurance Expense	90,000	68,503	76.11%	57,827
Repair & Maintenance-General	500	480	96.09%	158
Repair & Maintenance-Vehicles	100	726	725.74%	3,338
Repair & Maintenance Toll Equip	5,000	2,047	40.94%	-
Rent Expense	190,000	211,666	111.40%	185,771
Water	7,500	5,744	76.59%	6,146
Electricity	83,500	64,481	77.22%	78,235
Other Licenses	250	510	204.00%	235
Community Initiative Grants	65,000	47,500	73.08%	60,250
Non Cash Operating Expenses				
Amortization Expense	1,230,000	1,161,211	94.41%	1,229,616
Dep Exp- Furniture & Fixtures	16,500	7,936	48.10%	14,588
Dep Expense - Equipment	14,500	17,617	121.50%	14,378

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2012	Actual Year to Date 6/30/2012	Percent of Budget	Actual Prior Year to Date 6/30/2011
Dep Expense - Autos & Trucks	5,000	6,323	126.47%	3,933
Dep Expense-Buildng & Toll Fac	177,000	176,558	99.75%	176,558
Dep Expense-Highways & Bridges	5,000,000	4,967,207	99.34%	4,967,207
Dep Expense-Communic Equip	195,000	190,833	97.86%	193,705
Dep Expense-Toll Equipment	465,000	461,781	99.31%	461,781
Dep Expense - Signs	135,000	155,257	115.01%	133,268
Dep Expense-Land Improvemts	52,000	65,804	126.55%	52,769
Depreciation Expense-Computers	6,500	10,269	157.99%	11,382
Total Operating Expenses	7,817,645	7,686,508	98.32%	7,708,722
Financing Expenses				
Arbitrage Rebate Calculation	2,500	5,455	218.20%	5,750
Loan Fee Expense	12,500	12,000	96.00%	11,500
Rating Agency Expense	33,000	5,300	16.06%	31,300
Trustee Fees	2,000	8,000	400.00%	2,000
Bank Fee Expense	7,500	17,380	231.73%	6,606
Continuing Disclosure	4,000	-	0.00%	-
Interest Expense	12,038,096	12,009,794	99.76%	11,875,217
Contingency	15,000	-	0.00%	-
Non Cash Financing Expenses				
Bond issuance expense	385,707	301,858	78.26%	298,307
Total Financing Expenses	12,500,303	12,359,786	98.88%	12,230,680
Other Gains or Losses				
Total Other Gains or Losses	-	-	0.00%	-
Total Expenses	\$ 31,374,232	\$ 28,893,915	92.09%	\$ 29,521,157
Net Income	\$ (3,672,032)	\$ 24,422,722		\$ 24,169,489

INVESTMENTS by FUND

		Balance June 30, 2012		
Renewal & Replacement Fund				
TexSTAR	660,349.54		TexSTAR	55,416,489.25
Regions Sweep	0.66		CD's	-
Agencies		660,350.20	Regions Sweep	45,098,220.12
Agencies			Agencies	211,922,669.98
TxDOT Grant Fund				
TexSTAR	5,418,689.56			
Regions Sweep	3,034,560.79			
Agencies	1,000,000.00	9,453,250.35		\$ 312,437,379.35
Subordinate Lien DS Fund 05				
Regions Sweep	1,886,184.00	1,886,184.00		
Debt Service Reserve Fund 05				
TexSTAR	30,749,682.51			
Regions Sweep	71,924.87			
Agencies	12,236,185.19	43,057,792.57		
Debt Service Fund 05				
Regions Sweep	5,043,330.60	5,043,330.60		
2010 Senior Lien DSF				
TexSTAR	0.15	0.15		
2010-1 Debt Service Fund				
Regions Sweep	1,412,481.81	1,412,481.81		
2010-2 Debt Service Fund				
Regions Sweep	139,243.65	139,243.65		
2011 Debt Service Acct				
Regions Sweep	2,631.75	2,631.75		
2011 Sub Debt DSRF				
Regions Sweep	3,508,806.77			
Agencies	3,500,761.25	7,009,568.02		
Operating Fund				
TexSTAR	14,035.36			
TexSTAR-Trustee	200,403.14			
Regions Sweep	0.00	214,438.50		
Revenue Fund				
TexSTAR	1.00			
Regions Sweep	1,164,934.49	1,164,935.49		
General Fund				
TexSTAR	1,068,136.10			
Regions Sweep	5,819,399.14	6,887,535.24		
2010 Senior Lien Capitalized Interest				
Regions Sweep	531.49			
TexSTAR	3,425,738.45	3,426,269.94		
2010-1 Sub Lien Capitalized Interest				
Regions Sweep	0.00			
TexSTAR	0.00	-		
2010-2 Sub Lien Capitalized Interest				
TexSTAR	250,610.13			
Regions Sweep	1.03	250,611.16		
2011 Sr Capitalized Interest Fund				
Regions Sweep	215,524.09			
Agencies	26,705,782.53	26,921,306.62		
2011 Sub Capitalized Interest Fund				
Regions Sweep	48,639.48			
Agencies	7,057,389.98	7,106,029.46		
2010-1 Sub BABs subsidy				
Regions Sweep	712,031.64	712,031.64		
2010-2 Sub BABs subsidy				
Regions Sweep	185,167.35	185,167.35		
2010 Senior Lien Debt Service Reserve Fund				
TexSTAR	5,554,619.59			
Regions Sweep	21,943.45			
Agencies	3,933,856.87	9,510,419.91		
2010-2 Sub Lien Debt Service Reserve Fund				
TexSTAR	778,705.10			
Regions Sweep	202,494.34			
Agencies	190,000.00	1,171,199.44		
2010-1Sub Lien Debt Service Reserve Fund				
TexSTAR	1,963,994.14			
Regions Sweep	9,000.14			
Agencies	2,009,500.00	3,982,494.28		
2010-1 Sub Lien Projects Fund				
TexSTAR	1,167,516.53			
Regions Sweep	0.00	1,167,516.53		
2010 Senior Lien Construction Fund				
TexSTAR	1.19			
Regions Sweep	5,764,258.06	5,764,259.25		
2011 Sub Debt Project fund				
TexSTAR	4,163,887.11			
Agencies	43,568,728.33			
Regions Sweep	50,000.00	47,782,615.44		
2011 Senior Lien Project Fund				
TexSTAR	119.65			
Regions Sweep	15,805,130.52			
Agencies	111,720,465.83	127,525,716.00		
		<u>\$ 312,437,379.35</u>		

CTRMA INVESTMENT REPORT

Month Ending 6 /30/12						
Balance 5/31/2012	Additions	Discount Amortization	Accrued Interest	Withdrawals	Balance 6/30/2012	Rate June 12
Amount in Trustee TexStar						
2011 Sub Lien Construction Fund			471.85		4,163,887.11	0.133%
2011 Senior Lien Construction Fund			0.01		119.65	0.133%
2010 Senior Lien Construction Fund					1.19	0.133%
2010-1 Sub Lien Projects			132.42	3,734.41	1,167,516.53	0.133%
General Fund			160.95	1,602,150.33	1,068,136.10	0.133%
Trustee Operating Fund	450,000.00		26.79	425,000.00	200,403.14	0.133%
Renewal and Replacement			74.83		660,349.54	0.133%
TxDOT Grant Fund			614.05		5,418,689.56	0.133%
Revenue Fund					1.00	0.133%
Senior Lien Debt Service Reserve Fund			3,484.56		30,749,682.51	0.133%
2010 Senior Lien DSF					0.15	0.133%
2010 Senior Lien Debt Service Reserve Fund			629.45		5,554,619.59	0.133%
2010-2Sub Lien Debt Service Reserve Fund			88.24		778,705.10	0.133%
2010-1Sub Lien Debt Service Reserve Fund			222.56		1,963,994.14	0.133%
2010 Senior Lien Capitalized Interest			388.21		3,425,738.45	0.133%
2010-1 Sub Lien Capitalized Interest				0.09	0.00	0.133%
2010-2 Sub Lien Capitalized Interest			28.40		250,610.13	0.133%
56,977,016.40	450,000.00	0.00	6,322.32	2,030,884.83	55,402,453.89	
Amount in TexStar Operating Fund						
14,033.77	625,000.00		1.59	625,000.00	14,035.36	0.133%

CTRMA INVESTMENT REPORT

Month Ending 6 /30/12						
Balance 5/31/2012	Additions	Discount Amortization	Accrued Interest	Withdrawals	Balance 6/30/2012	Rate June 12
Regions Sweep Money Market Fund						
Operating Fund	650,000.00			650,000.00	0.00	0.150%
2010-1 Sub Lien Project Acct	3,734.41			3,734.85	0.00	0.150%
2010 Senior Lien Project Acct	6,615,574.23		999.08	852,315.25	5,764,258.06	0.150%
2011 Sub Lien Project Acct	0.00		50,000.00		50,000.00	0.150%
2011 Senior Lien Project Acct	17,403,454.14	4,200,000.00	62,338.53	5,860,662.15	15,805,130.52	0.150%
2005 Debt Service Fund	4,202,447.74	840,395.83	487.03		5,043,330.60	0.150%
2011 Senior Lien Debt Service Acct	2,631.41		0.34		2,631.75	0.150%
2010-1 Debt Service Fund	1,412,321.30	0.09	160.42		1,412,481.81	0.150%
Subordinate Lien TIFIA DS Fund	1,563,315.19	322,687.69	181.12		1,886,184.00	0.150%
2010-2 BABs Supplemental Security	2.25	185,165.10			185,167.35	0.150%
2010-2 Debt Service Fund	139,243.00		0.65		139,243.65	0.150%
2010-2 Cap I Fund	1.03				1.03	0.150%
2010 CAP Interest Senior lien	531.42		0.07		531.49	0.150%
2010-1 CAP Interest	0.00	0.09		0.09	0.00	0.150%
2011 Sr Cap I Fund	34,420.95		181,103.14		215,524.09	0.150%
2011 Sub Debt CAP I	817.50		47,821.98		48,639.48	0.150%
TxDOT Grant Fund	3,034,174.24		386.55		3,034,560.79	0.150%
Renewal and Replacement	0.66				0.66	0.150%
Revenue Fund	1,281,155.38	2,463,223.58	147.16	2,579,591.63	1,164,934.49	0.150%
General Fund	3,060,168.46	4,430,575.08	491.53	1,671,835.93	5,819,399.14	0.150%
2010 Senior Debt Service Reserve Fund	21,940.65		2.80		21,943.45	0.150%
2010-1 Debt Service Reserve Fund	0.14		9,000.00		9,000.14	0.150%
2010-2 Debt Service Reserve Fund	202,493.40		0.94		202,494.34	0.150%
2011 Sub Debt Debt Service Reserve Fund	3,499,610.93		9,195.84		3,508,806.77	0.150%
2005 Senior Lien Debt Service Reserve Fund	21,547.12		50,377.75		71,924.87	0.150%
42,495,851.97	13,807,813.12	0.00	412,694.93	11,618,139.90	45,098,220.12	
Amount in Fed Agencies and Treasuries						
Amortized Principal	223,092,551.26		(172,881.29)	10,997,000.00	211,922,669.97	
Accrued Interest			259,065.51			
223,092,551.26	0.00	(172,881.29)		10,997,000.00	211,922,669.97	
Certificates of Deposit						
3,000,000.00				3,000,000.00	0.00	
56,991,050.17	1,075,000.00		6,323.91	2,655,884.83	55,416,489.25	

CTRMA INVESTMENT REPORT

Month Ending 6 /30/12						
Balance 5/31/2012	Additions	Discount Amortization	Accrued Interest	Withdrawals	Balance 6/30/2012	
Total in Money Market	42,495,851.97	13,807,813.12		412,694.93	11,618,139.90	45,098,220.12
Total in Fed Agencies	223,092,551.26	0.00	(172,881.29)		10,997,000.00	211,922,669.97
Total Invested	325,579,453.40	14,882,813.12	(172,881.29)	419,018.84	28,271,024.73	312,437,379.34

Rate
June 12

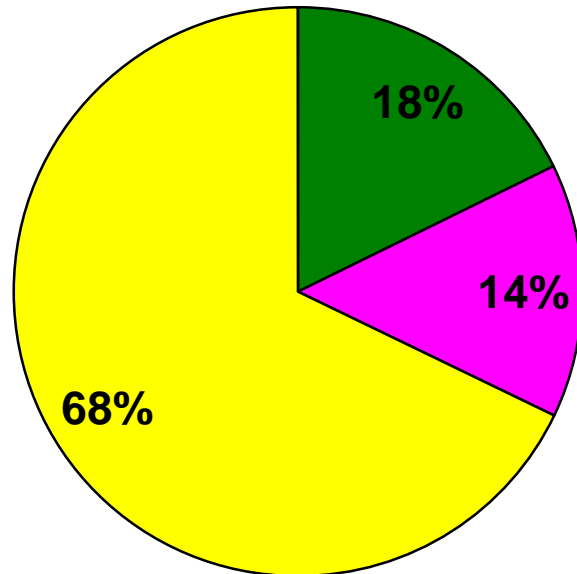
Total in Money Market
Total in Fed Agencies

Total Invested

All Investments in the portfolio are in compliance with the CTRMA's Investment policy.

William Chapman, CFO

Allocation of Funds



■ Total in Pools ■ Total in Money Market
■ Total in Fed Agencies

Amount of investments As of June 2012

Agency	CUSIP #	COST	Book Value	Market Value	Yield to Maturity	Purchased	Matures	FUND
San Antonio Water Utilities	79642BLN1	190,000.00	190,000.00	191,347.10	1.4570%	11/23/2010	5/15/2013	2010-2 DSRF
Freddie Mac	3134G2U42	1,000,000.00	1,000,000.00	1,000,890.00	0.3750%	3/15/2012	10/15/2013	TxDOT Grant Fund
Fannie Mae	31398A6F4	2,319,702.34	2,316,567.44	2,317,662.25	0.2391%	6/29/2011	12/28/2012	2011 Sub Debt CAP I
Federal Home loan Bank	3137EABM0	2,473,720.78	2,396,360.39	2,400,536.04	0.3930%	6/29/2011	6/28/2013	2011 Sub Debt CAP I
Federal Home loan Bank	3134A4UL6	2,326,924.30	2,344,462.15	2,333,419.80	0.6300%	6/29/2011	11/15/2013	2011 Sub Debt CAP I
Treasury	912828GW4	Matured	Matured	Matured	0.0730%	6/29/2011	6/30/2012	2011 Sub Debt CAP I
Federal Home loan Bank	3134A4UL6	8,794,454.76	8,871,227.38	8,837,753.40	0.7190%	6/29/2011	11/15/2013	2011 Sr Debt CAP I
Federal Home loan Bank	3137EABM0	9,351,457.81	9,066,728.90	9,090,775.12	0.4830%	6/29/2011	6/28/2013	2011 Sr Debt CAP I
Treasury	912828NS5	Matured	Matured	Matured	0.1880%	6/29/2011	6/30/2012	2011 Sr Debt CAP I
Fannie Mae	31398A6F4	8,771,478.75	8,767,826.25	8,776,080.90	0.3331%	6/29/2011	12/28/2012	2011 Sr Debt CAP I
Fannie Mae	3135G0GU1	7,002,030.00	7,001,522.50	7,005,530.00	0.4704%	1/3/2012	12/27/2013	2011 Sr DSRF
Fannie Mae	3135G0GU1	3,501,015.00	3,500,761.25	3,502,765.00	0.4704%	1/3/2012	12/27/2013	2011 Sub DSRF
Davis Cnty Utah Sch Dist	239019UK6	1,397,056.00	1,371,413.50	1,371,952.65	0.2300%	2/9/2012	6/1/2013	2011 SR DSRF
Fannie Mae	31398A3L4	3,883,198.70	3,863,249.19	3,864,546.60	0.2605%	2/7/2012	9/17/2013	2005 Sr DSRF
Fannie Mae	31398A3L4	3,954,171.00	3,933,856.87	3,935,178.00	0.2605%	2/7/2012	9/17/2013	2010 Sr DSRF
Fannie Mae	3135G0GH0	2,011,400.00	2,009,500.00	2,005,580.00	0.2104%	2/6/2012	12/5/2014	2010-1 DSRF
Federal Home Loan Bank	3133XR88	7,370,650.00	7,308,875.00	7,305,410.00	0.2990%	3/30/2012	9/6/2013	2011 Sr Project
Federal Home Loan Bank	313376M85	24,999,500.00	24,999,750.00	24,996,500.00	0.1830%	3/30/2012	12/28/2012	2011 Sr Project
Federal Home Loan Bank	313378U41	12,009,480.00	12,007,900.00	12,006,600.00	0.2970%	3/30/2012	9/30/2013	2011 Sr Project
Freddie Mac	3134G3BF6	12,054,960.00	12,041,220.00	12,045,360.00	0.3592%	3/30/2012	12/23/2013	2011 Sr Project
Federal Home Loan Bank	3133765P6	20,007,600.00	20,002,533.33	20,004,400.00	0.1535%	3/30/2012	10/26/2012	2011 Sr Project
Federal Home Loan Bank	3137EACK3	25,081,000.00	25,020,250.00	25,016,250.00	0.1102%	4/2/2012	7/27/2012	2011 Sr Project
Federal Home Loan Bank	313376KS3	25,047,750.00	25,031,833.33	25,020,000.00	0.2440%	3/30/2012	6/21/2013	2011 Sub Project
Fannie Mae	31359MRG0	18,715,860.00	18,536,895.00	18,519,660.00	0.1950%	3/30/2012	3/15/2013	2011 Sub Project
Federal Home Loan Bank	3133XWKV0	10,388,500.00	10,339,937.50	10,340,400.00	0.3791%	3/30/2012	3/14/2014	2011 Sr Project
		<u>212,651,909.44</u>	<u>211,922,669.98</u>	<u>211,888,596.86</u>				

Agency	CUSIP #	COST	Cumulative			Interest Income June 2012		
			Amortization	6/30/2012 Book Value	Maturity Value	Accrued Interest	Amortization	Interest Earned
San Antonio Water Utilities	79642BLN1	190,000.00	0.00	190,000.00	190,000.00		230.69	230.69
Freddie Mac	3134G2U42	1,000,000.00	0.00	1,000,000.00	1,000,000.00		312.50	312.50
Fannie Mae	31398A6F4	2,319,702.34	3,134.90	2,316,567.44	2,315,000.00		723.44	(261.24) 462.20
Federal Home loan Bank	3137EABM0	2,473,720.78	77,360.39	2,396,360.39	2,319,000.00		7,246.88	(6,446.70) 800.18
Federal Home loan Bank	3134A4UL6	2,326,924.30	17,537.85	2,344,462.15	2,362,000.00			1,461.49 1,461.49
Treasury	912828GW4	Matured	Matured	Matured	2,259,000.00		9,177.19	(9,059.53) 117.66
Federal Home loan Bank	3134A4UL6	8,794,454.76	76,772.62	8,871,227.38	8,946,000.00			6,397.72 6,397.72
Federal Home loan Bank	3137EABM0	9,351,457.81	284,728.91	9,066,728.90	8,782,000.00		27,443.75	(23,727.41) 3,716.34
Treasury	912828NS5	Matured	Matured	Matured	8,738,000.00		4,551.04	(3,185.73) 1,365.31
Fannie Mae	31398A6F4	8,771,478.75	3,652.50	8,767,826.25	8,766,000.00		2,739.38	(304.38) 2,435.00
Fannie Mae	3135G0GU1	7,002,030.00	507.50	7,001,522.50	7,000,000.00		2,916.67	(84.58) 2,832.09
Fannie Mae	3135G0GU2	3,501,015.00	253.75	3,500,761.25	3,500,000.00		1,458.33	(42.29) 1,416.04
Davis Cnty Utah Sch Dist	239019UK6	1,397,056.00	25,642.50	1,371,413.50	1,315,000.00		5,479.17	(5,128.50) 350.67

Fannie Mae	31398A3L4	3,883,198.70	19,949.51	3,863,249.19	3,830,000.00		3,590.63	(2,216.61)	1,374.02
Fannie Mae	31398A3L4	3,954,171.00	20,314.13	3,933,856.87	3,900,000.00		3,656.25	(2,257.13)	1,399.12
Fannie Mae	3135G0GH0	2,011,400.00	1,900.00	2,009,500.00	2,000,000.00		1,800.00	(380.00)	1,420.00
Federal Home Loan Bank	3133XR88	7,370,650.00	61,775.00	7,308,875.00	7,000,000.00		23,333.33	(20,591.67)	2,741.66
Federal Home Loan Bank	313376M85	24,999,500.00	(250.00)	24,999,750.00	25,000,000.00		7,500.00	83.33	7,583.33
Federal Home Loan Bank	313378U41	12,009,480.00	1,580.00	12,007,900.00	12,000,000.00		3,500.00	(526.67)	2,973.33
Freddie Mac	3134G3BF6	12,054,960.00	13,740.00	12,041,220.00	12,000,000.00		12,500.00	(4,580.00)	7,920.00
Federal Home Loan Bank	3133765P6	20,007,600.00	5,066.67	20,002,533.33	20,000,000.00		3,666.67	(633.33)	3,033.34
Federal Home Loan Bank	3137EACK3	25,081,000.00	60,750.00	25,020,250.00	25,000,000.00		35,156.25	(20,250.00)	14,906.25
Federal Home Loan Bank	313376KS3	25,047,750.00	15,916.67	25,031,833.33	25,000,000.00		16,666.67	(5,305.56)	11,361.11
Fannie Mae	31359MRG0	18,715,860.00	178,965.00	18,536,895.00	18,000,000.00		65,625.00	(59,655.00)	5,970.00
Federal Home Loan Bank	3133XWKV0	10,388,500.00	48,562.50	10,339,937.50	10,000,000.00		19,791.67	(16,187.50)	3,604.17
		212,651,909.44	917,860.40	211,922,669.98	221,222,000.00		259,065.51	(172,881.29)	86,184.22



Monthly Newsletter - June 2012

Performance

As of June 30, 2012

Current Invested Balance	\$4,983,255,681.46
Weighted Average Maturity (1)	47 Days
Weighted Average Maturity (2)	69 Days
Net Asset Value	1.000102
Total Number of Participants	756
Management Fee on Invested Balance	0.05%*
Interest Distributed	\$801,163.04
Management Fee Collected	\$212,824.64
% of Portfolio Invested Beyond 1 Year	4.02%
Standard & Poor's Current Rating	AAAm

Rates reflect historical information and are not an indication of future performance.

June Averages

Average Invested Balance	\$5,192,618,969.19
Average Monthly Yield, on a simple basis	0.1379%
Average Weighted Average Maturity (1)*	48 Days
Average Weighted Average Maturity (2)*	70 Days

Definition of Weighted Average Maturity (1) & (2)

- (1) This weighted average maturity calculation uses the SEC Rule 2a-7 definition for stated maturity for any floating rate instrument held in the portfolio to determine the weighted average maturity for the pool. This Rule specifies that a variable rate instrument to be paid in 397 calendar days or less shall be deemed to have a maturity equal to the period remaining until the next readjustment of the interest rate.
- (2) This weighted average maturity calculation uses the final maturity of any floating rate instruments held in the portfolio to calculate the weighted average maturity for the pool.

* The maximum management fee authorized for the TexSTAR Cash Reserve Fund is 12 basis points. This fee may be waived in full or in part in the discretion of the TexSTAR co-administrators at any time as provided for in the TexSTAR Information Statement.

New Participants

We would like to welcome the following entities who joined the TexSTAR program in June:

★ Loraine ISD

★ Water Valley ISD

Program Update

TexSTAR will be going through a conversion of back office systems effective July 23, 2012. You should have already received information regarding the change to your account numbers. In the next week, you will be receiving information regarding the updated internet transaction system along with a new temporary password and system user guide. Should you have any questions, please contact TexSTAR Participant Services at 1-800-839-7827.

Economic Commentary

European and global growth concerns continued to be the main drivers of markets during the quarter. In the U.S., an unseasonably warm winter pulled economic activity forward into the first quarter. While the housing market appears to be stabilizing, consumers continue to de-leverage and corporations are still hoarding cash, thus holding back spending and job creation. Consistent with slowing growth in the labor market, consumer spending growth has waned. In Europe, austerity measures are taking a bite out of growth, pushing the peripheral areas into a recession and threatening to do the same to the core. Growth in Asia, and China in particular, has been below expectations, and the Bank of China has not been as aggressive in stimulating the economy as investors had hoped. Markets found some reassurance from the EU Leaders Summit where the leaders agreed to use pooled ESM funds from all EU countries that can issue bonds to directly recapitalize banks without using the sovereign as intermediary and guarantor. This announcement was the main reason markets rebounded the last day of the quarter, pointing to the extremely low expectations from investors that EU leaders would come up with any substantial agreement. In the U.S., investors hoped that the Federal Reserve would embark on a new asset purchase program, but were disappointed as the Fed announced only the continuation of its "Operation Twist" program until the end of 2012.

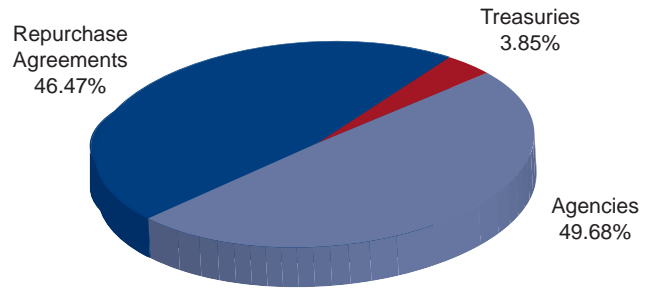
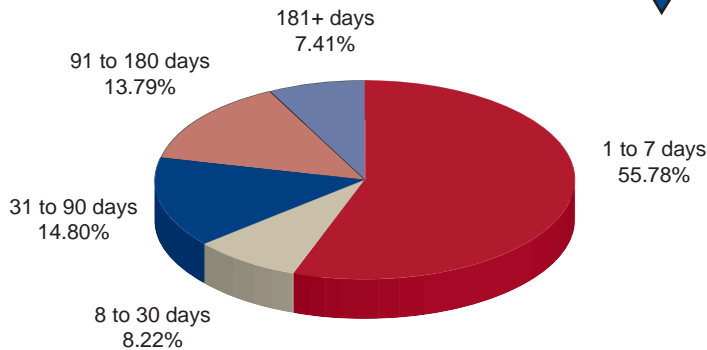
Economic outlook for growth in the U.S. is still mired with uncertainty, much of which is due to the "fiscal cliff" of automatic spending cuts via sequestration and expiring income tax cuts, payroll tax cuts and Medicare reimbursement rates for doctors. Congress will likely vote to delay the effective date of spending cuts until well into the first quarter of 2013. However, the lack of a compromise could detract from GDP by as much as 3% to 4% and trigger a recession next year. If the markets see a growing probability that no agreement can be reached, Treasury rates will fall further and risk assets, such as corporate credit, will underperform, pricing in the expectation of lower earnings. The Fed has communicated that it is ready to ease again, should economic conditions warrant. With inflation subdued and even falling, and little improvement in labor market slack, the chances of further accommodation prior to the end of the year is about even.

This information is an excerpt from an economic report dated June 2012 provided to TexSTAR by JP Morgan Asset Management, Inc., the investment manager of the TexSTAR pool.

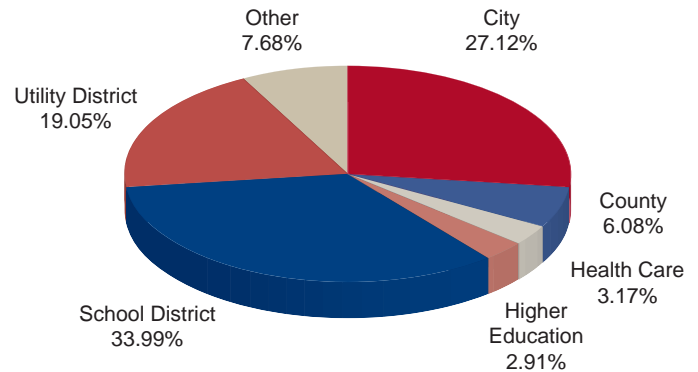
For more information about TexSTAR, please visit our web site at www.texstar.org.

Information at a Glance

Portfolio by Type of Investment As of June 30, 2012



Portfolio by Maturity As of June 30, 2012



Distribution of Participants by Type As of June 30, 2012

Historical Program Information

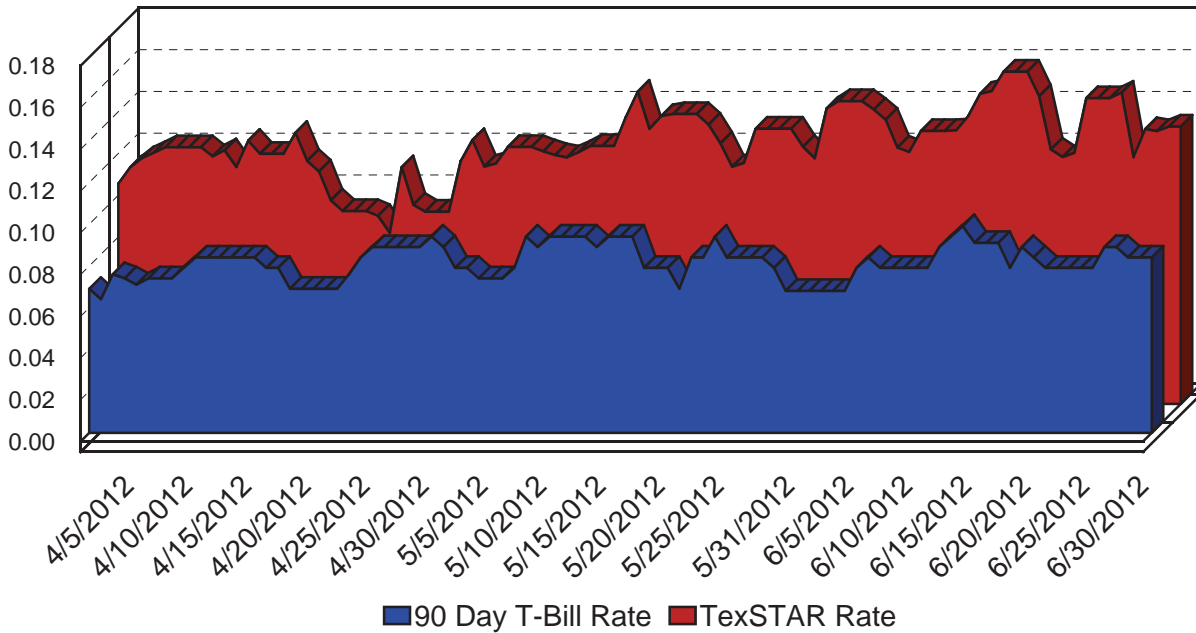
Month	Average Rate	Book Value	Market Value	Net Asset Value	WAM (1)*	WAM (2)*	Number of Participants
Jun 12	0.1379%	\$4,983,255,681.46	\$4,983,767,166.12	1.000102	48	70	756
May 12	0.1273%	5,178,606,480.90	5,179,224,581.51	1.000119	47	70	754
Apr 12	0.1098%	5,255,005,296.99	5,255,613,981.07	1.000115	46	69	752
Mar 12	0.1148%	5,668,145,582.64	5,668,844,552.57	1.000123	48	71	751
Feb 12	0.0986%	6,014,562,468.35	6,015,309,681.45	1.000124	48	70	751
Jan 12	0.0902%	6,122,141,791.23	6,122,989,120.67	1.000138	46	73	750
Dec 11	0.0815%	5,164,291,074.36	5,164,844,831.26	1.000107	48	79	749
Nov 11	0.0973%	4,964,174,535.92	4,964,899,185.74	1.000145	48	80	747
Oct 11	0.0807%	5,191,742,744.46	5,192,081,793.52	1.000065	47	74	745
Sep 11	0.0906%	5,218,150,511.94	5,218,680,416.17	1.000100	46	76	741
Aug 11	0.0940%	4,773,149,074.88	4,773,628,030.81	1.000100	45	69	735
Jul 11	0.0746%	4,990,872,181.48	4,991,025,373.13	1.000030	38	55	735

Portfolio Asset Summary as of June 30, 2012

	Book Value	Market Value
Uninvested Balance	\$ 804.35	\$ 804.35
Accrual of Interest Income	1,872,034.02	1,872,034.02
Interest and Management Fees Payable	(895,750.02)	(895,750.02)
Payable for Investment Purchased	0.00	0.00
Repurchase Agreement	2,315,107,000.00	2,315,107,000.00
Government Securities	2,667,171,593.11	2,667,683,077.77
Total	\$ 4,983,255,681.46	\$ 4,983,767,166.12

Market value of collateral supporting the Repurchase Agreements is at least 102% of the Book Value. The portfolio is managed by J.P. Morgan Chase & Co. and the assets are safekept in a separate custodial account at the Federal Reserve Bank in the name of TexSTAR. The only source of payment to the Participants are the assets of TexSTAR. There is no secondary source of payment for the pool such as insurance or guarantee. Should you require a copy of the portfolio, please contact TexSTAR Participant Services.

TexSTAR versus 90-Day Treasury Bill



This material is for information purposes only. This information does not represent an offer to buy or sell a security. The above rate information is obtained from sources that are believed to be reliable; however, its accuracy or completeness may be subject to change. The TexSTAR management fee may be waived in full or in part at the discretion of the TexSTAR co-administrators and the TexSTAR rate for the period shown reflects waiver of fees. This table represents investment performance/return to the customer, net of fees, and is not an indication of future performance. An investment in the security is not insured or guaranteed by the Federal Deposit Insurance Corporation or any other government agency. Although the issuer seeks to preserve the value of an investment at \$1.00 per share, it is possible to lose money by investing in the security. Information about these and other program details are in the fund's Information Statement which should be read carefully before investing. The yield on the 90-Day Treasury Bill ("T-Bill Yield") is shown for comparative purposes only. When comparing the investment returns of the TexSTAR pool to the T-Bill Yield, you should know that the TexSTAR pool consist of allocations of specific diversified securities as detailed in the respective Information Statements. The T-Bill Yield is taken from Bloomberg Finance L.P. and represents the daily closing yield on the then current 90-day T-Bill.

Daily Summary for June 2012

Date	Mny Mkt Fund Equiv. [SEC Std.]	Daily Allocation Factor	TexSTAR Invested Balance	Market Value Per Share	WAM Days (1)*	WAM Days (2)*
6/1/2012	0.1451%	0.000003975	\$5,135,151,063.92	1.000131	47	70
6/2/2012	0.1451%	0.000003975	\$5,135,151,063.92	1.000131	47	70
6/3/2012	0.1451%	0.000003975	\$5,135,151,063.92	1.000131	47	70
6/4/2012	0.1410%	0.000003864	\$5,150,742,654.57	1.000132	46	69
6/5/2012	0.1362%	0.000003732	\$5,152,319,750.25	1.000130	49	72
6/6/2012	0.1228%	0.000003364	\$5,136,016,906.81	1.000130	50	73
6/7/2012	0.1207%	0.000003308	\$5,180,530,981.16	1.000126	50	73
6/8/2012	0.1308%	0.000003584	\$5,308,676,702.18	1.000121	48	70
6/9/2012	0.1308%	0.000003584	\$5,308,676,702.18	1.000121	48	70
6/10/2012	0.1308%	0.000003584	\$5,308,676,702.18	1.000121	48	70
6/11/2012	0.1311%	0.000003592	\$5,212,552,071.48	1.000121	50	73
6/12/2012	0.1379%	0.000003778	\$5,197,684,149.52	1.000108	51	74
6/13/2012	0.1486%	0.000004071	\$5,178,724,884.35	1.000101	51	73
6/14/2012	0.1499%	0.000004107	\$5,168,798,204.50	1.000102	51	73
6/15/2012	0.1592%	0.000004361	\$5,173,867,394.63	1.000102	49	71
6/16/2012	0.1592%	0.000004361	\$5,173,867,394.63	1.000102	49	71
6/17/2012	0.1592%	0.000004361	\$5,173,867,394.63	1.000102	49	71
6/18/2012	0.1474%	0.000004037	\$5,207,733,992.87	1.000102	48	70
6/19/2012	0.1219%	0.000003340	\$5,212,562,103.89	1.000100	48	70
6/20/2012	0.1183%	0.000003240	\$5,265,337,090.69	1.000104	47	69
6/21/2012	0.1203%	0.000003295	\$5,251,274,654.22	1.000105	47	68
6/22/2012	0.1465%	0.000004015	\$5,219,310,812.66	1.000104	45	67
6/23/2012	0.1465%	0.000004015	\$5,219,310,812.66	1.000104	45	67
6/24/2012	0.1465%	0.000004015	\$5,219,310,812.66	1.000104	45	67
6/25/2012	0.1492%	0.000004089	\$5,209,794,756.93	1.000105	45	66
6/26/2012	0.1182%	0.000003239	\$5,274,687,265.29	1.000091	47	68
6/27/2012	0.1317%	0.000003608	\$5,265,485,559.19	1.000107	47	68
6/28/2012	0.1307%	0.000003582	\$5,236,794,766.92	1.000093	47	68
6/29/2012	0.1329%	0.000003641	\$4,983,255,681.46	1.000102	47	69
6/30/2012	0.1329%	0.000003641	\$4,983,255,681.46	1.000102	47	69
Average	0.1379%	0.000003778	\$5,192,618,969.19		48	70

TexSTAR Participant Services
First Southwest Asset Management, Inc.
325 North St. Paul Street, Suite 800
Dallas, Texas 75201



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J.P.Morgan
Asset Management



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #11 SUMMARY

Quarterly briefing on the Manor Expressway Project

Strategic Plan Relevance: Regional Mobility given that the Manor Expressway will reduce congestion and improve mobility in the area

Department: Engineering

Associated Costs: Not applicable

Funding Source: Not applicable

Board Action Required: No

Description of Matter: The report is a comprehensive account of the activities on the Manor Expressway Project during the 2nd quarter of 2012

Reference documentation: Quarterly Progress Report on the Manor Expressway Project
- Phases I & II

Contact for further information: Eric J. Ploch, P.E., Atkins North America, Inc., GEC
Program Manager



MANOR EXPRESSWAY PROJECT - PHASES I & II

Quarterly Progress Report



No. 12 | July 2012



ATKINS

Independent Engineering Report



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MANOR EXPRESSWAY PROJECT - PHASES I & II
Quarterly Progress Report
 No. 12
 July 2012



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INTRODUCTION

This report documents and describes both Phase I and Phase II of the Manor Expressway Project from the period from March 26, 2012 to June 25, 2012. This Project is being developed and constructed by the Central Texas Regional Mobility Authority (“Mobility Authority”). The Project is funded by a combination of American Recovery and Reinvestment Act of 2009 funds, a State Infrastructure Bank loan, Series 2011 Senior Lien Bonds, Series 2011 Subordinate Lien Bonds, TxDOT grant funds, and Mobility Authority funds.

PROJECT DESCRIPTION

The Manor Expressway Project is an approximately 6.2-mile toll project located in Travis County along the existing U.S. Highway (US) 290 corridor between US 183 and just east of State Highway (SH) 130. This project will upgrade the existing US 290 four-lane divided highway to a controlled access highway facility with three tolled mainlanes and three non-tolled frontage lanes in each direction. The tolled mainlanes will provide grade-separated access through several local intersections that currently experience significant congestion throughout the day, and will provide a more expeditious route to traverse the US 290 corridor. Local traffic will continue to access adjacent properties by use of non-tolled frontage roads and signalized intersections at cross streets. The Manor Expressway Project also includes four direct connectors at the US 183 interchange that will allow for continuous movement from the US 183 interchange to the Manor Expressway Project.

The Manor Expressway Project is being implemented in three phases as shown on Figure 1 and described below.

Manor Expressway Project - Phase I

Phase I of the Manor Expressway Project includes completion of four tolled direct connectors and associated pavement at the US 183 interchange that will provide direct access to and from the Manor Expressway Project mainlanes. Toll gantries will be installed to toll each of the direct connectors.

Manor Expressway Project - Phase II

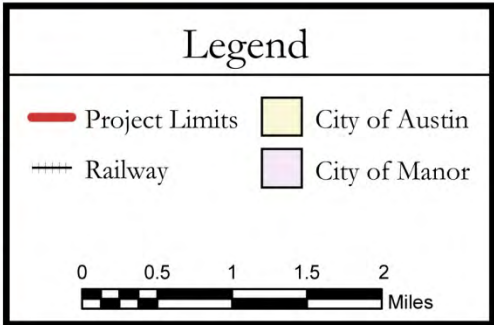
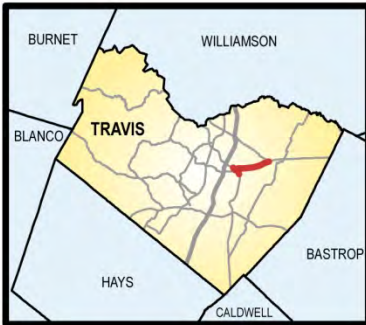
Phase II of the Manor Expressway Project includes completion of the Manor Expressway Project from Phase I at the US 183 interchange to the eastern limits east of SH 130. Three tolled mainlanes and three lane non-tolled frontage roads will be constructed in each direction as well as all associated ramps, auxiliary lanes, toll gantries, and ramp gantries. Phase II of the Manor Expressway Project will include an interim milestone that provides grade-separated intersections at Tuscan Way and Springdale Road so that users of the direct connectors constructed as part of Phase I can bypass the existing signals at those intersections. These two grade-separated intersections will provide for a minimum of two tolled lanes of travel and two-lane non-tolled frontage roads in each direction. The work associated with the interim

milestone, the Interim Development Work, will be completed in advance of Phase II in its entirety.

Manor Expressway Project - Phase III

Phase III of the Manor Expressway Project includes construction of the seven remaining direct connectors at the SH 130 interchange. The Mobility Authority has no current plans to design or construct these direct connectors at this time. Phase III of the Manor Expressway Project will be developed as traffic conditions warrant and funding sources are identified.

Figure 1 - Project Location Map



PHASE I CONSTRUCTION ACTIVITIES

Construction of Phase I of the Manor Expressway Project continues to progress. The Phase 5 traffic switch occurred on May 13, 2012, moving the project into the final phase of construction. Since the Quarterly Report in April, 2012, the Phase I Contractor, Webber, LLC (“Webber”), and its subcontractors have advanced the direct connector substructure and superstructure elements significantly. Progress includes drilled shafts, columns, column capitals, bent caps, pre-stressed concrete beams and steel girder erection and forming and pouring bridge decks. As of June 25, construction of all drilled shafts, footings, columns, capitals and caps were complete. Milling and excavation operations continued towards preparation for the reconstruction of the existing US 290 main lanes. Various locations of concrete paving, bridge railing, pilasters and mechanically stabilized earth (MSE) retaining walls were constructed, in addition to embankment, permanent drainage, illumination and intelligent transportation system (“ITS”) conduit, and asphaltic concrete pavement efforts all advancing over the past months. The eastbound toll plaza is nearly complete and the final components of the westbound toll plaza are being installed, which will allow the toll system integrator to begin installation of the tolling system. Maintenance of traffic and erosion control efforts continue on a monthly basis.

PHASE II DEVELOPMENT ACTIVITIES

Since the Quarterly Report in April, 2012, the Phase II Developer, Central Texas Mobility Constructors, LLC (“CTMC”) has progressed the design for both the Interim Development Work and the remainder of the Project. CTMC has substantially completed the design efforts for Phase II of the Manor Expressway Project and is currently completing the following outstanding design elements: addressing comments to the Segment 3 (that portion of the Project from west of the SH 130 interchange to the eastern Project limits) plans, completing the final geotechnical reports, completing and addressing comments to various retaining wall analyses, completing the Segment 3 bridge design, and completing various toll and ITS design elements. The aforementioned list of items does not currently impact the critical path of the Project, and is scheduled to be completed during the summer of 2012. Accordingly, CTMC’s focus has shifted from design activities to construction activities.

Since the Quarterly Report in April, 2012, CTMC has completed the eastbound frontage road excavation and embankment, drainage installation, and construction of the road pavement structure for the Interim Development Work [that portion of the corridor which will provide grade-separated intersections at Tuscany Way and Springdale Road]. Construction of the road pavement structure included the cement-stabilized subgrade, cement-stabilized base, an application of prime coat, installation of curb and gutter, and laying hot mix asphalt. The completion of this work will allow for the initial traffic switch in late June that will enable CTMC to advance construction activities along the eastbound mainlanes, westbound mainlanes, and westbound frontage road for the Interim Development work. Since April 2012, CTMC also continued construction of the superstructure on several of the bridges for the eastbound mainlanes and continued installation of drainage structures for the Interim Development Work. In addition to the Interim Development Work, CTMC has started excavation and embankment as well as construction of bridge substructure elements between SH 130 and the eastern Project limits.

In accordance with the terms of the Comprehensive Development Agreement (“CDA”) between the Mobility Authority and CTMC, the Mobility Authority was required to obtain possession or acquire the right-of-way needed for the construction of Phase II of the Manor Expressway Project within 180 days of issuance of the Notice to Proceed (“NTP”) to CTMC. The Mobility Authority has acquired possession of **100%** of the right-of-way needed for construction of Phase II of the Manor Expressway Project, and has notified CTMC that this contractual commitment has been met. An outdoor advertising sign remains on one (1) of the parcels; however, the Mobility Authority anticipates that this sign will be removed from the right-of-way prior to commencement of construction activities in this area.

Additionally, the Mobility Authority is contractually required to relocate 5 utilities that are in conflict with the construction of the Interim Development Work. In accordance with the terms of the CDA, the Mobility Authority was required to relocate the following utilities within 180 days of issuance of the NTP:

- Austin Energy Transmission (electric)
- Austin Energy Distribution (electric)
- Texas Gas (pipeline)
- GAATN (communications)
- Grande (communications)

The Mobility Authority has completed the adjustments of the aforementioned utilities, and has notified CTMC that this contractual commitment has been met.

PHASE I PROGRESS PHOTOS

Direct Connectors and Toll Gantries

Bridge deck work continues along the direct connectors. The Phase I Contractor continues to erect steel girders and place beams. Also, concrete pours for direct connector decks occurred. The Phase I Contractor also completed work on the toll gantry columns for both the West to North Gantry and the South to East Gantry. The Contractor began forming and pouring barrier rail on bridge decks and approach slabs.



T 501 Mod Rail on US 290 WB Approach Slab
(Looking North)



Excavating Median @ US 290
(Looking North)



Backfilling Operations @ Retaining Wall 109
(Looking North)



West to South Direct Connector Steel Girders
(Looking South)



North to East Direct Connector Deck
(Looking West)

PHASE II PROGRESS PHOTOS

Interim Development Work

CTMC continues to focus their construction activities primarily on the Interim Development Work. This includes subgrade embankment, retaining wall installation and mainline bridge construction for the Interim Development Work.



Eastbound frontage road at Springdale intersection (Looking East)



Eastbound mainline construction at Springdale intersection (Looking East)



Retaining Wall S1-01 along the eastbound frontage road (Looking West)



Eastbound frontage road construction at MOKAN crossing (Looking East)



Eastbound frontage road construction at MOKAN crossing (Looking West)

PHASE II PROGRESS PHOTOS

Segment 3

CTMC commenced subgrade embankment and bridge structure construction activities on the east end of the project in Segment 3 (west of SH130 to eastern project limits).



Excavation and Embankment for the eastbound mainlanes at SH130 (Looking West)



Excavation and Embankment for the eastbound mainlanes at SH130 (Looking West)



Mainlane Bridge drilled shaft extensions at SH130 (Looking West)



Mainlane Bridge drilled shafts at SH130 (Looking West)



Mainlane Bridge drilled shafts at SH130 (Looking East)

PHASE I PROGRESS

Based on an assessment of Webber's activities and progress, a summary of the construction progress achieved on work tasks through the period ending June 25, 2012 is provided in Table 1.

Webber's schedule submitted with their April 2012 draw request (the draw requests for both May 2012 and June 2012 have not yet been submitted) indicates substantial completion of the Phase I project on August 16, 2012. The current Contract requirement (revised by Change Order No. 10) has a substantial completion date of July 28, 2012, indicating that the Phase I of the Manor Expressway Project is currently behind schedule according to the latest progress schedule update. On June 26, 2012, a partnering session was held between the Mobility Authority, Webber and the Mobility Authority's General Engineering Consultant. As an action item from the partnering session, Webber developed a "10-week schedule" for completion of the project. The 10-week schedule is currently reporting an October 11, 2012 completion date. Webber and the Mobility Authority's General Engineering Consultant meet weekly to discuss an updated version of the schedule and proactively manage potential delay issues. The construction delays to date, however, will not impact the scheduled date for commencement of toll revenue collection due to substantial completion of the Phase I Project remaining on schedule with the substantial completion of the Interim Development Work associated with Phase II of the Manor Expressway Project. Since the commencement of toll revenue collection was originally scheduled to occur upon substantial completion of this Interim Development Work, there will be no impact to the original schedule for collection of toll revenue for the Manor Expressway Project.

As of June 25, 2012, construction is approximately 84% complete. Webber has substantially completed all work to address the ten bridge columns that were constructed to incorrect elevations. The schedule for the reconstruction/repair of these structures was incorporated into the updated schedule.

Table 1 - Phase I Construction Progress

Construction Tasks	% Complete
Excavation/Embankment	96
Drilled Shafts	100
Structure Footings	100
Structure Columns	100
Structure Column Capitals	100
Structure Bent Caps	100
Concrete Beams	93
Steel Girders	74
Bridge Deck	69
Asphalt Paving	95
Concrete Paving	80
Electrical/Lighting/Signing	40
Toll Structures	95

PHASE II PROGRESS

CTMC has submitted their progressed schedule for the period ending June 25, 2012. Based on an assessment of CTMC's activities and progress, a summary of the construction progress achieved on work tasks through this period is provided in Table 2.

CTMC's schedule submitted with their draw request for the period indicates substantial completion of the Interim Development Work on December 22, 2012, approximately eight weeks later than the current contract requirement. However, this schedule indicates substantial completion of all remaining Development Work on February 7, 2014, on schedule with the current contract requirement. The Mobility Authority's General Engineering Consultant will continue to proactively work with the Phase II Developer to eliminate delays beyond the contractual completion dates. As of June 25, 2012, there are 124 days remaining until Interim Development Work contractual substantial completion and 592 days remaining until contractual substantial completion for the Project; CTMC has used 74.5% of the days allotted in the contract for the Interim Development Work, and has used 38.0% of the days allotted in the contract for the entire Development Work.

Table 2 - Phase II Development Progress

Development Tasks	% Complete
Development Design	99%
Utility Coordination	86%
Earthwork	19%
Utility Relocation	15%
Pavement	6%
Structures (Bridges and Retaining Walls)	19%
Drainage	13%
Lighting, Signing, Striping, and Signals	<1%
Toll Facility Infrastructure	0%
Toll System Integration	0%
Incidental Construction (Barriers, Sidewalks, Landscaping)	2%

The Manor Expressway Project (Phases I & II) milestones are provided in Table 3.

Table 3 - Schedule of Project Milestones

Task	Date (*Projected)
Selection of Phase I Contractor	January 12, 2010
Phase I NTP Issued	April 27, 2010
Phase I Substantial Completion	October 11, 2012*
Phase I Final Acceptance	November 1, 2012*
Phase II Selection of Developer	February 23, 2011
Phase II NTP Issued	June 29, 2011
Phase II Interim Completion (Open to Traffic)	December 22, 2012*
Phase II Substantial Completion (Phase II Open to Traffic)	February 7, 2014*
Phase II Final Acceptance	June 7, 2014*

MANOR EXPRESSWAY PROJECT FINANCIAL SUMMARY

Table 4 shows the overall financial status for the Manor Expressway Project through May 2012. The original budget established for the Project and the expenditures to date are provided. An estimated cost remaining and an estimate at completion is also provided. The Manor Expressway Project is currently projected to be under budget.

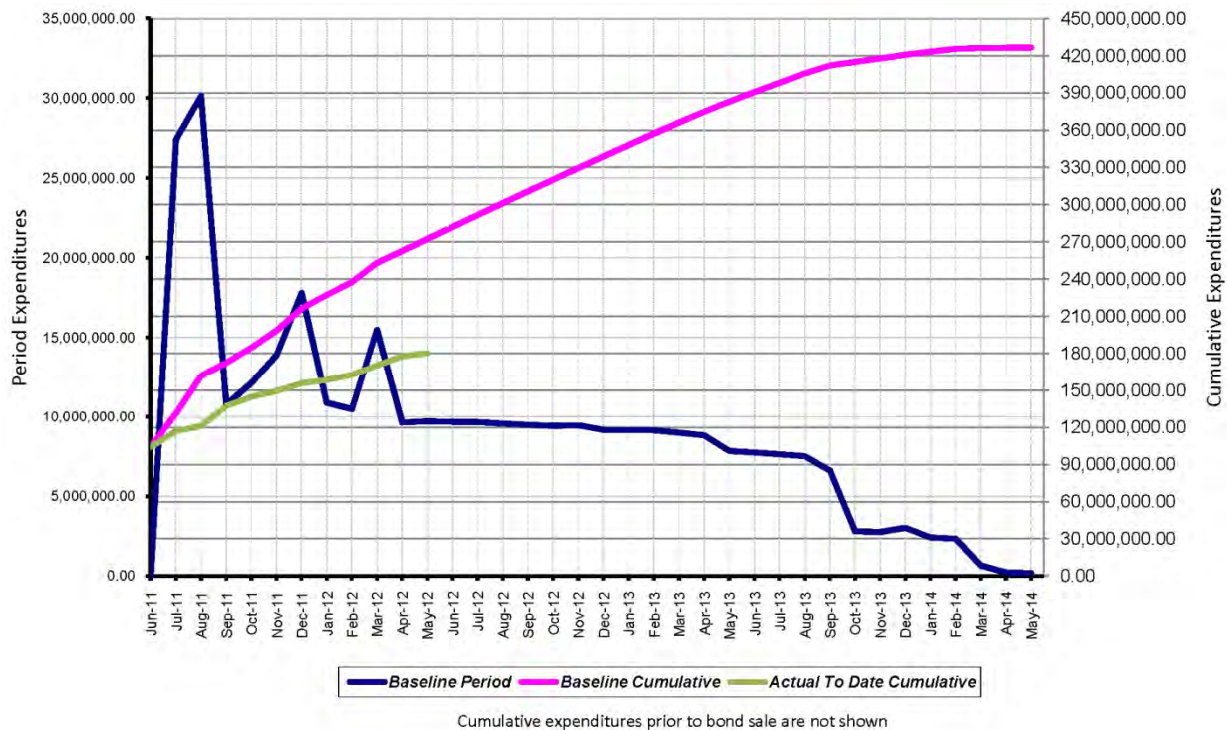
Table 4 - Project Financial Status Summary

Project Description	Original Cost Estimate (\$)	Expenditures to Date (\$)	Estimated Remaining Cost (\$)	Estimate at Completion (\$)
Total Project Cost (Phases I and II)	426,434,773	180,037,957	217,026,708	397,064,666

Note: These costs include Traffic & Revenue analyses costs, Final Engineering costs, Utility Adjustment costs, Construction costs, Toll & ITS costs, GEC costs, Legal costs, and contingencies.

Project Cash Flow Curve - Baseline

Figure 2 - Project Cash Flow Curve (Phase I & Phase II Total Project Costs)



PHASE I CONSTRUCTION FINANCIAL STATUS

The following summary provides the financial status of the Phase I Project.

Original Webber Contract Amount ⁽¹⁾ :	\$ 52,575,545.77
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Change Order No. 1 ⁽¹⁾	\$ 148,122.16
Change Order No. 2 ⁽¹⁾	\$ 265,306.88
Change Order No. 3 ⁽¹⁾	\$ 10,000.00
Change Order No. 4 ⁽¹⁾	\$ 84,710.32
Change Order No. 5 ⁽¹⁾	\$ 84,247.76
Change Order No. 6 ⁽¹⁾	\$ 96,000.00
Change Order No. 7 ⁽¹⁾	\$ 38,039.37
Change Order No. 8 ⁽¹⁾	\$ 182,541.99
Change Order No. 9 ⁽¹⁾	\$ 56,217.67
Change Order No. 10	\$ (71,819.11)
 <i>Contractually Authorized Additional Quantity Payments:</i>	
Special Measurement Items: Drilled Shafts, excavation/embankment, Flex Base ⁽¹⁾	\$ <u>432,547.11</u>
Current Authorized Contract Amount:	\$ 53,901,459.92
 Previous Total of Webber Payments	 \$ 40,246,218.36
 Amount of Webber Draw Request #22 for Feb. 2012 efforts	\$ 1,070,235.75
Amount of Webber Draw Request #23 for Mar. 2012 efforts	\$ 1,144,304.18
Amount of Webber Draw Request #24 for Apr. 2012 efforts	\$ <u>2,012,708.35</u>
 Total Amount Paid To-Date: ⁽²⁾	 \$ 42,460,758.29
Retainage withheld: ⁽³⁾	\$ <u>0.00</u>
Approved Amount for work completed (through Draw #24):	\$ 44,473,466.55
 Amount remaining for work to be completed:	 \$ 9,427,993.37
Total Percent of Budget Expended through June 2012:	82.5%

Footnotes

- ⁽¹⁾ Information/data presented in previous Quarterly Reports.
- ⁽²⁾ Draw Request #24 is currently being processed.
- ⁽³⁾ Retainage to be withheld only after 95% of the adjusted contract price has been paid.

Summary of Change Orders This Reporting Period

Change Order No. 10 has been approved for execution and is currently routing within the Mobility Authority for signatures. Change Order No. 10 provides a credit of \$71,819.11 to the Mobility Authority for modifications of Webber's scope of work. The change order also grants a total of 105 additional working days to the contract for delays incurred, coordination efforts between the Phase I and Phase II project opening dates, and facilitating the schedule of the toll systems integration between the two projects.

PHASE II CONSTRUCTION FINANCIAL STATUS

The following summary provides the financial status of design-build CDA contract for the Phase II Project.

Original CTMC Contract Amount:	\$ 207,297,859.00
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Allowable Dispute Resolution Board Expenses ⁽¹⁾	\$ 8,781.50
No executed change orders to date	\$ 0.00
Current Authorized Contract Amount:	\$ 207,306,640.50
Previous Total of CTMC Payments:	\$ 43,894,215.09
Amount of CTMC Draw Request #10 for March 2012 efforts	\$ 4,259,392.56
Amount of CTMC Draw Request #11 for April 2012 efforts	\$ 4,523,534.19
Amount of CTMC Draw Request #12 for May 2012 efforts	\$ 3,699,504.43
Total Amount Paid To-Date: ⁽²⁾	\$ 56,376,646.27
Retainage withheld: ⁽³⁾	\$ 0.00
Approved Amount for work completed (through Draw #12):	\$ 56,376,646.27
Amount remaining for work to be completed:	\$ 150,929,994.23
Total Percent of Budget Expended through May 2012:	27.2%

Footnotes:

- (1) The Dispute Resolution Board ("DRB") was convened to introduce the board to the project; the CDA allows CTMC to invoice half of the expenses associated with the DRB to the Mobility Authority.
- (2) Draw Request #13 is currently being reviewed by the General Engineering Consultant.
- (3) Retainage to be withheld only after 95% of the adjusted contract price has been paid.

Summary of Change Orders This Reporting Period

There have been no Change Orders approved for Phase II of the Manor Expressway Project.

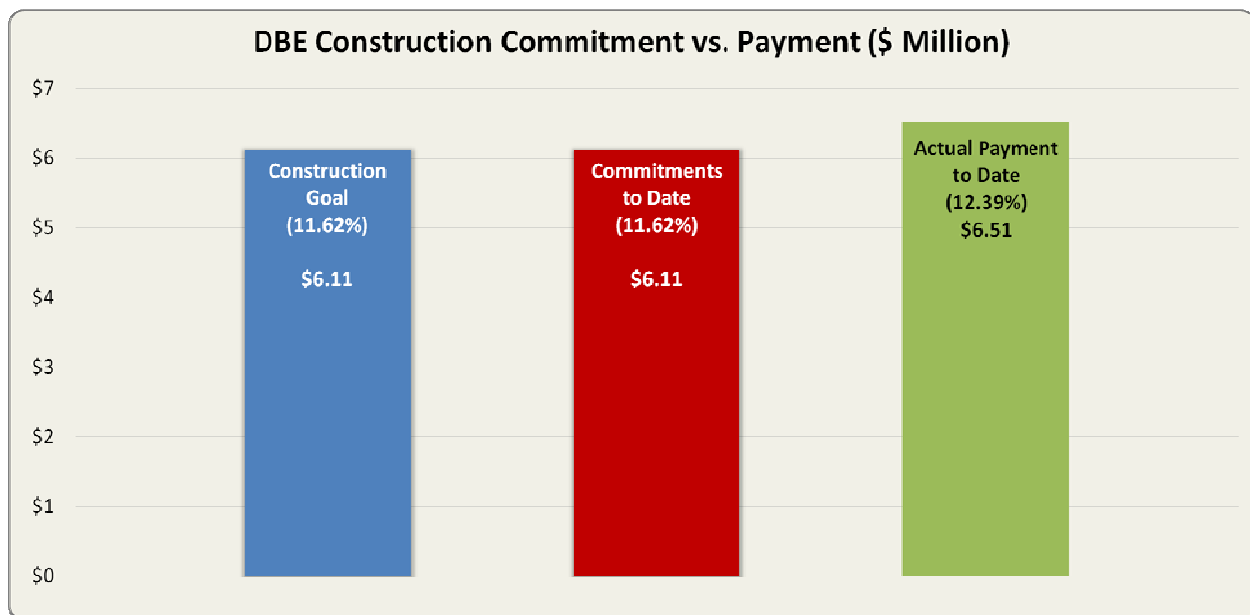
DBE STATUS

Phase I DBE Status

Webber is required to meet the Disadvantaged Business Enterprise (“DBE”) goal of 11.62% for Phase I of the Manor Expressway Project. The total DBE amount subcontracted to date is \$6,109,278.42 which is 11.62% of the original authorized contract total. This represents executed DBE subcontracts with the following firms: Cadit Company, Inc. [structural steel plate], Indus Construction [steel], Panther Creek Transportation, Inc. [trucking], and EBC Construction [underground utilities and riprap].

As of June 2012, Webber has submitted costs associated with DBE construction work in the amount of \$6,512,259.98 which equals approximately 12.39% to date of the original authorized contract value.

Figure 3 - Phase I DBE Construction Commitment for Period Ending June 2012

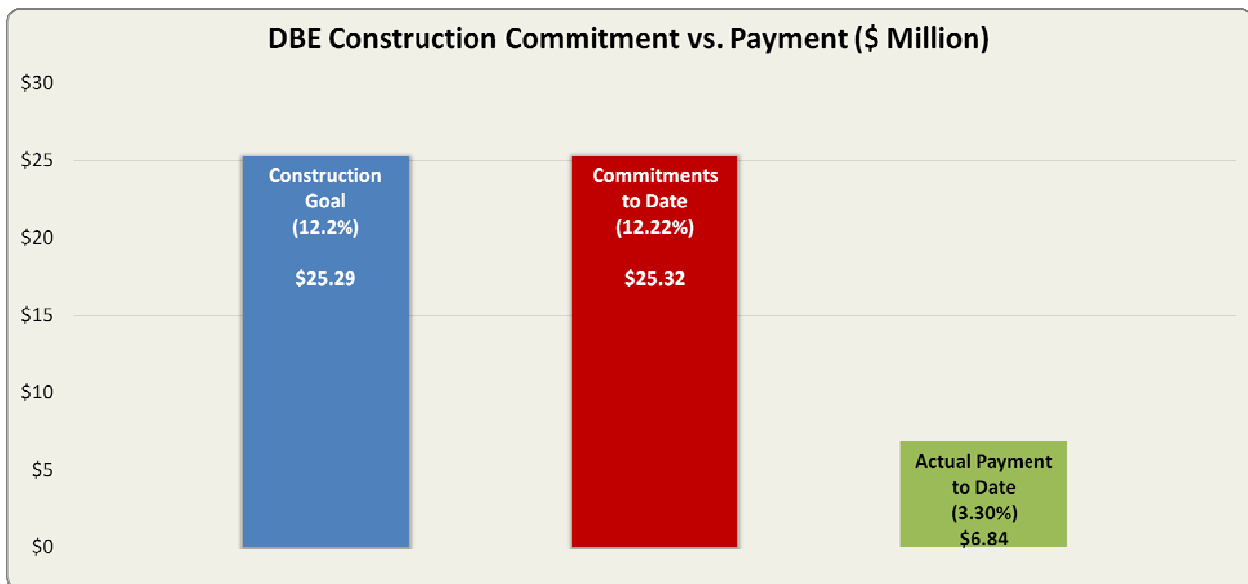


Phase II DBE Status

CTMC is required to meet the Disadvantaged Business Enterprise (“DBE”) goal of 12.2% for Phase II of the Manor Expressway Project. The total DBE amount subcontracted to date is \$25,324,761.47 which is 12.22% of the authorized contract total. This represents executed DBE subcontracts with the following firms: Aviles Engineering Corporation [geotechnical design], RJ Rivera Associates, Inc. [sign and pavement marking design], SE3, LLC [retaining wall design], PE Structural Consultants [bridge design], Lina T. Ramey & Associates [design surveying], United States R.O.W. [right-of-way acquisition], Solar Ray [utility design], Hayden Consultants [TDLR Review], Breda Company [furnish and tie reinforcing steel], N-Line Traffic Maintenance, L.P. [traffic barricades], Office Authority [furnishes office supplies], Panther Creek Transportation, Inc. [trucking], Roadway Specialties [cable barrier & small signs], Texas Trucking [trucking], S&R Investments [furnish fuel], and ID Guerra [wet utilities].

As of June 25, 2011, Webber has submitted costs associated with DBE development work in the amount of \$6,841,230.56 which equals 3.3% to date of the current authorized contract value.

Figure 4 - Phase II DBE Design & Construction Commitment for Period Ending June 2012



EMPLOYMENT REPORTING STATUS

Construction of Phase I of the Manor Expressway Project supported **248 jobs** during the reporting month of June 2012. This number of jobs supported by the construction includes: the construction personnel and their subcontractors; construction management staff, including inspectors and subconsultants; design support staff; and the general engineering consultant staff and their subconsultants. The total payroll associated with the jobs and work effort for June 2012 is **\$705,976.02**. The employment history through June 2012 for Phase I of the Manor Expressway Project is provided in Figure 5.

The Phase II Developer began providing employment data in January 2012. Construction of Phase II of the Manor Expressway Project supported **428 jobs** during the reporting month of June 2012. This number of jobs supported by the construction includes: the construction personnel and their subcontractors; design staff; design and construction management staff, including inspectors and subconsultants; and the general engineering consultant staff and their subconsultants. The total payroll figures are not being provided by the Phase II Developer. The employment history from January 2012 through June 2012 for Phase II of the Manor Expressway Project is provided in Figure 6.

Figure 5 - Phase I Employment History

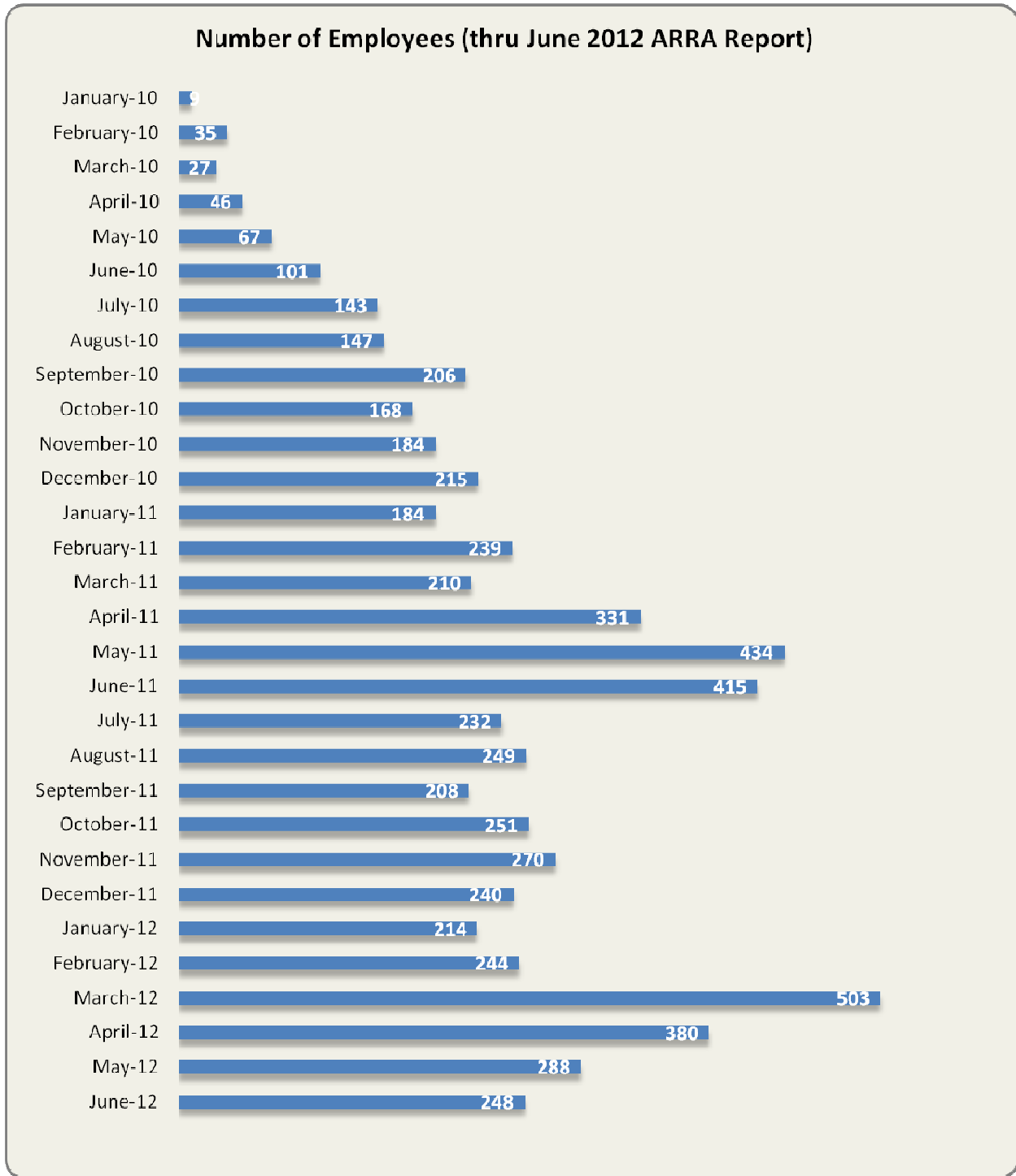
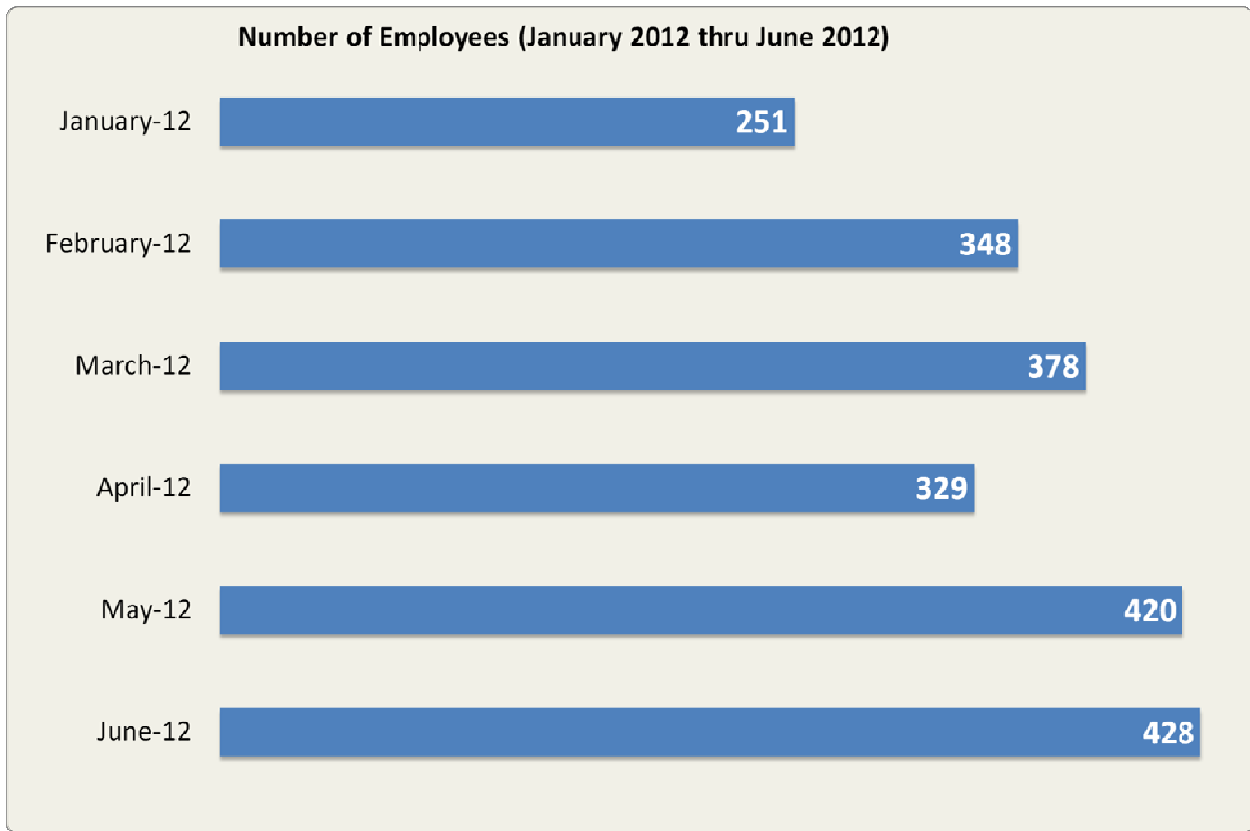


Figure 6 - Phase II Employment History



SUSTAINABILITY

Phase I Sustainability Initiatives

Webber has implemented a number of sustainable practices during their development work on the Project. While Webber isn't contractually required to track quantities associated with their implemented sustainable practices, below is a list of practices being implemented on the Phase I of the Manor Expressway Project:

- Use of solar-powered traffic control devices
- Salvage and reuse of embankment on-site
- Use of local/regional materials to reduce emissions and fuel costs
- Use of warm-mix asphalt pavement and recycled asphaltic pavement
- Recycling all reinforcing steel from demolished concrete structures

Phase II Sustainability Initiatives

In accordance with the terms of the CDA, CTMC is required to incorporate sustainable practices into the Project. The Mobility Authority, through provisions in the CDA, has implemented a "Green Credits" program that requires CTMC to attain a minimum number of credits for implementing sustainable practices into the Project; CTMC is required to attain 30 credits for the Project. CTMC is required to submit a quarterly report identifying the sustainable practices being implemented on the Project. CTMC submitted their Sustainability Initiatives Report First Quarter 2012 in May 2012. The following sustainable initiatives were reported:

- Sustainability Plans:

CTMC has prepared and implemented a series of required sustainability plans on the Project. These plans include a Noise Mitigation Plan, a Dust/Emission and Odor Control Plan, a Waste Management Plan, a Site Recycling Plan, and a Water Quality Maintenance/Enhancement Plan.

- Solar-Powered Traffic Control Devices:

During the first quarter of 2012, CTMC purchased one additional solar-powered variable message signs for use on the Project.

- Pavement Reuse:

During the first quarter of 2012, a total of 1,344 cubic yards of asphalt millings and unbound base was incorporated into haul roads and used as embankment.

- Reuse of Topsoil:

During the first quarter of 2012, CTMC removed approximately 7,011 tons of topsoil and stockpiled this material on the right-of-way for future use on the Project.

➤ Recycled Fill/Embankment Materials:

During the first quarter of 2012, CTMC has reused approximately 164,333 cubic yards of concrete from demolished building foundations as temporary creek crossings or embankment materials.

➤ Wood Recycling:

During the first quarter of 2012, 1,000 cubic yards of mulch was created by recycling the vegetation removed from the Project during clearing operations.

➤ Steel Recycling:

During the first quarter of 2012, 7.73 tons of metal were segregated for recycling.

➤ Utilization of Reclaimed or Non-Treated Water:

CTMC is currently using non-treated water from Gilleland Creek for dust suppression on the Manor Expressway Project.

➤ Separating Waste for Landfills Recyclable Waste:

Recyclable materials are separated by the project waste contractor, Waste Management.

➤ Automated Equipment Idle Shutdown:

CTMC has implemented a policy requiring that all equipment that will stand at idle for more than 5 minutes will be shutdown.

CTMC has earned ten (10) Green Credits for the sustainable practices implemented on the Project to date.

PUBLIC INVOLVEMENT

The Mobility Authority's Public Involvement Team manages the Manor Expressway hotline (512-684-3252) and the Project website (manorexpressway.com). Lane closures and construction alerts are regularly posted on the Project website as well as posted on the Project twitter account (@ManorExpressway). Additionally, stakeholders can sign up on the Project website for lane closure information to be sent directly to their cell phone via SMS text.

With both Phase I and Phase II of the Manor Expressway Project in active construction, public involvement continues to play a crucial role in the Manor Expressway Project. Following are the outreach activities for this quarter:

✓ Hotline:

Eight calls were received over the project's hotline (512-684-3252) regarding the Manor Expressway Project. The calls included project information requests, a complaint regarding a possible spilling of an unidentified substance on a car, as well as a complaint regarding the signal timing at Springdale and 290E. These calls were addressed by the team via phone, email and in person.

✓ Twitter:

Thirty-six updates on Phase I of the project have been posted to the Manor Expressway's Twitter account (@ManorExpressway) this quarter to inform followers of lane and ramp closures and detours. Two updates have now been posted for Phase II.

✓ Website:

All project updates have continued to be posted on the website in an effort to help keep the public informed on lane closures and construction activities. Two website contacts were fielded which included a complaint regarding construction vehicle safety and a question regarding the closure of the Chimney Hills crossover.

✓ Text Messaging:

Updates regarding lane closures and detours are sent out via text message with a reference to visit the project website for further information.

✓ Emails:

Emails continue to be sent out to the businesses and organizations along 290 East who prefer to receive the updates via email. As updates have been posted on the website and Twitter, they have continued to also be emailed to 170 email addresses of stakeholders along the project area.

✓ Visits:

Outreach continued with the Chimney Hills neighborhood association, Chimney Hills North Townhomes HOA, Walnut Creek neighborhood association and Hidden Creek Apartment community.

Attachment A

Manor Expressway Phase I Project
Aerial Photographs
July 2012



Manor Expressway Phase I Project
(Looking West from US 290)
(Taken 7/06/2012)



Manor Expressway Phase I Project
(Looking North from US 183)
(Taken 7/06/2012)



Manor Expressway Phase I Project
(Looking South from US 183)
(Taken 7/06/2012)



Manor Expressway Phase I Project
(Looking East from US 290)
(Taken 7/06/2012)

Attachment B

Manor Expressway Phase II Project
Aerial Photographs
June 2012



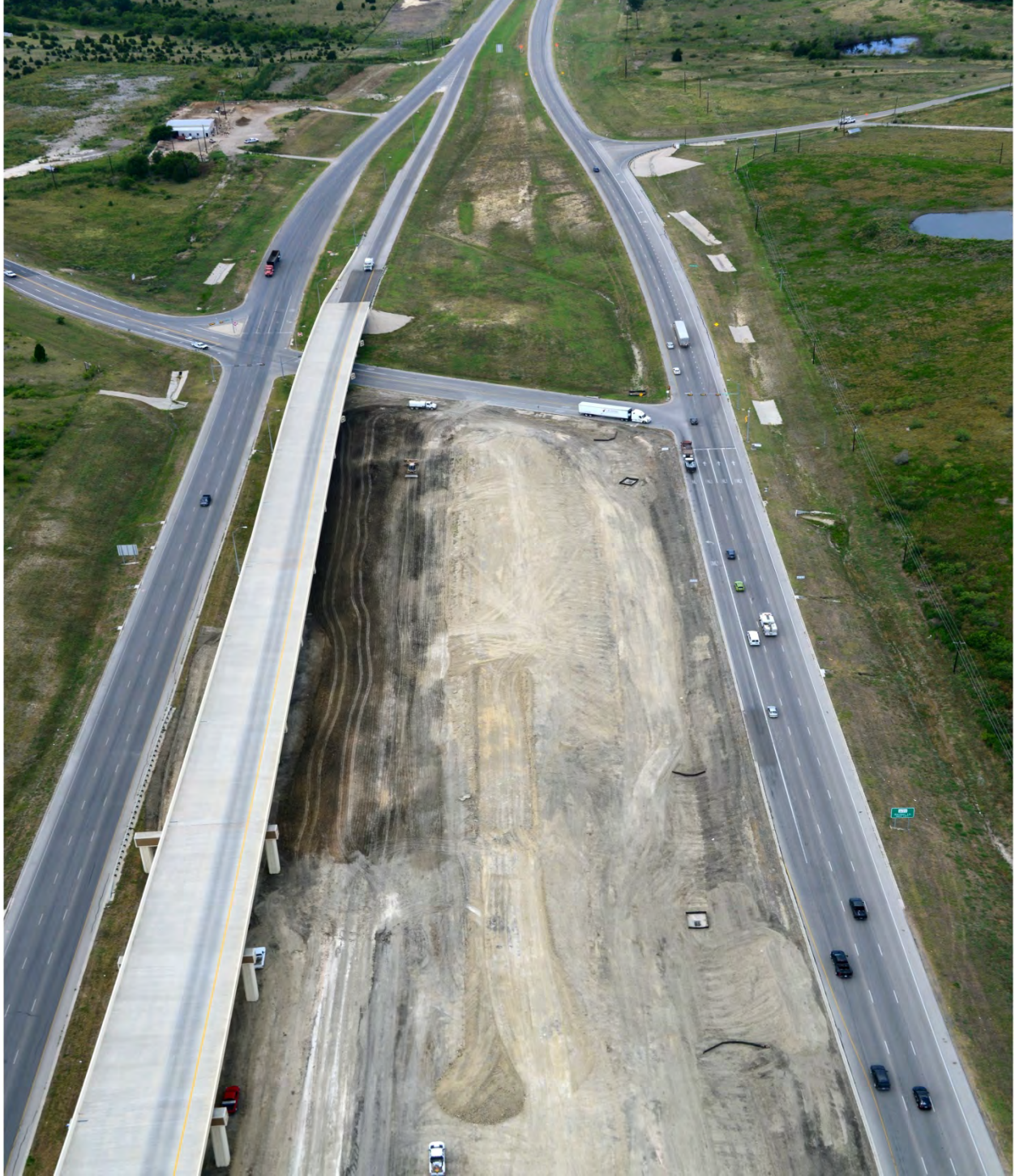
US 290 East looking west from Gilleland Creek
(Taken 6/19/2012)



US 290 East looking west from Parmer Lane
(Taken 6/19/2012)



US 290 East at SH 130 Interchange looking west
(Taken 6/19/2012)



US 290 East at Decker Lane Intersection looking west
(Taken 6/19/2012)



US 290 East at Harris Branch Intersection looking west
(Taken 6/19/2012)



US 290 East at Crofford Lane Intersection looking west
(Taken 6/19/2012)



US 290 East at Giles Road Intersection looking west
(Taken 6/19/2012)



US 290 East near Old Manor Road looking west
(Taken 6/19/2012)



US 290 East looking west at Mokon Crossing
(Taken 6/19/2012)



US 290 East at Chimney Hill Blvd looking west
(Taken 6/19/2012)



US 290 East at Springdale Road looking west
(Taken 6/19/2012)



US 290 East at Tuscany Way looking west
(Taken 6/19/2012)

Attachment C

Manor Expressway Project
Contingency Tracking
June 2012

Manor Expressway Phase I | **Contingency Balance Sheet**

06/25/12

PROJECT CONSTRUCTION CONTINGENCY		\$5,200,000
APPROVED ITEMS		
Executed Change Orders		
CO#01	Added 3x5 Rock to Pavement Section	\$148,122
CO#02	Double left turn at Tuscany Way	\$265,307
CO#03	Partnering Costs	\$10,000
CO#04	Work Zone Speed Zone Revisions	\$84,710
CO#05	Retaining Wall Revisions	\$84,248
CO#06	Addition of Peace Officers and Lane Rentals	\$96,000
CO#07	Drilled Shaft Capacity Mitigation	\$38,039
CO#08	Inclusion of Warm Mix Asphalt Paving	\$182,542
CO#09	Traffic rail; high-mast lighting elements; increased mobilization; increased traffic detour, etc.	\$56,218
CO#10	Revised wiring for high mast light; rock riprap additions; toll plan revisions; temporary attenuator for Manor Rd exit; drop inlet revisions; additional asphaltic concrete; additional T501 barrier rail	-\$71,819
Subtotal Executed Change Orders		\$893,367
Approved Other Items		
	Special Measurement Items (Drilled Shafts, Excavation, Embankment)	\$360,078
Subtotal Other Items		\$360,078
Subtotal Approved Items		\$1,253,445
ITEMS UNDER NEGOTIATION or ESTIMATED		
CO under negotiation		
	None at this time	\$0
Subtotal CO under negotiation		\$0
Potential Change Orders or pending more information		
	None at this time	\$0
Subtotal Potential Change Orders		\$0
Other Items		
	Additional Utility Adjustment Costs	\$35,906
Subtotal Other Items		\$35,906
<i>¹ CO #10 being negotiated</i>		
Subtotal Items Under Negotiation or Estimated		\$35,906
Total Costs		\$1,289,351
Total Contingency		\$5,200,000
TOTAL REMAINING AVAILABLE CONTINGENCY		\$3,910,649

Manor Expressway Phase II | Contingency Balance Sheet

06/25/12

PROJECT CONSTRUCTION CONTINGENCY (from the bond sale)		\$17,200,000
APPROVED ITEMS		
Executed Change Orders		
None at this time		\$0
	Subtotal Executed Change Orders	\$0
Approved Other Items		
None at this time		\$0
	Subtotal Other Items	\$0
	Subtotal Approved Items	\$0
ITEMS UNDER NEGOTIATION or ESTIMATED		
CO under negotiation		
CO#1	Revise aesthetics on MOKAN mainlane and frontage road bridges	-\$59,454 (credit)
CO#2	Design and construction costs associated with ADA compliant Shared Use Path ¹	\$200,000
	Subtotal CO under negotiation	\$140,546
Potential Change Orders or pending more information		
PCO#3	Revision to the mainlane and frontage road pavement sections ¹	\$0
	Subtotal Potential Change Orders	\$0
Other Items		
Incentive	Early Completion Incentives (Max Amount \$3,600,000)	\$3,600,000
	Subtotal Other Items	\$3,600,000
¹ <i>Estimated cost</i>		
	Subtotal Items Under Negotiation or Estimated	\$3,740,546
	Total Costs	\$3,740,546
	Total Contingency	\$17,200,000
	TOTAL REMAINING AVAILABLE CONTINGENCY	\$13,459,454

RIGHT OF WAY		\$65,400,000
Estimated Right of Way Costs		
Schematic ROW ²		\$57,830,000
	Subtotal Right of Way Costs	\$57,830,000
Additional Right of Way Costs		
None at this time		\$0
	Subtotal - Additional Right of Way	\$0
² <i>Estimated Cost</i>		
	Available Right of Way Contingency	\$7,570,000



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #12 SUMMARY

Quarterly Briefing on the MoPac
Improvement Project.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: None

Funding Source: N/A

Board Action Required: No

Description of Matter:

The report is an account of the activities on the MoPac Improvement Project from April through June, 2012.

Reference documentation:

GEC Quarterly Activities Report and Board Presentation

Contact for further information:

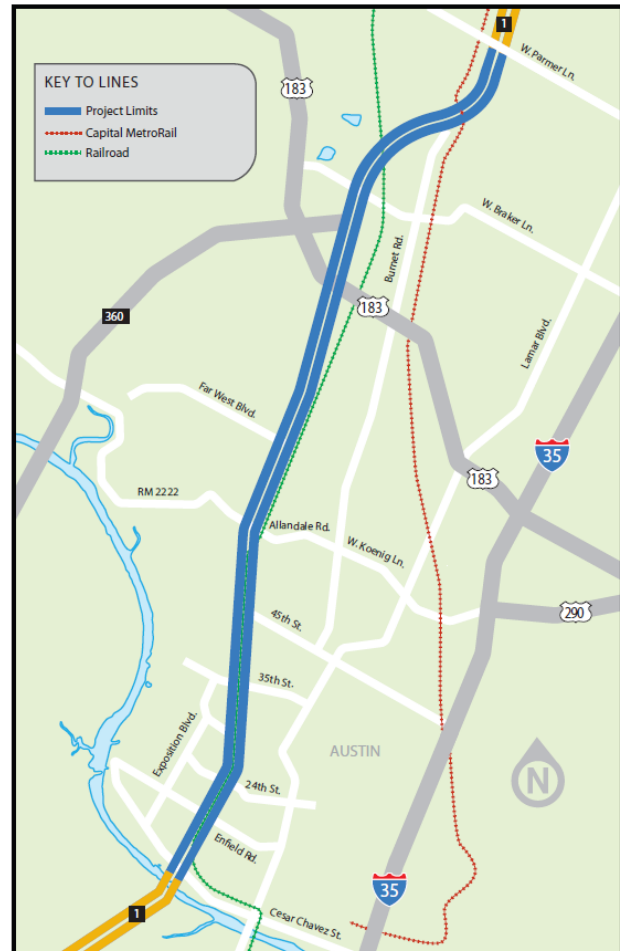
Wesley M. Burford, P.E., Director of Engineering

PROJECT DESCRIPTION

The 11-mile stretch of MoPac between Parmer Lane and Cesar Chavez Street is one of Austin's most important arteries, serving as a key route to downtown and points beyond. As a primary alternative to Interstate 35, MoPac moves more than 180,000 cars and trucks each day. This stretch of MoPac is currently seeing high levels of congestion and unreliable operations. At the urging of local and state leaders, the Central Texas Regional Mobility Authority (Mobility Authority), the Texas Department of Transportation (TxDOT), the City of Austin, and Capital Metro (CapMetro) have teamed up to develop a reasonable solution to the mobility problem in this corridor that takes into account the needs of drivers, transit riders, pedestrians, bicyclists, and the concerns of surrounding neighbors.

Any proposed improvements would require approval from the Federal Highway Administration (FHWA). TxDOT and the Mobility Authority are currently working together to complete schematic design and environmental studies following the requirements set by the National Environmental Policy Act of 1969 (also known as "NEPA"). The schematic design and environmental phase is scheduled to be completed by the summer of 2012. If the approved Project has a toll component, the Mobility Authority will take responsibility for the financing, design, construction, operations, and maintenance of the facility.

This report describes the status of the MoPac Improvement Project and documents the activities accomplished from April 2012 through June 2012.



ACTIVITIES

The following activities have been accomplished by TxDOT, the Mobility Authority, and their consultants during the reporting period.

ENVIRONMENTAL ASSESSMENT (EA)

- **Environmental Process Schedule:** As of the date of this report, the environmental process is currently on schedule. An environmental finding from Federal Highway Administration (FHWA) is anticipated in August 2012.
- **EA Document Status:** After considering public comment from the Public Hearing and finalizing the document, TxDOT intends to submit the Final EA to FHWA in mid-July.

PUBLIC INVOLVEMENT AND COMMUNITY OUTREACH

Messaging, Information, and Meetings

- **Stakeholder Meetings and Elected Official Briefings:** The Project Team continues to coordinate with stakeholders and elected officials. Various meetings held in the second quarter of 2012 include:
 - A project status briefing was given to Austin Fire Department Chief Rhonda Kerr
 - A series of project status briefings were conducted with Austin City Council Member Chris Riley and his staff
 - A project status meeting with Travis County Commissioner Sarah Eckhardt's office
- **Public Hearing:** On May 23, TxDOT and the Mobility Authority held a Public Hearing for the proposed project. Following an open house session, a formal presentation was given with information on the environmental process, the express lanes alternative, sound walls, project aesthetics, and bicycle/pedestrian mobility improvements. A total of 157 members of the public attended, and feedback on the project and its various elements was received by the Team. Of the 322 total comments received, 152 comments stated support for the proposed project and 97 opposed the proposed project. The remaining 73 comments primarily concerned several issues or questions regarding the proposed project. The issues involve excluding the toll road component of the proposed project, concerns over the Express Lanes connections to downtown, funding sources and concerns, and support for other alternatives.
- **Informational Workshops:** Informational Workshops are anticipated to be held with the purpose of providing general information to key stakeholders on express lanes and dynamic pricing. In connection with these workshops, the Texas Transportation Institute (TTI) is coordinating with the Mobility Authority to sponsor a Managed Lanes Network Workshop in Fall 2012. This workshop would focus on the planned network of managed lanes in the region.
- **Project Updates:** The Mobility Authority distributes Project Updates via e-mail on a regular basis to several key stakeholders. These Project Updates provide a short summary of the progress achieved on the Project over the previous weeks. Project Updates were e-mailed on May 2.

- **E-Newsletter:** A sixth project e-Newsletter was sent out to project stakeholders on April 26 to update the public on the Project's latest developments and to provide date, time, and location of the Public Hearing.

DESIGN/BUILD (D/B) CONTRACTOR PROCUREMENT

- **Request for Qualifications (RFQ):** On April 13, the Mobility Authority issued a RFQ to solicit responses from teams interested in pursuing the development of the Project through a D/B contract. On April 23, the Mobility Authority conducted a RFQ pre-submittal conference at the Education Service Center Region XIII for interested parties. The purpose of the conference was to provide information on the Project and to clarify the process for submitting responses to the RFQ. Following the conference, the Mobility Authority hosted a Disadvantaged Business Enterprise (DBE) networking session to help facilitate team formation. The Mobility Authority received seven (7) responses to the RFQ on May 14. All seven submittals were reviewed by Mobility Authority Staff and consultants and three Teams were recommended to advance to the Proposal stage. Abrams-Lane Joint Venture, CH2M HILL, and DWCo-Sundt were the short listed Teams approved by the Board of Directors on May 30.
- **Draft Request for Detailed Proposals (RFDP):** On June 6, the Mobility Authority provided a draft version of the RFDP to the shortlisted Teams, TxDOT and FHWA for industry review. The industry review process includes Workshops and One-on-One meetings with the Proposing Teams to discuss the Project requirements and the Contract terms. Two Workshops were offered by the Mobility Authority in June to review important aspects of Project including: Maintenance of Traffic, Roadway Design, Utility Coordination, and Railroad Coordination. The first round of One on One meetings were held on June 28. One on One meetings provide a confidential setting for each Proposing Team to privately ask questions and present ideas that may provide value to the Project. Two more rounds of One on One meetings will occur in July and August. Comments received during the industry review phase will be assessed for potential incorporation into the draft RFDP.
- **Official Issuance of RFDP:** It is anticipated that in September the RFDP will be finalized and, after FHWA and TxDOT concurrence, the Mobility Authority will officially issue the RFDP to the Proposing Teams. The Proposers will have approximately three months to prepare their Technical and Price Proposals. Continued coordination and One on One meetings will occur during this time. The Teams' Proposals are due in December. Mobility Authority Board approval of the recommended design/build contractor is expected to occur in January 2013.
- **D/B Notice to Proceed (NTP):** With no bond sale anticipated, NTP for design and construction can occur as soon as the D/B contract is finalized and approved by TxDOT/FHWA. This anticipated to occur between February and May 2013.

FUNDING / AGREEMENTS

- **Transportation Infrastructure Finance and Innovation Act (TIFIA) Program:** USDOT reviewed and declined the Mobility Authority's December 2011 Letter of Interest (LOI) for the 2012 TIFIA credit program.
- **City of Austin Proposition 1:** The Mobility Authority continues coordination with city staff to develop the financial agreement to utilize the \$100,000 allocated in the 2010 Proposition 1 funds for the MoPac corridor. An agreement is anticipated to go before city council for approval in August 2012.
- **TxDOT Project Development Agreement (PDA):** The PDA continues to be refined and terms discussed with TxDOT. The PDA will clarify the roles of TxDOT and the Mobility Authority during the upcoming final design, construction, operations, and maintenance of the Project.
- **Capital Area Metropolitan Planning Organization (CAMPO) Agreement:** On June 11, CAMPO Policy Board approved an innovative plan to generate new funding for future transportation projects in Central Texas. Under the plan, CAMPO will allocate \$130 million to the Mobility Authority to help pay for design and construction of the \$200 million MoPac Improvement Project. In turn, the Mobility Authority will, over a 25-year period, deposit \$230 million into a Regional Infrastructure Fund, which can be used to fund other critical non-tolled and tolled transportation projects in Central Texas, such as improvements to Interstate 35. The Mobility Authority continues to work with the CAMPO Board Executive Committee to complete a financial agreement for these funds.
- **TxDOT Financial Assistance Agreement (FAA):** In July 2012, a FAA will go before the Texas Transportation Commission for approval. This agreement allows the Mobility Authority access to the \$67.6 million TxDOT allocated for the project from Category 2 funding, and to the \$130 million of TxDOT funds allocated by CAMPO.

SCHEDULE

The overall Project remains on schedule. An environmental finding from FHWA is anticipated by August 2012. If the Express Lanes alternative moves forward as the FHWA-approved preferred alternative, procurement completion of the D/B Contractor is anticipated in early 2013. The anticipated start of design and construction is mid-2013 with a potential facility open to traffic in 2016.

SCHEDULE RISK ASSESSMENT



Environmental Process / TxDOT & FHWA Coordination



Procurement of a Design/Build Contractor



Public and Political Opinion



Coordination with UPRR / City of Austin / CapMetro / Austin Energy



Traffic and Revenue - Financing

UPCOMING MILESTONES

- FAA approval by the Texas Transportation Commission (July 2012)
- FHWA provides an Environmental Decision on the EA (August 2012)
- Mobility Authority issues official RFDP (September 2012)
- Shortlisted Teams submit proposals (December 2012)
- Selection of a Design/Build Contractor (January 2013)

MILESTONES MATRIX

Milestone	Date	Status
Restart Environmental Study and Public Involvement	Summer 2010	Complete
Market Valuation / Exercise Primacy	Fall 2010	Complete
Develop and Refine Preliminary Alternatives	Fall 2010	Complete
Conduct Open House Meetings (Round 1 & 2)	Fall 2010	Complete
Reasonable Alternatives Refinement	Winter 2010/ 2011	Complete
Draft Environmental Assessment (EA) and Schematic Complete - Initiate Review Process	February 2011	Complete
TxDOT Austin District EA Review Begins	February 2011	Complete
Restart Aesthetics Committee	March 2011	Complete
Complete Level 2 Traffic and Revenue (T&R)	May 2011	Complete
Context Sensitive Design Advisory Committee Meetings	March-May 2011	Complete
TxDOT Environmental Division EA Review	Spring 2011	Complete
Conduct Open House Meeting (Round 3)	May 2011	Complete
Conduct Sound Wall Workshops	Summer 2011	Complete
FHWA Resolution on Design Exceptions	Summer 2011	Complete
FHWA Begins EA Review	Fall 2011	In Progress
Conduct Community Open Houses	March 2012	Complete
EA is deemed "Satisfactory for Further Processing" by FHWA	April 2012	Complete
Conduct Public Hearings on the Draft EA	May 2012	Complete
Submittal of Final EA to TxDOT/FHWA	July 2012	Pending
Environmental Finding from FHWA	August 2012	Pending
Issue RFDP	September 2012	
Shortlist Teams Submit Proposals	December 2012	
Selection of a Design/Build Contractor	January 2013	



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #13 SUMMARY

Executive Director's Report.

Department: Administrative

Associated Costs: None

Funding Source: None

Board Action Required: No

Description of Matter:

The Executive Director's Report is attached for review and reference.

Attached documentation for reference:

Executive Director's Report

A. 2012 IBTTA Toll Excellence Award in the Social Responsibility category for Green Initiative Program

Contact for further information:

Mike Heiligenstein, Executive Director



REPORT TO THE BOARD OF DIRECTORS JULY 25, 2012

MIKE HEILIGENSTEIN - EXECUTIVE DIRECTOR

PRIORITY ISSUES



183A Shared-Use Path Pedestrian
Bridge Construction



MoPac Improvement Project
Environmental Study



Installation of 183A Shared Use Path Pedestrian
Bridge - opening September 2012

ADMINISTRATION

IBTTA SUSTAINABILITY AWARD

Last month, the Mobility Authority was notified by the International Bridge Tunnel and Turnpike Association (IBTTA) that our Green Initiative Program has won the 2012 IBTTA Toll Excellence Award in the category of Social Responsibility. The award submittal included information about our Green Construction Practices, Green Credits Program and Green Mobility Challenge.

The official Toll Excellence Awards ceremony will take place Monday, September 10th during the opening session of the IBTTA Annual Meeting in Orlando, FL. During this ceremony, one of the five Toll Excellence Award winners will be named as the winner of the overall President's Award.

PROJECT DEVELOPMENT

MANOR EXPRESSWAY

US 183 INTERCHANGE PROJECT

Significant progress was made last month on the interchange project. Following the traffic switch in late June, extensive milling, excavation and subgrade preparation work was completed for the east and west bound mainlanes. The east bound toll plaza is nearly complete, and the final components of the west bound toll plazas are being installed.

100% of the drill shafts, footings, columns, aesthetic features, caps and concrete beams have been installed. Steel erection is complete for both the US 183 north to US 290 east and the US 290 west to US 183 south direct connectors, and the concrete bridge decks for the entire US 183 south to US 290 east direct connector have been poured.

MANOR EXPRESSWAY

PHASE II PROJECT

Central Texas Mobility Constructors (CTMC) completed construction of the east bound frontage road between the US 183 interchange and Giles Road in late June allowing for the traffic switch necessary to complete the interchange project as well as to finish construction of the interim milestone mainlanes and west bound frontage road. Additional construction activities include installation of drainage structures, subgrade preparation and erection of bridges and retaining walls. Earthwork and bridge

substructure activities have also begun on the east end of the project between Decker Lane and Gilleland Creek across SH 130.

The Public Involvement team hosted a barbecue July 4th for the residents of Walnut Creek Neighborhood to thank them for their patience with the continuing construction activities. These residents are being significantly affected by around the clock construction and are enduring delays getting in and out of their neighborhood.



July 4th Barbecue with Walnut Creek Neighborhood

MO PAC IMPROVEMENT PROJECT

PROJECT DEVELOPMENT

The environmental study continues to stay on schedule. TxDOT is scheduled to submit the final Environmental Assessment to FHWA on July 13th. We expect to receive a decision in August. Previously, the Board approved the following short list of potential Design/Build teams for the MoPac Improvement Project: DW/Sundt, Abrams/Lane and CH2M HILL. Last month, the proposing teams were provided the Draft Request for Detailed Proposals (RFDP) for review and comment. They were also introduced to important project aspects at a workshop. Staff is currently conducting

workshops and one-on-one meetings with the proposing teams and anticipates issuing the final RFDP in September.

Additionally, Austin City Council will consider two interlocal agreements in support of the MoPac Improvement Project at their August 2nd meeting. These agreements address reimbursement for additional modeling and context sensitive design guideline development as well as finalizing soundwall construction and tree planting within City of Austin right-of-way along the corridor.

183A EXTENSION

CONSTRUCTION

Final touches on the 183A Northern Extension continue. Construction activities include clean-up, drainage construction, painting and illumination lighting installation. Shared Use Path construction and aesthetic enhancements are also being completed.

With Board approval, the Mobility Authority anticipates increasing the speed limit along 183A from 70 MPH to 75 MPH in early August.

US 183 BERGSTROM EXPRESSWAY

ENVIRONMENTAL STUDY

PROJECT DEVELOPMENT

The Mobility Authority continues to partner with TxDOT on an Environmental Assessment of US 183 from US 290 to SH 71, otherwise known as the Bergstrom Expressway. Staff has initialized development of the public involvement materials, begun meeting with stakeholders and has scheduled the first Open House for September 18th at the Delco Center.



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #14 SUMMARY

EXECUTIVE SESSION

Executive Session:

Discuss acquisition of one or more parcels or interests in real property needed for the Manor Expressway Project and related legal issues, pursuant to §551.072 (Deliberation Regarding Real Property; Closed Meeting) and §551.071 (Consultation with Attorney; Closed Meeting).



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #15 SUMMARY

EXECUTIVE SESSION

Executive Session:

Discuss legal issues related to claims by or against the Mobility Authority, pending or contemplated litigation and any related settlement offers; or other matters as authorized by §551.071 (Consultation with Attorney).



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #16 SUMMARY

EXECUTIVE SESSION

Executive Session:

Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation with Attorney).



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #17 SUMMARY

EXECUTIVE SESSION

Executive Session:

Discuss personnel matters as authorized by §551.074 (Personnel Matters).



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #18 SUMMARY

Right of Way

Authorize negotiation and execution of a purchase contract, a settlement agreement, or both in a pending eminent domain proceeding to acquire the following described parcel or property interest for the Manor Expressway Project:

- A. Parcel 60 of the Manor Expressway Toll Project, a 1.090 acre tract in Travis County, on the southeast corner of 290E and Parmer Lane, owned by The Butler Family Partnership, Ltd.
- B. Parcel 35 of the Manor Expressway Toll Project, a 1.31 acre tract in Travis County, at 9306 Old Manor Road, owned by Arturo Diaz.