



**CENTRAL TEXAS  
Regional Mobility Authority**

## Regular Meeting of the Board of Directors

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**9:00 a.m**

Wednesday, April 30, 2014

Lowell H. Lebermann, Jr., Board Room  
3300 N. IH-35, Suite 300  
Austin, Texas 78705

## AGENDA

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### ***No action on the following:***

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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.
3. Approve the minutes for the March 26, 2014, Regular Board Meeting.

### ***Consent Agenda***

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***The Consent Agenda includes routine or recurring items for Board action with a single vote. The Chair or a Board Member may defer any Consent Agenda item for a separate consideration under the Regular Agenda.***

4. Approve a new work authorization with Telvent USA LLC to provide toll system installation services to the Cameron County Regional Mobility Authority.
5. Approve an amendment to the existing work authorization and a new work authorization with Telvent USA LLC to provide toll system maintenance services to the Cameron County Regional Mobility Authority.
6. Approve an amendment to the contract with W.P. Engineering Consultants, Inc., for operation of the HERO program.
7. Authorize a procurement for engineering services for final design of the SH 45 SW project.

8. Exercise the option of the Mobility Authority under state law to develop, finance, construct, and operate the State Highway 45 Southwest Project.
9. Approve the financial statements for March 2014.

### ***Regular Items***

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#### ***Items for the Board to discuss, consider, and take appropriate action.***

10. Approve an agreement with the City of Leander relating to financing and construction of improvements to the 183/183A intersection.
11. Award a construction contract for the Manor Expressway maintenance yard.
12. Authorize a procurement for a contract to perform milling and overlay work on 183A.

### ***Briefings and Reports***

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#### ***Items for briefing and discussion, but no action to be taken by the Board.***

13. Quarterly Briefing on the Manor Expressway Project.
14. Quarterly Briefing on the MoPac Improvement Project.
15. Environmental Process Presentation and Quarterly Briefing on the following projects:
  - A. Bergstrom Expressway
  - B. Oak Hill Parkway
  - C. SH 71 Express
  - D. MoPac South
  - E. MoPac Intersections
  - F. 183 North
  - G. SH 45 SW
16. Executive Director's report
  - A. Report on toll transactions
  - B. Schedule for FY 2014-2015 budget adoption

## **Executive Session**

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*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:*

17. 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).

## **Reconvene in Open Session.**

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18. Adjourn Meeting.

## **Notes**

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**Opportunity for Public Comment.** At the beginning and at the end 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 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.

**Español.** Si desea recibir asistencia gratuita para traducir esta información, llame al (512) 996-9778.



**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

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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

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Approve the minutes for the March 26, 2014  
Regular Board Meeting.

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

Description of Matter:

The Minutes for the March 26, 2014 Regular Board Meeting

Attached documentation for reference:

Draft Minutes for the March 26, 2014 Regular Board Meeting

Contact for further information:

Andrew Martin, General Counsel

## MINUTES

### Regular Meeting of the Board of Directors of the CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Wednesday, March 26, 2014  
9:00 A.M.

The meeting was held in the Mobility Authority's Lowell H. Lebermann, Jr., Board Room at 3300 N. Interstate 35, #300, Austin, Texas 78705-1849. Notice of the meeting was posted March 21, 2014 at the respective County Courthouses of Williamson and Travis Counties; online on the website of the Secretary of State; online on the website of the Mobility Authority; and in the Mobility Authority's office lobby at 3300 N. Interstate 35, #300, Austin, Texas 78705-1849.

**1. Welcome and Opening Remarks by Chairman Ray Wilkerson.**

Chairman Ray Wilkerson called the meeting to order at 9:05 a.m. and called the roll. Directors present at the time the meeting was called to order were Mr. Jim Mills, Mr. David Singleton, Mr. Bob Bennett, Mr. Charles Heimsath, and Mr. David Armbrust. Ms. Nikelle Meade was not present for the meeting.

**2. Open Comment Period.**

No comments were given.

**3. Approve the minutes for the February 26, 2014, Regular Board Meeting and the March 19, 2014, Board Workshop.**

Chairman Ray Wilkerson presented for Board consideration the minutes for the February 26, 2014, Regular Board Meeting and the March 19, 2014, Board Workshop. Mr. Bob Bennett moved to approve the minutes as drafted, and Mr. Jim Mills seconded the motion. The motion carried unanimously 6-0, and the minutes were approved as drafted.

**4. Approve an agreement with Travis County and Hays County relating to financing and development of the SH 45 SW Project.**

Mr. Wes Burford presented this item. Staff recommends approval of an interlocal cooperation agreement with Travis County and Hays County to provide a portion of the funds needed by the Mobility Authority to develop Segment 3 of State Highway 45 Southwest ("SH 45 SW") subject to the state environmental impact statement currently being prepared by the Texas Department of Transportation. The proposed agreement has been approved by the respective Commissioners Courts of Travis and Hays Counties. The Mobility Authority is responsible for obtaining all funding to design and construct SH 45 SW that will be needed in addition to the \$20 Million provided by the two counties under this agreement.

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

**5. Authorize procurement of a construction contract for the Maha Loop/Elroy Road project.**

Mr. Wes Burford presented this item. The Board previously approved an interlocal cooperation agreement with Travis County for the Mobility Authority to design and construct a new county road in southeast Travis County, the Maha Loop/Elroy Road from Pearce Lane to SH 71. The construction project consists of a 3-lane section, one lane in each direction with a center turn lane that will allow contra flow. Design and construction of the road will be completed to ensure compatibility with future development of an ultimate 5-lane section. Staff requests Board approval to procure, consistent with the Mobility Authority Procurement Policy, a contract to construct that road.

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

**6. Award a construction contract for the Manor Expressway maintenance yard.**

Mr. Wes Burford presented this item. During the pre-qualification process staff pre-qualified four bidders that had the ability to bid this job, but staff only received one bid. The bid was about 50% over the engineer's estimate. Staff went back and reviewed how the job was estimated and believe there was a flaw in the way the job was estimated. Staff believes it is in the best interest of this agency to reject the bid and re-advertise the project. Staff recommended rejecting all bids.

Mr. Charles Heimsath made a motion to reject all bids, and Mr. David Armbrust seconded the motion. The motion carried unanimously, 6-0, and the resolution was approved as drafted.

**7. Authorize the Executive Director to negotiate, execute, and convey to the City of Austin all drainage easements required to develop the Manor Expressway maintenance yard.**

Mr. Wes Burford presented this item. The City of Austin review and permitting processes for the Manor Expressway maintenance yard require the Mobility Authority, as developer of the site, to convey drainage easements for two existing drainage paths. The drainage easements convey the limits of the 100 year floodplain for each drainage path, consistent with the City of Austin Land Development Code.

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

**8. Approve a change order with the Central Texas Mobility Constructors, LLC, relating to painting for the Manor Expressway.**

Mr. Wes Burford presented this item. The change order with Central Texas Mobility Constructors, LLC ("CTMC") for the Manor Expressway Phase II Project is to compensate

CTMC for painting additional surfaces of structural elements on the Manor Expressway Project.

Staff has reviewed the aesthetic paint requirements required by the contract and recommends that additional structural surfaces be painted to achieve a standard consistent with other Mobility Authority projects. The increase in painted surface will require an extension of the contract's substantial completion date of 88 days, resulting in a revised substantial completion date of May 6, 2014. Additionally, this change order includes an extension of overhead costs and project traffic control for the additional 88 days.

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

**9. Exercise the option of the Mobility Authority under state law to develop, finance, construct, and operate the Bergstrom Expressway (183 South) Project as a toll project.**

Mr. Andy Martin presented this item. State law provides that the Mobility Authority, a "local tolling entity," has the first option to develop, finance, construct, and operate any new toll project located in Travis and Williamson Counties. This option is commonly referred to as "primacy."

The draft resolution exercises the Mobility Authority's option to develop the Bergstrom Expressway (183 South) Project, and directs the Executive Director to communicate that action to the Texas Department of Transportation.

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.

**10. Authorize a request for qualifications for a design-build contract to develop the Bergstrom Expressway (183 South) Project, and designate the Authority's representative for that design-build procurement process.**

Mr. Wes Burford presented this item. Issuing a Request for Qualifications to develop the Bergstrom Expressway is the first step in the state-mandated procurement process for selecting a design-build contractor. Section 370.403, Transportation Code, also requires designation of an engineer or firm independent of a design-build contractor to act as the Mobility Authority's representative for the procurement process and for the duration of work on the project.

Mr. Bob Bennett moved for approval, and Mr. David Singleton seconded the motion. The motion carried unanimously, 6-0, and the respective resolutions were approved as drafted.

**11. Approve the financial statements for February 2014.**

Mr. Bill Chapman presented this item. There was nothing unusual to report for the February financial statements.

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

**Briefing and discussion on the following:**

**12. Update on the Central Corridor High-Capacity Transit Study.**

Mr. Kyle Keahey presented this item, and provided an update on the Central Corridor High-Capacity Transit Study.

**13. Executive Director's report.**

Mr. Mike Heiligenstein explained that the Maha Loop Project and SH 45 SW Project have progressed. The Manor Expressway grand opening will occur on Saturday, May 17<sup>th</sup>, 2014.

**Executive Session Pursuant to Government Code, Chapter 551**

Chairman Wilkerson announced in open session at 10:18 a.m. that the Board would recess the open meeting and reconvene in Executive Session to deliberate the following item:

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

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).

The Board reconvened in open meeting at 10:31 a.m., and Chairman Wilkerson announced that no action was taken in Executive Session.

**16. Declare a public necessity to acquire the following described parcel or interest in real property for the Manor Expressway Project by the use and power of eminent domain:**

**Parcel 21A(AC) of the Manor Expressway Toll Project, a "denial of access line" of 301.15 linear feet along the southern boundary of a 2.844 acre tract abutting the right-of-way of U.S. Highway 290, west of Chimneyhill Drive in Travis County, owned by Salim Haddad, Trustee.**

Mr. Andy Martin presented this item. Staff recommends approval to file an eminent domain action for Parcel 21A(AC) for denial of access.

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

**17. Adjourn Meeting.**

Chairman Ray Wilkerson declared the meeting adjourned at 10:35 a.m. with unanimous consent.



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #4 SUMMARY

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Authorize a new work authorization with Telvent USA, LLC to provide new toll system installation services to the Cameron County Regional Mobility Authority.

Strategic Plan Relevance: Innovative, Economic Vitality

Department: Toll Operations

Associated Costs: \$3,970,012 (no cost to Mobility Authority)

Funding Source: Cameron County Regional Mobility Authority

Board Action Required: Yes

Description of Matter: At the January 2010 Board of Directors meeting, the Board passed Resolution No. 10-06 to authorize an interlocal agreement between the Mobility Authority and the Cameron County Regional Mobility Authority (CCRMA). Under this interlocal agreement and through our Contract for Toll System Implementation with Telvent USA, LLC (Telvent), the Mobility Authority has assisted CCRMA in the installation and implementation of its toll system for the SH 550 toll road in Brownsville. CCRMA is requesting Mobility Authority assistance under the interlocal agreement to expand the SH 550 toll road in a project commonly referred to as the "Direct Connector."

This request is for approval of a new work authorization with Telvent to install the toll system for the Direct Connector. The "not to exceed" cost of \$3,970,012 for implementation and integration of the Direct Connector toll system will be paid by CCRMA. The Mobility Authority incurs no costs other than a minimal amount of staff time for coordination and management of the Telvent work authorization.

Reference documentation: Draft Resolution  
Draft Work Authorization

Contact for further information: Tim Reilly- Director of Toll Operations

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

**RESOLUTION NO. 14-\_\_\_**

**APPROVING A NEW WORK AUTHORIZATION WITH TELVENT USA LLC  
TO PROVIDE TOLL SYSTEM INSTALLATION SERVICES TO THE  
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

WHEREAS, the Mobility Authority provides services to Cameron County Regional Mobility Authority (“CCRMA”) through its Contract for Toll System Implementation effective April 27, 2005, with Telvent USA, LLC, formerly known as Caseta Technologies (the “Telvent Contract”) under an interlocal agreement between the Mobility Authority and CCRMA effective January 27, 2010 (the “ILA”); and

WHEREAS, CCRMA has notified the Mobility Authority that it desires assistance from the Mobility Authority under the ILA and the Telvent Contract for implementation of the toll system for the Direct Connector expansion project as part of its SH 550 toll road; and

WHEREAS, the Executive Director recommends approval of the proposed work authorization under the Telvent Contract attached and incorporated into this resolution as Exhibit 1.

NOW THEREFORE, BE IT RESOLVED that the proposed work authorization is approved; and

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

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30<sup>th</sup> day of April, 2014.

Submitted and reviewed by:

Approved:

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Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

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Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 14-\_\_\_  
Date Passed: 04/30/2014



**EXHIBIT 1 TO RESOLUTION 14-**

**WORK AUTHORIZATION**

**[on the following 20 pages]**

**CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

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**WORK AUTHORIZATION**

**WORK AUTHORIZATION NO. 11**

**TOLL COLLECTION SYSTEMS IMPLEMENTATION-  
CAMERON COUNTY RMA SH 550-DIRECT CONNECTOR TOLL PROJECT**

**THIS WORK AUTHORIZATION No. 11** is made pursuant to the terms and conditions of Article 1 of the GENERAL PROVISIONS, Attachment A to the original Contract for Toll System Implementation, dated April 27, 2005 (the Contract) entered into by and between the Central Texas Regional Mobility Authority (the "Authority" or "CTRMA"), and Telvent USA, LLC, as the successor in interest to Caseta Technologies, Inc. (the "Contractor", also referred to as the "System Integrator" or "SI"), as amended February 26, 2010, and on May 2, 2011.

**PART I.** The Contractor will perform toll system implementation services described in Exhibit A attached hereto. The Contractor's duties and responsibilities to coordinate with the CCRMA's contracted designers and construction contractors is detailed in the Responsibility Matrix attached thereto as Exhibit C. The Attachments are attached hereto and made a part of this Work Authorization.

**PART II.** The maximum amount payable under this Work Authorization No. 11 is \$3,970,012. This amount is based generally upon the estimated fees set forth in Exhibit B, which is incorporated herein and made a part of this Work Authorization.

**PART III.** Payment to the Contractor for the services established under this Work Authorization No. 11 shall be made in accordance with Article 12 of the Contract, and Attachment A, Article 1 of the GENERAL PROVISIONS.

**PART IV.** This Work Authorization is effective \_\_\_\_\_, 2014 and shall terminate one year following System Acceptance unless extended by a supplemental Work Authorization as provided in Attachment A, Article 1 of the GENERAL PROVISIONS. The work shall be performed in accordance with the Project Schedule and Milestones as set forth in Exhibit D.

**PART V.** This Work Authorization No. 11 does not waive any of the parties' responsibilities and obligations provided under the Contract, and except as specifically modified by this Work Authorization No. 11, all such responsibilities and obligations remain in full force and effect.

**IN WITNESS WHEREOF**, this Work Authorization No. 11 is executed in duplicate counterparts and hereby accepted and acknowledged below.

**THE CONTRACTOR: Telvent USA, LLC**

Signature	Date
Typed/Printed Name and Title	

**CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

Executed for and approved by the Central Texas Regional Mobility Authority for the purpose and effect of activating and/or carrying out the orders, established policies or work programs heretofore approved and authorized by the Texas Transportation Commission.

Signature	Date
Typed/Printed Name and Title	

**LIST OF ATTACHMENTS**

- EXHIBIT A           SCOPE OF WORK
- EXHIBIT B           FEE PROPOSAL
- EXHIBIT C           RESPONSIBILITY MATRIX
- EXHIBIT D           SCHEDULE

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

**TOLL COLLECTION SYSTEMS IMPLEMENTATION**

**CCRMA SH 550 – Direct Connector Toll Project**

**SCOPE OF WORK for Systems Integrator**

**A1.0 General**

**A1.01. Background**

The Cameron County Regional Mobility Authority (CCRMA) approved the implementation of the proposed Toll Implementation Plan to construct additional capacity on various segments of highway network in the CCRMA Long-Range Plan as toll road facilities in conjunction with lanes for development of the SH550 tolling route. The toll road segments are in various stages of project development, design or construction by the Cameron County Regional Mobility Authority (CCRMA). It is intended that the proposed segment will be implemented by the CTRMA as part of the CCRMA Toll Road System. A tabulation of *Detailed Lane Configuration* for the Toll Collection System (TCS) as currently anticipated for the SH550 – Direct Connector Project (“the Project”) is included as part of this Exhibit A. The TCS for the Project will be all Electronic Toll Collection (ETC).

**A1.02. Summary Scope of Work**

The Scope of Work for this Work Authorization provides details for the procurement, installation, testing, and implementation of a complete and fully operational TCS for the Project, including all of the required communications and systems interfaces, and one (1) year of toll systems maintenance services. The Work includes the design and installation of a single bidirectional mainline tolling point (two lanes and one shoulder in each direction) and two single-lane ramps (with no shoulders). The Work also includes design, coordination, and project interface activities to facilitate the design and construction of the toll system infrastructure facilities by others on the Project. This Work Authorization also authorizes the Systems Integrator (SI) to establish and maintain relationships with a wide variety of third parties and to coordinate the designs for the proposed TCS with the Project to ensure that the construction of the toll system infrastructure facilities will be fully compatible and will meet the requirements for CCRMA’s TCS. In this role, the SI will work closely with CCRMA, CTRMA, TxDOT, and various designers and roadway contractors in developing the required TCS and network infrastructure.

## **A2.0 General Description – Toll Road Infrastructure and Site**

### **A2.01. SH550 – Direct Connector**

Proposed Facility: The improved corridor will include a four-lane Toll Road (Two Lanes and One Shoulder Lane in each direction). The Toll Lanes will be separated from the frontage roads by a grassed elevated median and physical barrier.

## **A3.0 General Description - Toll Collection System Elements**

### **A3.01. General Requirements**

The TCS for the Project, which is being designed and implemented as one of a series of separate work authorizations for the various segments of the proposed Toll Road System, generally will be fully compatible with the current SH550 Toll Road Project TCS including, Automatic Vehicle Identification (AVI), Automatic Vehicle Detection and Classification (AVDC), a Violation Enforcement System (VES) with an integrated camera and triggering system to capture referenced digital images of license plates, a Remote Online Management System (ROMS) and a Closed Circuit Television (CCTV) System for viewing of traffic and toll equipment cabinets. It is required that the System be interoperable with the other Texas ETC systems. The CCRMA contracts with the CTRMA for access to members of the Texas Statewide Interoperability Task force for CSC services for its customers.

The SI shall provide the systems, communications and bandwidth necessary for the toll transactions, images, CCTV video and system messages to be transferred and processed in a manner consistent with current toll system operations and processes.

A revised detailed tabulation of the elements of the TCS, indicating locations and basic components is attached as “*Detailed Lane Configurations*”. The general locations and layouts for the toll facilities of the Project as currently proposed are indicated on the attached schematic diagram. This diagram is based on the latest information currently available and is intended for informational purposes only. The locations are subject to change, and it should be anticipated that refinements and adjustment to the locations and layouts indicated will be required as designs for the TCS are developed further.

## **A4.0 General Description and Requirements - ETC Systems**

For all TCS field installations on the Project, the SI will be required to provide and install the toll equipment systems and hardware for a complete, tested, and operating TCS under this Work Authorization. The principle items of work and primary components of the TCS shall include, but are not limited to:

- Design, Furnish & Install roadside cabinet enclosures, with HVAC for appropriate environmental protection and climate controls for electronic equipment;
- Design, Furnish & Install Lightning Surge Suppression System & Components for the protection of the entire TCS, including microwave-based communications/antennas and service/feeder power;

## Attachment A

- Design, Furnish and Install microwave-based communications between the Direct Connector tolling locations and the existing toll collection system;  

Note: If microwave-based communications is not feasible between the Direct Connector tolling points and the existing 1847 tolling location, Telvent USA, LLC will work with CCRMA to design and establish a ground-based, fiber network design and implementation. Based on the design, required installation options and estimated costs, CCRMA shall decide if the work will be performed by Telvent USA, LLC or CCRMA. If CCRMA directs the work to be performed by Telvent USA, LLC and the cost cannot be covered within the approved project budget, CCRMA will request an appropriate cost increase to the Interlocal agreement. In either case, Telvent USA, LLC is not responsible for 3<sup>rd</sup> party communications provider (e.g., AT&T) installation or monthly service fees.
- Design, Furnish and Install Communication System Outside, Inside, and Network Components (i.e.: Cable, Terminations, Switches, routers and other network devices) to interconnect tolling equipment at individual Direct Connector tolling points;
- Design, Furnish and Install Communication System Outside, Inside, and Network Components (i.e.: Cable, Terminations, Switches, routers and other network devices) to interconnect the two Direct Connector ramp tolling locations;
- Design, Furnish & Install ETC Lane components, including Lane Controllers, AVI, AVDC, VES and ROMS systems and hardware;
- Design, Furnish & Install a CCTV systems and hardware capable of monitoring mainline traffic at the Direct Connector tolling point and all toll equipment cabinets including ramps;
- Design, Furnish & Install all ETC Lane Equipment wiring & cable, hardware, brackets, and fasteners required to attach the ETC and CCTV equipment to the gantries provided by the Contractor;
- Design, Furnish & Install ROMs monitoring for all ETC, UPS/power and CCTV;
- Design, Furnish & Install Uninterruptible Power Supply, including wiring & cable, hardware, and ROMs interface;
- Design, Furnish & Install Portable Generator Connections for manual power switchover capability;
- Design, Furnish and Provide Portable Generators capable of providing ample power to the Direct Connector tolling points and compatible with the existing SH550 Portable Generators, and
- Provide complete testing and acceptance of all systems for the complete, fully operational TCS, furnished and installed.

### A5.0 Civil Work – Toll System Infrastructure Provide by SI

## Attachment A

For all TCS field installations on the Project, the SI will be required to complete certain civil work and provide for the design and installation of certain civil elements. The principle civil items shall include, but are not limited to:

- Design of the following:
  - In-pavement conduit and roadside junction boxes at the toll points;
  - Concrete pads for the toll equipment cabinets and required stub-ups;
  - Conduit from toll equipment cabinets to the roadside junction boxes;
  - Conduit from the power poles to the toll equipment cabinets, and
  - Access Driveways to provide for maintenance vehicles to service toll equipment cabinets under live traffic;
- Coordinate with the Roadway Contractor(s) for the placement and installation of in-pavement conduit and connected roadside ground boxes. these elements to ensure that the construction is acceptable for the TCS as designed;
- Coordinate with CCRMA for the delivery of power to the tolling locations;
- Coordinate with CCRMA and the Roadway Contractor(s) regarding the precise locations for each of the gantry structures and to provide the Roadway Contractor(s) with detailed information for the installation of the TCS equipment at all locations, and
- Coordinate with CCRMA and the Roadway Contractor(s) regarding all TCS infrastructure provided or installed by a CCRMA contractor or the Roadway Contractor(s).

For the following items, CCRMA reserves the right to provide all or part of the Civil Work described. Should CCRMA choose to provide this Work, CTRMA agrees not to invoice CCRMA for these items. Should CCRMA choose to provide a portion of this work, CTRMA will only invoice CCRMA for the portion of the Work provided by CTRMA.

- Installation of conduit and cabling required to extend power from the power poles to the toll equipment cabinets;
- Installation of concrete pads for toll equipment cabinets, including required conduit stub-ups, and
- Installation of Access Driveways to provide for maintenance vehicles to be used in servicing toll equipment cabinets and gantries under live traffic.

### **A6.0 Civil Work – Toll System Infrastructure Provide by Others**

CCRMA, through its roadway construction contract will provide for a minimum of 60 linear feet of jointed concrete pavement at the area designated for the toll collection facilities. The pavement will be reinforced with Glass Fiber Reinforced Polymer (GFRP) bars. Transverse joints and longitudinal joints will be placed at positions equal to lane widths and as shown on the CCRMA details.

## Attachment A

A portion of the toll system infrastructure required for the TCS will be provided and installed by others. The principle items of work and primary components of the TCS infrastructure that will be provided and installed by others shall include:

- GFRP Bar Reinforced Pavement Section;
- Retaining Walls and Coping Details;
- Drainage Features;
- Civil Site Work, including Grading, Fencing and Drainage;
- The procurement, fabrication and installation of gantries for the TCS to be located on the Project will be by others, including foundations and gantry structures. NOTE: It is the responsibility of the SI to coordinate with the Roadway Contractor(s) for the placement and installation of these elements to ensure that the construction is acceptable for the TCS as designed;
- In-pavement conduit and connected roadside ground boxes. NOTE: It is the responsibility of the SI to coordinate with the Roadway Contractor(s) for the placement and installation of these elements to ensure that the construction is acceptable for the TCS as designed;
- Power will be provided by others and terminated in an area within 500 feet of toll equipment cabinets;
- Gantry lightning protection air, terminal, Down Conductors;
- Master Ground Bus Bar, and Ground Electrodes. Equipment connection to the Ground Electrode for the toll systems cabinet enclosure Master Ground Bus Bar will be provided by Others, and
- All signing, pavement markings, traffic barriers and other roadway appurtenances.

**Except as may be expressly indicated, all toll infrastructure is the responsibility of the SI.**

### A7.0 Coordination and Project Interface

The work related to this Work Authorization generally will include, but not be limited to:

- Design input and providing detailed information including TCS component details, dimensions and layout configurations, and specific technical requirements for elements of the proposed TCS;
- Preparation of construction/installation guidelines for various components of CCRMA's TCS;
- Review of construction documents prepared by others, and
- Attendance and participation at coordination meetings as determined by project schedule and/or as requested by CCRMA

The SI is to participate in the process for coordination which will enable the contractors and designers on the Project to obtain specific, detailed information regarding the proposed TCS components in order to complete the design/construction of the appropriate toll facilities



infrastructure. The SI will be responsible for maintaining relationships with a wide variety of third parties, including designers, roadway contractors, and various suppliers. In this role, the SI will work closely with CCRMA in developing the required network.

TCS infrastructure facilities at the Direct Connector toll locations will be provided as indicated in *Section A5.0 and Section A6.0* hereof. The SI shall fully coordinate the designs for the TCS with others and provide the required details and technical requirements to ensure that the construction of the toll system infrastructure facilities will be fully compatible and meet the requirements for CCRMA's TCS. The SI is responsible for coordinating with others and for providing all necessary details, system requirements, and reviews of construction documents to ensure that the gantries are located and configured properly to accommodate the SI's own particular system components as required to meet CCRMA TCS performance and accuracy requirements.

#### **A7.0 Work Authorization Toll Facilities Responsibility Matrix**

The SI is responsible for design and coordination of the various aspects of the TCS as identified in the *ATTACHMENT C - Toll Facilities Responsibility Matrix*, and shall work with CCRMA, TxDOT, roadway designers and contractors, and others as described herein.

#### **A8.0 Project Schedule**

The Project Schedule shall be developed to incorporate the Milestone Dates established for this Work Authorization.

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

**TOLL COLLECTION SYSTEMS IMPLEMENTATION**

**CCRMA SH 550 – Direct Connector Toll Project**

**FEE PROPOSAL for Systems Integrator**

**B1.0 Fee Proposal**

This attachment provides the Fee Proposal that Telvent has developed for the Project.

**B1.01. Cost**

The cost for specific services and equipment, and the cost of the toll system required to collect and process tolls on the Project, shall not, without prior written consent of CTRMA, exceed the cost provided within this attachment. In order to receive prior written consent Telvent shall provide to CTRMA both the requested increase amount and a written justification.

Subsequently, CTRMA will request from CCRMA an authorization for an increase in cost to the Interlocal agreement. Until formal approval is received from CCRMA, Telvent shall be at risk for any work performed, expenses incurred or equipment purchased that result in the Project costs exceeding those provided within this attachment.

**B1.02. CCRMA Civil Work Option**

CCRMA reserves the right to provide all or part of the Civil Work. Should CCRMA choose to provide this Work, Telvent agrees not to invoice CTRMA for this work. Should CCRMA choose to provide a portion of this work, Telvent shall only invoice CTRMA for the portion of the Work provided by Telvent.

Toll Collection Systems Implementation  
Work Authorization No. 11  
**Attachment B**

**B1.03. Detailed Fee Proposal**

CCRMA - Direct Connector Toll System Impementation Cost Estimate				
L/I	Description	Cost	QTY	Extended Cost
1	<b>Toll System Implementation - Direct Connector - Mainline (4 Lanes)</b>			
2	Equipment	\$ 229,826	4	\$ 919,304
3	Labor	\$ 278,647	4	\$ 1,114,588
4	Other Direct Costs	\$ -		
5	Install/Maint Misc (veh's, ins, fuel, maint, tools, cell's, etc.)	\$ 9,477	4	\$ 37,908
6	Travel (air fare, milage, car rental, hotel, per-deim)	\$ 5,131	4	\$ 20,522
7	Installation SubK Support	\$ 16,476	4	\$ 65,902
8	<b>Subtotal</b>			<b>\$ 2,158,223</b>
9				
10	<b>Toll System Implementation - Direct Connector - Ramps (2 Single Lanes)</b>			
11	Equipment	\$ 306,435	2	\$ 612,869
12				
13	Labor	\$ 315,647	2	\$ 631,294
14	Other Direct Costs	\$ -		
15	Install/Maint Misc (veh's, ins, fuel, maint, tools, cell's, etc.)	\$ 12,636	2	\$ 25,272
16	Travel (air fare, milage, car rental, hotel, per-deim)	\$ 6,841	2	\$ 13,681
17	Installation SubK Support	\$ 21,967	2	\$ 43,935
18	<b>Subtotal</b>			<b>\$ 1,327,051</b>
19				
20	<b>General Project Costs</b>			
21	Travel and Substinance			
22	Other Direct Costs			
23	Bonding/Insurance	\$ 45,391	1	\$ 45,391
24	Item 2			
25	Year 1 Maintenance (System Monitoring and Remote Support)			
26	<b>Subtotal</b>			<b>\$ 45,391</b>
27				
28				
29	<b>Civil Work</b>			
30	<b>Mainline Civil Work</b>			
31	Driveway	\$ 18,517	4	\$ 74,066
32	Pad	\$ 14,135	4	\$ 56,538
33	Conduit	\$ 8,685	4	\$ 34,741
34	Power	\$ 15,858	4	\$ 63,430
35				
36	<b>Ramps Civil Work</b>			
37	Driveway	\$ 35,664	2	\$ 71,329
38	Pad	\$ 23,274	2	\$ 46,548
39	Conduit	\$ 16,001	2	\$ 32,002
40	Power	\$ 30,346	2	\$ 60,692
41	<b>Subtotal</b>			<b>\$ 439,347</b>
42	<b>Total</b>			<b>\$ 3,970,012</b>

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
 TOLL COLLECTION SYSTEMS IMPLEMENTATION**

**Responsibility Matrix  
 SH550 – Direct Connector Toll Project**

LEGEND	
Primary Responsibility	A
Support Responsibility	B
Coordination Responsibility Only	C
No Responsibility	D

Work Description	1			2			3		
	Design			Procure			Install and/or Construct		

Element/Task/Component/ Sub-system	CCRMA (TXDOT) CCRMA, Civil Designer and/or Roadway Contractor			CTRMA (TELVENT USA, LLC) System Integrator (SI)			Comments Other Responsibility/Information
	1	2	3	1	2	3	
<b>TOLL COLLECTION FACILITIES</b>							
Construction Schedule	A	A	A	C	C	C	
Toll System Implementation Schedule	B	B	B	A	A	A	
Gantry conduit, J boxes, wire ways and pull strings, and horizontal mounting brackets.	B	A	A	A	D	B	SI to provide locations and elevations for gantry mounted conduit, J boxes, wire ways and pull strings and horizontal mounting brackets on gantry for toll equipment mounting.  Roadway Designer to incorporate into Physical Layout Design Packages.  Roadway Contractor to Procure and Install.
Gantry down-arm mounting brackets	D	D	B	A	A	A	SI to design, procure and install all down-arms from the horizontal mounting brackets for the direct mounting of toll system equipment.

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
 TOLL COLLECTION SYSTEMS IMPLEMENTATION**

**Responsibility Matrix  
 SH550 – Direct Connector Toll Project**

LEGEND	
Primary Responsibility	A
Support Responsibility	B
Coordination Responsibility Only	C
No Responsibility	D

Work Description	1		2		3	
	Design		Procure		Install and/or Construct	

Element/Task/Component/ Sub-system	CCRMA (TXDOT) CCRMA, Civil Designer and/or Roadway Contractor		CTRMA (TELVENT USA, LLC) System Integrator (SI)		Comments Other Responsibility/Information
In pavement toll system conduit and junction box layouts.	A	A	A	B	Roadway Contractor to Support the installation within their schedule. SI to provide diagrams, locations relative to the gantries and pavement requirements (e.g., location of expansion joints, type of rebar, depth of rebar, etc.) for in pavement toll system conduit and junction box layouts.
Toll system in-pavement loops	B	D	B	A	Roadway Designer to incorporate into Physical Layout Design Packages. Roadway Contractor to Support the installation within their schedule. SI to design, procure and install all toll system in-pavement loops (performed after pouring and proper hardening of roadway concrete by the Roadway Contractor at the tolling points).

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
 TOLL COLLECTION SYSTEMS IMPLEMENTATION**

**Responsibility Matrix  
 SH550 – Direct Connector Toll Project**

LEGEND	
Primary Responsibility	A
Support Responsibility	B
Coordination Responsibility Only	C
No Responsibility	D

Work Description	1	2	3
	Design	Procure	Install and/or Construct

Element/Task/Component/ Sub-system	CCRMA (TXDOT) CCRMA, Civil Designer and/or Roadway Contractor	CTRMA (TELMENT USA, LLC) System Integrator (SI)	Comments Other Responsibility/Information
Concrete pads with conduit stub-ups for roadside toll equipment enclosures.	B	A	Roadway Designer to incorporate into Physical Layout Design Packages.  Roadway Contractor to Support the installation within their schedule.  SI to design procure and install concrete pads with conduit stub-ups for roadside toll equipment enclosures.  Concept Drawings provided by Designer and then incorporated into Physical Layout Design Packages.
Conduit from meter pole to main disconnect at toll equipment enclosures.	B	A	Roadway Contractor to Support the installation  SI to design procure and install conduit from power drop to toll equipment enclosures.



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
 TOLL COLLECTION SYSTEMS IMPLEMENTATION**

**Responsibility Matrix  
 SH550 – Direct Connector Toll Project**

LEGEND	
Primary Responsibility	A
Support Responsibility	B
Coordination Responsibility Only	C
No Responsibility	D

Work Description	1	2	3
	Design	Procure	Install and/or Construct

Element/Task/Component/ Sub-system	CCRMA (TXDOT) CCRMA, Civil Designer and/or Roadway Contractor	CTRMA (MELVENT USA, LLC) System Integrator (SI)	Comments Other Responsibility/Information
Wiring from meter pole to main disconnect at toll equipment enclosures.	B	A	Concept Drawings provided by Designer and then incorporated into Physical Layout Design Packages.  SI to design procure and install conduit from power drop to toll equipment enclosures.  Concept Drawings provided by Designer and then incorporated into Physical Layout Design Packages.
Roadside toll equipment enclosures with HVAC and physical security.	B D	A A	SI to design, procure and install 332D roadside toll equipment enclosures with HVAC and physical security.  Concept Drawings provided by Designer and then incorporated into Physical Layout Design Packages.

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
 TOLL COLLECTION SYSTEMS IMPLEMENTATION**

**Responsibility Matrix  
 SH550 – Direct Connector Toll Project**

LEGEND	
Primary Responsibility	A
Support Responsibility	B
Coordination Responsibility Only	C
No Responsibility	D

Work Description	1	2	3
	Design	Procure	Install and/or Construct

Element/Task/Component/ Sub-system	CORMA (TXDOT) CORMA, Civil Designer and/or Roadway Contractor			CTRMA (TIEBVENT USA, LLC) System Integrator (SI)			Comments Other Responsibility/Information
Utilities	A	A	A	B	D	B	Roadway Contractor to Support the installation within their schedule. CCRMA or Roadway Contractor to furnish and install electrical service to meet specific electrical power requirements for the Toll System
Grading	A	A	A	D	D	D	Roadway Contractor to provide necessary "clear zone" at or near ROW for installation of electrical service, including misc grading and drainage as required by service design and /or Utility. Designer to provide grading requirements. Roadway Contractor to complete all required grading.
Drainage	A	A	A	D	D	C	Designer to provide grading requirements. Roadway Contractor to complete all required



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
 TOLL COLLECTION SYSTEMS IMPLEMENTATION**

**Responsibility Matrix  
 SH550 – Direct Connector Toll Project**

LEGEND	
Primary Responsibility	A
Support Responsibility	B
Coordination Responsibility Only	C
No Responsibility	D

Work Description	1		2		3	
	Design		Procure		Install and/or Construct	

Element/Task/Component/ Sub-system	CCRMA (TXDOT) CCRMA, Civil Designer and/or Roadway Contractor		CTRMA (TELVENT USA, LLC) System Integrator (SI)		Comments Other Responsibility/Information
	A	A	B	D	
Striping	A	A	B	D	drainage work. Designer to incorporate into Striping Plan. Roadway Contractor to furnish and install
SI to design, procure and install all toll system components.	C	C	A	A	SI to design, procure and install all toll system components, including Lane Controllers, AVI, AVDC, VES, UPS, Communications, Portable Generators and manual power cutover capability for connection to portable generators.
CCTV/DVR System	C	C	A	A	SI to design, procure and the CCTV/DVR to assist in system audits, monitor traffic and monitor all toll system equipment enclosures.
Wireless Intra-Tolling Location Communication	D	D	A	A	SI to provide communications between the Direct Connector tolling points as required and between the Direct Connector tolling points and the existing toll system as required

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
 TOLL COLLECTION SYSTEMS IMPLEMENTATION**

**Responsibility Matrix  
 SH550 – Direct Connector Toll Project**

LEGEND	
Primary Responsibility	A
Support Responsibility	B
Coordination Responsibility Only	C
No Responsibility	D

Work Description	1			2		3
	Design			Procure		Install and/or Construct

Fiber-based Intra-Tolling Location Communication (should wireless communications not be feasible)	A	A	A	B	C	C	via wireless microwave communications. Should wireless microwave communications not be feasible, CCRMA to procure and install communications between the Direct Connector tolling points and the existing system.
Toll equipment enclosure protective Fencing/Guardrail/Bollards	B	C	C	A	A	A	SI to support the design of this system. SI to provide requirements for specific equipment clearances for Toll Collection System, SI intends to have all equipment located in planned designed clear zones
Lighting Protection & Grounding for Gantry	A	A	A	B	D	D	Designer to provide Lighting Protection System for ETC Gantry.  Roadway Contractor to furnish and install Lighting Protection System for Gantry.
Lighting Protection & Grounding for toll equipment enclosure, toll system and CCTV/DVR.	C	D	B	A	A	A	SI to furnish and install Lighting Protection System for 332D roadside enclosures. SI to furnish and install ETC System lighting surge suppression system, for feeder circuits, video, detector, microwave communication antennas/system, CCTV/DVR, data and



**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
 TOLL COLLECTION SYSTEMS IMPLEMENTATION**

**Responsibility Matrix  
 SH550 – Direct Connector Toll Project**

LEGEND	
Primary Responsibility	A
Support Responsibility	B
Coordination Responsibility Only	C
No Responsibility	D

Work Description	1	2	3
	Design	Procure	Install and/or Construct

OTHER	A	D	A	A	A	B	B
FCC Licenses/Regulations as applies to AVI							SI to provide required documentation to permit the CCRMA to obtain the required licenses to use and or operate AVI equipment and components.  CCRMA to provide exhibit documents for Application and FCC Schedule D & H  Roadway Contractor to provide NAD83 Lat & Long, and Elevation Data
Material On Hand Storage, Insurance, and Transfer of Ownership	D	D	D	A	A	A	SI to be responsible for storage & control of all materials and equipment unit installed on site, and storage.

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

**TOLL COLLECTION SYSTEMS IMPLEMENTATION**

**CCRMA SH 550 – Direct Connector Toll Project**

## **Schedule for Systems Integrator**

### **D1.0 Schedule**

Telvent USA, LLC shall, in coordination with CCRMA and the appropriate CCRMA contractors, develop and maintain a toll system implementation schedule. Unless otherwise approved by CCRMA, Telvent USA, LLC shall purchase and install equipment and complete all commissioning tests in order to meet an October 1, 2014 road opening and start of tolling date for the Project.





**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #5 SUMMARY

Approve an amendment to the existing work authorization and a new work authorization with Telvent USA LLC to provide toll system maintenance services to the Cameron County Regional Mobility Authority.

Strategic Plan Relevance: Innovative, Economic Vitality

Department: Operations

Associated Costs: \$28,167 - Year 1; \$58,024.02 Year 2 (no cost to Mobility Authority)

Funding Source: Cameron County Regional Mobility Authority

Board Action Required: Yes

Description of Matter: At the January 2012 Board of Directors meeting, the Board adopted Resolution No. 12-003 to authorize an interlocal agreement between the Mobility Authority and the Cameron County Regional Mobility Authority (CCRMA). Under this interlocal agreement and through our Toll System Maintenance contract with Telvent USA, LLC (Telvent), the Mobility Authority has provided maintenance services for the toll collection system on CCRMA's SH 550 toll road. CCRMA pays the full cost for Telvent to provide the maintenance. The Mobility Authority incurs no costs other than a minimal amount of staff time for coordination and management of the Telvaet work authorization.

This request is for approval of an amendment to the existing work authorization and a new work authorization for continued maintenance of the CCRMA toll system. Officials with CCRMA have negotiated new terms and pricing with Telvent for continued maintenance services. CCRMA has requested that the Mobility Authority approve the amended work authorization and a new work authorization to include those terms, effective starting June 1, 2013, until May 31, 2015.

Reference documentation: Draft Resolution  
Draft Work Authorization

Contact for further information: Tim Reilly, Director of Toll Operations

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

**RESOLUTION NO. 14-\_\_\_**

**APPROVING AN AMENDMENT TO THE EXISTING WORK AUTHORIZATION  
AND A NEW WORK AUTHORIZATION WITH TELVENT USA LLC TO PROVIDE  
TOLL SYSTEM MAINTENANCE SERVICES TO THE  
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

WHEREAS, the Mobility Authority provides services to Cameron County Regional Mobility Authority (“CCRMA”) through its Maintenance Services Contract for Toll Collection System effective March 3, 2007, with Telvent USA, LLC, formerly known as Caseta Technologies, Inc. (the “Telvent Contract”) under an interlocal agreement between the Mobility Authority and CCRMA effective February 22, 2012 (the “ILA”); and

WHEREAS, CCRMA has notified the Mobility Authority that it desires assistance from the Mobility Authority under the ILA and the Telvent Contract for continued maintenance of the CCRMA toll system based on revised maintenance requirements; and

WHEREAS, the Executive Director recommends approval of the two proposed work authorizations under the Telvent Contract attached and incorporated into this resolution as Exhibits 1 and 2, respectively.

NOW THEREFORE, BE IT RESOLVED that the proposed work authorizations are approved; and

BE IT FURTHER RESOLVED that the Executive Director may finalize and execute on behalf of the Mobility Authority the proposed amendment to the existing work authorization and proposed the new work authorization in the forms or substantially the same forms attached as Exhibits 1 and 2, respectively.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30<sup>th</sup> day of April, 2014.

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: 14-\_\_\_  
Date Passed: 04/30/2014

**EXHIBIT 1 TO RESOLUTION 14-**  
**AMENDMENT TO WORK AUTHORIZATION**

**[on the following \_\_ pages]**



**FIRST AMENDMENT TO  
WORK AUTHORIZATION NO. 1**

**MAINTENANCE SERVICES CONTRACT  
FOR TOLL COLLECTION SYSTEM -  
CAMERON COUNTY RMA SH 550 TOLL PROJECT**

This First Amendment to Work Authorization No. 1 Maintenance Services Contract for Toll Collection System – Cameron County RMA SH 550 Toll Project between Central Texas Regional Mobility Authority (“CTRMA”) and Telvent USA Corporation (the “Contractor”) is made effective as of                     , 2014, and is for the purpose of amending Part IV of the Maintenance Services Contract for Toll Collection System – Cameron County RMA SH 550 Toll Project between CTRMA and Contractor effective April 27, 2011

Pursuant to a review of the Scope of Services and associated contract duration under Work Authorization No. 1, under the subject Contract, PART IV. is revised as follows:

The sentence is revised to read as follows:

“This Work Authorization is effective May 12, 2012 and shall terminate on May 31, 2013.”

By their signatures below, the parties of the Contract evidence their agreement to the Amendment No. 1 set forth above.

CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY

TELVENT USA CORPORATION

\_\_\_\_\_  
Mike Heiligenstein  
Executive Director

\_\_\_\_\_

**EXHIBIT 2 TO RESOLUTION 14-**

**NEW WORK AUTHORIZATION**

**[on the following \_\_ pages]**

# CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

\*\*\*\*\*

## WORK AUTHORIZATION NO. 2

### MAINTENANCE SERVICES CONTRACT FOR TOLL COLLECTION SYSTEM- CAMERON COUNTY RMA SH 550 TOLL PROJECT

**THIS WORK AUTHORIZATION** is made pursuant to the terms and conditions of Article 11 of the Contract for Maintenance Services Contract for Toll Collection System, dated March 3, 2007 (the Contract) entered into by and between the Central Texas Regional Mobility Authority (the "Authority" or "CTRMA"), and Telvent USA, LLC (the Contractor), and as amended April 27, 2011, and May 11, 2011.

**PART I.** The Contractor will perform toll system maintenance services generally as described in **EXHIBIT A**, which is incorporated herein and made a part of this Work Authorization.

**PART II.** The maximum amount payable under this Work Authorization No. 2 is \$28,167 in Year 1 and \$58,024.02 in Year 2. This amount is based generally upon the estimated fees set forth in Schedule 1.1, as amended by **EXHIBIT B**, which is incorporated herein and made a part of this Work Authorization. Any adjustment in the cost of maintenance services is subject to the written approval of the CCRMA and the CTRMA.

**PART III.** Payment to the Contractor for the services established under this Work Authorization shall be made in accordance with Article 6 of the Contract.

**PART IV.** This Work Authorization is effective **June 1, 2013** and shall terminate on May 31, 2015 unless extended by a supplemental Work Authorization as provided in Article 11 of the Contract.

**PART V.** This Work Authorization No. 2 does not waive any of the parties' responsibilities and obligations provided under the Contract, and except as specifically modified by this Work Authorization, all such responsibilities and obligations remain in full force and effect.

**IN WITNESS WHEREOF**, this Work Authorization No. 2 is executed in duplicate counterparts and hereby accepted and acknowledged below.

**THE CONTRACTOR: Telvent USA, LLC**

Signature	Date
Typed/Printed Name and Title	

**CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

Executed for and approved by the Central Texas Regional Mobility Authority for the purpose and effect of activating and/or carrying out the orders, established policies or work programs heretofore approved and authorized by the Texas Transportation Commission.

Signature	Date
Typed/Printed Name and Title	

**LIST OF EXHIBITS**

EXHIBIT A

SCOPE OF SERVICES

EXHIBIT B

FEE SCHEDULE

**CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY  
MAINTENANCE SERVICES CONTRACT  
FOR TOLL COLLECTION SYSTEM**

**WORK AUTHORIZATION NO. 2**

**SCOPE OF WORK**

Pursuant to action of the CTRMA Board of Directors, reflected in Resolution No. 10-10, dated February 26, 2010, Attachment M-1 of the Contract is amended as described below. Unless noted otherwise, all other provisions of this Attachment M-1 shall remain in effect.

Section M1.0 of Attachment M-1 is amended by adding a new Subsection M1.04 to read as follows:

**M1.0 General**

Add the following

**M1.04 Phasing of CCRMA SH550 Project**

The agreement between CTRMA and CCRMA for the implementation of toll systems may be amended to provide for implementation of additional tolling points on SH550 or other facilities by CTRMA on behalf of CCRMA.

Should additional toll lanes and/or equipment be implemented via an amendment to an existing ILA or a new agreement between CTRMA and CCRMA, any adjustment to this maintenance agreement must be agreed to between CTRMA and the Contractor prior to implementation allowing CTRMA to inform CCRMA of the resulting cost adjustments. Upon acceptance of the new toll lanes and/or equipment, the Contractor may be entitled to the increased amount.

Section M2.0 of Attachment M-1 is amended by adding new Subsection M2.04 to read as follows:

**M2.0 Scope of Work Elements**

Add the following:

**M2.04. Maintenance Remote Support Services**

Contractor's responsibilities shall include monitoring, corrective and emergency maintenance of the CCRMA Toll Collection System that is required to support the

operations of the designated remote Tolling Locations as they receive Segment Acceptance.

The CCRMA will provide local maintenance personnel to perform related on-site tasks and assist as required with the maintenance of the toll systems. The Contractor shall monitor and respond to CCRMA toll systems alarms and tickets in a manner consistent with the support of the CTRMA toll systems. It is assumed that most alarms and automatically generated trouble tickets will be investigated and resolved remotely. However, local personnel will be available, at the direction of the Contractor, to assist with issues that require on-site support. Local maintenance personnel will have been trained by the Contractor to access spare parts, perform sub-component replacements, properly handle the return of defective equipment, properly administer inventory as required, etc. It is assumed that any required on-site maintenance support will be paid for by CCRMA on a time and material basis.

Maintenance Remote Support - This work will include remotely monitoring the designated toll collection system and responding to and resolving alarms and trouble tickets. This work also will include monitoring the surveillance cameras in a manner consistent with the Contractor's current CTRMA maintenance operations and, if required, calling designated Cameron County maintenance contacts.

Section M3.0 of Attachment M-1 is amended as follows:

### **M3.0 Maintenance Plan**

Add the following:

The Contractor shall create a Maintenance Plan that covers all aspects of the CCRMA Toll Collection System as segments receive acceptance and provide such Maintenance Plan to the CTRMA and CCRMA.

The Maintenance Plan will be updated periodically thereafter by mutual agreement of the parties as they deem reasonably necessary.

Section M5.0 of Attachment M-1 is amended as follows:

## **M5.0 Staffing**

As of the Effective Date, the Contractor shall have the following personnel situated in Austin whose duties will include providing toll system maintenance services to the CCRMA. Changes in the scope of work, including, but not limited, to the addition or subtraction of lanes and/or equipment may cause changes in the staffing levels.

- Maintenance Manager (who shall be responsible for overseeing the performance of the Service)
- Maintenance Technicians (three)
- Network/System Engineer (can be remote)

The Contractor shall ensure that the field maintenance team has technical support in the areas of radio frequency, hardware, systems, communications and software.

Section M6.0 of Attachment M-1 is amended as follows:

## **M6.0 Personnel Training**

Add the following:

The Contractor shall provide for any necessary supplemental training of the CCRMA maintenance technicians responsible for the Toll Collection System, which shall be scheduled such that it will be completed no later than one (1) week prior to field installation of the any new lane configurations. The training shall consist of a minimum of two (2) weeks of both hands-on classroom instruction and on-the-job training.

### **M6.01. Staff Assignments**

Add the following:

Maintenance staff shall participate with the Contractor's field installation team to obtain first-hand experience with the equipment.

The CCRMA Maintenance Technicians responsible for the field repairs shall be trained for major module/PC board swap-out and to perform routine preventative maintenance.

[END OF SECTION]

**CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**MAINTENANCE SERVICES CONTRACT  
FOR TOLL COLLECTION SYSTEM**

**WORK AUTHORIZATION NO. 2**

**SCHEDULE 1.1 PRICE SCHEDULE**

**Schedule 1.1** of the Contract, as amended, is revised by adding a new Section 3 to read as follows:

**3. Monthly Maintenance Remote Support Services**

Monthly Fee for providing Maintenance Remote Support services for maintaining the SH550 Toll Project including Plaza System, Host System, Communications Equipment, Security Access System, System Administration, and all Toll Lanes shall be measured on a per month basis. Each per month unit shall include furnishing labor, materials, and support services to perform Maintenance Remote Support Services for that month in conformance with the requirements of the Specifications, and as accepted by the CTRMA.

**Basis of Payment**

Payment will be made at the monthly bid price for the Maintenance Remote Support Services provided, upon approval of services by the CTRMA in accordance with the following table:



## EXHIBIT B

<b>CCRMA SH550 HW/SW Maintenance Support - Year 1 &amp; 2</b>			
Year 1 - June 1, 2013 - May 31, 2014			
Year 2 - June 1, 2014 - May 31, 2015			
		<b>Year 1 Monthly Recurring Cost Total</b>	<b>Year 2 Anticipated Monthly Recurring Cost (Increase)</b>
<b>FM 1847</b>	\$ 2,347.25	\$ 2,347.25	\$ 2,417.67
<b>Port Spur</b>	\$ 2,347.25	\$ -	\$ 2,417.67
<b>Monthly Subtotal</b>		\$ 2,347.25	\$ 4,835.34
<b>New Annual Total</b>		\$ 28,167.00	\$ 58,024.02

*Note: Year 1 Port Spur Maintenance is paid for under the Port Spur Toll System Implementation Agreement.*

Any work resulting from software changes requested by CCRMA and on-site maintenance support (such as responding to outages and system problems), will be paid for by CCRMA on a time and material basis.

[END OF SECTION]



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #6 SUMMARY

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Approve an amendment to the contract with W.P. Engineering Consultants, Inc., for operation of the HERO program.

Strategic Plan Relevance: Regional Mobility; Sustainability; Economic Vitality

Department: Operations

Associated Costs: This request \$1,860,000

*Total HERO Program at completion of this Amendment is \$6,460,000*

Funding Source: 80% Federal; 20% State: Surface Transportation Program, Metropolitan Mobility

Board Action Required: Yes

Description of Matter:

The Advanced Funding Agreement between the Mobility Authority and the Texas Department of Transportation effective August 9, 2012, approved funding for the HERO program up to a maximum of \$6,460,000.

On July 18, 2013, the Board approved Amendment #4 to extend the HERO program through July 18, 2014, with a funding amount not to exceed \$4,600,000. This request will extend the HERO Program through February 2016 and fund the HERO Program to the maximum \$6,460,000 authorized in the Advanced Funding Agreement.

Attached documentation for reference:

Draft Resolution

Contact for further information:

Tim Reilly, Director of Operations

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

**RESOLUTION NO. 14-\_\_\_**

**APPROVING AN AMENDMENT TO THE CONTRACT WITH W.P. ENGINEERING  
CONSULTANTS, INC., FOR OPERATION OF 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 continue the 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 continue the HERO Program, a copy of which is attached to this resolution as Exhibit 1, 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 contract amendment with W.P Engineering Consultants, Inc., in the form or substantially the same form as Exhibit 1.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30<sup>th</sup> day of April, 2014.

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: 14-\_\_\_  
Date Passed: 4/30/2014

**Exhibit 1 to Resolution No. 14-**

**Proposed Contract Amendment**

**(on the following 2 pages)**

**AMENDMENT NO. 5 TO  
AGREEMENT FOR HIGHWAY EMERGENCY RESPONSE OPERATOR  
PATROL SERVICES**

**CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY  
AND  
W.P. ENGINEERING CONSULTANTS, INC.**

This Amendment No. 5 to the “Agreement for Highway Emergency Response Operator (“HERO”) Patrol Services” (“Amendment”) by and between the Central Texas Regional Mobility Authority (“Mobility Authority”) and W.P. Engineering Consultant (“Contractor”) is entered into effective as of \_\_\_\_\_, 2014.

WHEREAS, the Mobility Authority and the Contractor entered into the agreement dated effective July 19, 2010 (the “Contract”) and Amendment No. 3 dated effective August 31, 2012, wherein the Mobility Authority amended the maximum amount payable under the Contract to \$4,600,000;

WHEREAS, the Mobility Authority and the Contractor entered into the agreement dated effective July 19, 2010 (the “Contract”) and Amendment No. 4 dated effective July 18, 2013, wherein the Mobility Authority extended the term of the Contract for all purposes until July 18, 2014;

WHEREAS, the Mobility Authority has obtained additional funding for the HERO program under that certain “Advanced Funding Agreement” between the Mobility Authority and the Texas Department of Transportation, effective August 9, 2012, and now can fund the HERO Program up to a maximum amount of \$6,460,000;

WHEREAS, the Mobility Authority and the Contractor desire to extend the amount to a maximum of \$6,460,000 available to the Authority as funding for the HERO Program; and

WHEREAS, the Mobility Authority and the Contractor desire to extend the term of the Contract for all purposes until February 28, 2016.

NOW, THEREFORE, the Mobility Authority and the Contractor agree to the following:

Section 2(A) of the Contract is hereby amended to read in its entirety as follows:

The maximum amount payable under this Agreement is \$6,460,000. In no event may the aggregate amount of compensation paid to Contractor pursuant to this Agreement exceed \$6,460,000; *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 Mobility Authority, such services will not be subject to the maximum amount payable hereunder.

This Agreement shall terminate on February 28, 2016, unless:

- i. before a termination date established under this section, an earlier termination date is provided by Mobility 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 August 9, 2012; 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.

Except as specifically provided in this Amendment, all other terms and conditions of the Contract, as amended, are acknowledged and reaffirmed by the parties hereto and remain in effect without change. If a provision of this Amendment conflicts with a provision of the Contract, the provision of this Amendment shall control.

This Amendment is executed by the parties effective as of \_\_\_\_\_, 2014, for all purposes.

"Contractor"

"Mobility Authority"

W.P. Engineering Consultants, Inc.

Central Texas Regional Mobility Authority

By: \_\_\_\_\_  
Wayne Freise, President

By: \_\_\_\_\_  
Mike Heiligenstein, Executive Director

Date: \_\_\_\_\_

Date: \_\_\_\_\_



**CENTRAL TEXAS  
Regional Mobility Authority**

**AGENDA ITEM #7 SUMMARY**

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Authorize a procurement for engineering services for final design of the SH 45 SW project.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: \$200,000

Funding Source: General Funds will be used and reimbursed by Hays/Travis County through Interlocal Agreement.

Board Action Required: Yes

Description of Matter: This agenda item requests authorization to issue a procurement for professional engineering design services for the SH 45 Southwest Project.

Reference documentation: Draft Resolution

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. 14-\_\_\_**

**AUTHORIZING A PROCUREMENT FOR PROFESSIONAL ENGINEERING  
DESIGN SERVICES FOR THE SH 45 SW PROJECT.**

WHEREAS, subject to the state EIS and all other required approvals and requirements, the Mobility Authority intends to design and construct a new four-lane state highway consisting of four tolled main lanes of controlled access roadway, with a possible shared-use path on one side, extending approximately 3.6 miles from MoPac to FM 1626 (the "SH 45 SW Project"); and

WHEREAS, professional engineering design services are necessary for the SH 45 SW Project; and

WHEREAS, the Executive Director recommends initiating a procurement process to solicit professional engineering design services for the SH 45 SW Project.

NOW THEREFORE, BE IT RESOLVED, that the Board authorizes the Executive Director to initiate and implement a procurement process for professional engineering design services for the SH 45 SW Project in accordance with Mobility Authority Procurement Policies.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 26<sup>th</sup> day of March, 2014.

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: 14-\_\_\_  
Date Passed: 3/26/14





**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #8 SUMMARY

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Exercise the option of the Mobility Authority under state law to develop, finance, construct, and operate the State Highway 45 Southwest Project.

Strategic Plan Relevance: Regional Mobility

Department: Law

Associated Costs: None (by this action)

Funding Source: Not applicable.

Board Action Required: Yes

Description of Matter:

State law provides that the Mobility Authority, as a “local tolling entity,” has the first option to develop, finance, construct, and operate any new toll project located in Travis and Williamson Counties. This option is commonly referred to as “primacy.”

The draft resolution exercises the Mobility Authority’s option to develop and operate the proposed State Highway 45 Southwest Project, and directs the Executive Director to communicate that action to the Texas Department of Transportation.

Reference documentation: 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. 14-\_\_\_**

**EXERCISING THE OPTION OF THE MOBILITY AUTHORITY UNDER  
STATE LAW TO DEVELOP, FINANCE, CONSTRUCT, AND OPERATE  
THE STATE HIGHWAY 45 SOUTHWEST PROJECT**

WHEREAS, under Section 373.052, Transportation Code, the Central Texas Regional Mobility Authority (“Mobility Authority”) has the first option to develop, finance, construct, and operate any new toll project located in the territory of the Mobility Authority, including Travis County; and

WHEREAS, subject to the state EIS and all other required approvals and requirements, the Mobility Authority intends to design and construct a new four-lane state highway consisting of four tolled main lanes of controlled access roadway, with a possible shared-use path on one side, extending approximately 3.6 miles from MoPac to FM 1626 (the “SH 45 SW Project”); and

WHEREAS, the Mobility Authority supports the goal of improving mobility in the Central Texas region though development the SH 45 SW Project; and

WHEREAS, the Executive Director recommends the Mobility Authority exercise its option under Section 373.052, Transportation Code, to develop, finance, construct, and operate the SH 45 SW Project.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors, as provided by the process and procedures of Chapter 373, Transportation Code, hereby exercises its option as a local toll project entity to develop, finance, construct, and operate the SH 45 SW Project; and

BE IT FURTHER RESOLVED, that the Executive Director is directed to communicate in writing the Mobility Authority’s exercise of this option to the Texas Department of Transportation.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30<sup>th</sup> day of April, 2014.

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 14-\_\_\_  
Date Passed 04/30/2014



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #9 SUMMARY

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Accept the financial statements for March 2014.

Department: Finance

Associated Costs: None

Funding Source: None

Board Action Required: YES

Description of Matter:

Presentation and acceptance of the monthly financial statements for March 2014

Attached documentation for reference:

Draft Resolution

Draft Financial Statements for March 2014

Contact for further information:

Bill Chapman, Chief Financial Officer

Cindy Demers, Controller

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

**RESOLUTION NO. 14-\_\_\_**

**ACCEPT THE FINANCIAL STATEMENTS FOR MARCH 2014.**

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 March 2014, and has caused Financial Statements to be prepared and attached to this resolution as Attachments A.

**NOW THEREFORE, BE IT RESOLVED**, that the Board of Directors accepts the Financial Statements for March 2014, attached as Attachments A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30th day of April, 2014.

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: 14-\_\_\_  
Date Passed: 4/30/2014

**Attachment A**

**Financial Statements for March 2014**

**Central Texas Regional Mobility Authority  
Balance Sheet**

As of

March 31, 2014

March 31, 2013

**Assets**

**Current Assets**

Cash in Regions Operating Account	668,374		192,842	
Cash In TexSTAR	2,909,893		145,804	
Regions Payroll Account	109,405		86,713	
<b>Restricted cash/cash equivalents</b>				
Fidelity Government MMA	174,759,953		94,418,741	
Restricted Cash-TexStar	9,367,117		33,701,273	
Overpayment accounts	35,565		29,012	
<b>Total Cash and Cash Equivalents</b>		<b>187,850,308</b>		<b>128,574,385</b>

Accounts Receivable	20,967		15,302	
Due From TTA	287,203		266,197	
Due From NTTA	157,671		68,998	
Due From HCTRA	147,303		112,607	
Due From TxDOT	947,335		24,606,995	
Due From Federal Government	0		463,466	
Interest Receivable	90,453		242,109	
<b>Total Receivables</b>		<b>1,650,933</b>		<b>25,775,674</b>

**Short Term Investments**

Short Term Investments		54,007,166		134,419,785
<b>Other Current Assets</b>				
Prepaid Insurance		45,683		29,547
<b>Total Current Assets</b>		<b>243,554,090</b>		<b>288,824,235</b>

**Construction Work In Process**

	<b>402,192,715</b>		<b>327,450,881</b>	
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**Fixed Assets**

Computers(net)		88,362		23,475
Computer Software(net)		399,584		0
Furniture and Fixtures(net)		0		727
Equipment(net)		15,294		26,383
Autos and Trucks(net)		9,198		16,096
Buildings and Toll Facilities(net)		5,877,055		6,054,169
Highways and Bridges(net)		320,483,617		275,063,989
Communication Equipment(net)		621,031		817,147
Toll Equipment(net)		11,142,458		8,898,419
Signs(net)		8,646,951		5,968,168
Land Improvements(net)		6,922,078		3,287,794
Right of Way		46,642,851		24,800,630
Leasehold Improvements		172,717		34,006
<b>Total Fixed Assets</b>		<b>401,021,196</b>		<b>324,991,003</b>

**Long Term Investments**

**Other Assets**

Security Deposits		0		8,644
Intangible Assets		15,032,168		650
2005 Bond Insurance Costs		5,337,706		
<b>Total Assets</b>		<b>1,067,137,876</b>		<b>956,035,024</b>

## Liabilities

### Current Liabilities

Accounts Payable	417,114	943,113
Overpayments	37,058	30,130
Interest Payable	8,632,117	10,820,623
Due to other Funds	0	171,248
TCDRS Payable	45,535	33,958
Due to other Entities	338,436	0
<b>Total Current Liabilities</b>	<b>10,764,749</b>	<b>11,999,072</b>

### Long Term Liabilities

Accrued Vac & Sick Leave Paybl	189,089	189,089
Senior Lien Revenue Bonds 2005	0	170,404,728
Senior Lien Revenue Bonds 2010	107,244,519	103,842,348
Senior Lien Revenue Bonds 2011	307,797,538	307,086,315
Senior Refunding Bonds 2013	185,810,000	0
Sn Lien Rev Bnd Prem/Disc 2010	103,017	141,348
Sn Lien Rev Bnd Prem/Disc 2011	(3,612,590)	(3,759,966)
Sn Lien Rev Bnd Prem/Disc 2013	17,513,595	0
Subordinated Lien Bond 2010	0	45,000,000
Subordinated Lien Bond 2011	70,000,000	70,000,000
Subordinated Refunding Bonds 2013	103,960,000	
Sub Lien Bond 2011 Prem/Disc	(1,911,517)	(2,009,498)
Sub Lien Bond 2013 Prem/Disc	3,917,658	
TIFIA note 2008	0	77,506,077
2011 Regions Draw Down Note	3,049,820	1,066,640
2013 American Bank Loan	5,300,000	
Total Long Term Liabilities	<b>799,361,128</b>	<b>774,010,241</b>
<b>Total Liabilities</b>	<b>810,125,877</b>	<b>786,009,313</b>

### Net Assets Section

Contributed Capital	18,734,897	18,334,846
Net Assets beginning	153,384,260	93,629,931
Current Year Operations	84,892,842	58,060,934
<b>Total Net Assets</b>	<b>238,277,102</b>	<b>151,690,865</b>

### Total Liabilities and Net Assets

**1,067,137,876**

**956,035,024**

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**All Operating Departments**

Account Name	Budget Amount FY 2014	Actual Year to Date 3/31/2014	Percent of Budget	Actual Prior Year to Date 3/31/2013
<b>Revenue</b>				
<b>Operating Revenue</b>				
Toll Revenue-TxTag-Manor	1,188,228	1,625,451	136.80%	420,833
Toll Revenue-TxTag-183A	29,507,860	17,767,797	60.21%	15,855,451
Toll Revenue-HCTRA-183A	884,163	904,243	102.27%	734,319
Toll Revenue-HCTRA Manor	173,689	235,194	135.41%	63,094
Toll Revenue-NTTA-183A	580,498	696,847	120.04%	487,791
Toll Revenue-NTTA-Manor	77,633	71,346	91.90%	16,109
Video Tolls 183A	4,243,980	4,331,978	102.07%	3,509,454
Video Tolls Manor Expressway	452,664	549,980	121.50%	45,764
Fee revenue 183A	1,661,750	1,722,255	103.64%	1,338,703
Fee revenue Manor Expressway	179,820	393,149	218.63%	28,741
<b>Total Operating Revenue</b>	<b>38,950,285</b>	<b>28,298,240</b>	72.65%	<b>22,500,260</b>
<b>Other Revenue</b>				
Interest Income	180,000	131,811	73.23%	170,832
Grant Revenue	1,236,000	83,363,066	6745%	65,076,160
Reimbursed Expenditures	-	-	0.00%	34,774
Misc Revenue	92,500	3,187,761	3446%	217,776
Unrealized Loss	-	-	0.00%	42,708
<b>Total Other Revenue</b>	<b>1,508,500</b>	<b>86,682,638</b>	5746%	<b>65,542,251</b>
<b>Total Revenue</b>	<b>\$ 40,458,785</b>	<b>\$ 114,980,879</b>	<b>284.19%</b>	<b>\$ 88,042,510</b>

**Expenses**

**Salaries and Wages**

Salary Expense-Regular	2,185,005	1,658,451	75.90%	1,387,326
Part Time Salary Expense	12,000	-	0.00%	480
Overtime Salary Expense	3,000	-	0.00%	-
Contractual Employees Expense	5,000	-	0.00%	1,202
TCDRS	317,550	230,876	72.71%	187,672
FICA	102,241	68,430	66.93%	53,021
FICA MED	31,900	24,202	75.87%	20,141
Health Insurance Expense	193,060	150,336	77.87%	138,704



**Central Texas Regional Mobility Authority**  
**Income Statement**  
**All Operating Departments**

Account Name	Budget Amount FY 2014	Actual Year to Date 3/31/2014	Percent of Budget	Actual Prior Year to Date 3/31/2013
Life Insurance Expense	5,874	2,184	37.18%	3,433
Auto Allowance Expense	10,200	5,100	50.00%	-
Other Benefits	190,261	78,862	41.45%	63,606
Unemployment Taxes	12,960	194	1.50%	(16)
Salary Reserve	50,000	-	0.00%	-
<b>Total Salaries and Wages</b>	<b>3,119,051</b>	<b>2,218,635</b>	<b>71.13%</b>	<b>1,855,569</b>
<b>Contractual Services</b>				
<u>Professional Services</u>				
Accounting	12,000	8,212	68.44%	5,734
Auditing	65,000	51,480	79.20%	44,990
General Engineering Consultant	460,000	8,062	1.75%	123,715
GEC-Trust Indenture Support	75,000	48,910	65.21%	25,593
GEC-Financial Planning Support	50,000	48,301	96.60%	35,554
GEC-Toll Ops Support	5,000	879	17.59%	1,748
GEC-Roadway Ops Support	325,000	198,865	61.19%	128,766
GEC-Technology Support	50,000	98,749	197.50%	26,231
GEC-Public Information Support	10,000	461	4.61%	7,673
GEC-General Support	275,000	174,165	63.33%	171,411
General System Consultant	175,000	72,723	41.56%	6,028
Image Processing - 183A	1,140,000	824,980	72.37%	760,492
Image Processing - Manor	120,000	198,737	165.61%	-
Facility maintenance	-	5,827		9,749
HERO	1,629,000	791,049	48.56%	817,681
Special Projects	-	322,979		-
Human Resources	50,000	6,021	12.04%	11,196
Legal	250,000	124,481	49.79%	175,025
Photography	10,000	9,146	91.46%	-
Traffic and Revenue Consultant	5,000	36,068	721.35%	2,999
Communications and Marketing	-	-	0.00%	139,169
<b>Total Professional Services</b>	<b>4,706,000</b>	<b>3,030,095</b>	<b>64.39%</b>	<b>2,493,753</b>

Other Contractual Services

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**All Operating Departments**

Account Name	Budget Amount FY 2014	Actual Year to Date 3/31/2014	Percent of Budget	Actual Prior Year to Date 3/31/2013
IT Services	63,000	27,185	43.15%	27,705
Graphic Design Services	40,000	15,394	38.48%	11,070
Website Maintenance	35,000	38,277	109.36%	2,929
Research Services	50,000	9,286	18.57%	3,154
Copy Machine	10,000	6,023	60.23%	4,931
Software Licenses	17,200	18,958	110.22%	8,467
ETC Maintenance Contract	1,291,625	839,585	65.00%	427,951
ETC Development	125,000	-	0.00%	-
ETC Testing	30,000	-	0.00%	-
Communications and Marketing	140,000	128,916	92.08%	204
Advertising Expense	60,000	33,802	56.34%	68,756
Direct Mail	5,000	75	1.50%	-
Video Production	20,000	6,704	33.52%	20,920
Radio	10,000	-	0.00%	-
Other Public Relations	2,500	-	0.00%	-
Law Enforcement	250,000	218,685	87.47%	115,281
Special assignments	5,000	-	0.00%	-
Traffic Management	-	-	0.00%	42,823
Emergency Maintenance	10,000	-	0.00%	-
Generator Maintenance	20,000	-	0.00%	-
Generator Fuel	9,000	1,573	17.48%	-
Fire and Burglar Alarm	3,660	123	3.37%	114
Elevator Maintenance	2,640	2,797	105.94%	-
Refuse	780	383	49.04%	-
Pest Control	1,536	3,028	197.14%	-
Custodial	4,440	1,110	25.00%	-
Roadway Maintenance - 183A	750,000	301,092	40.15%	98,118
Roadway Maintenance - 290	-	12,979		-
Landscape Maintenance	250,000	78,880	31.55%	92,450
Signal & Illumination Maint	-	30,740		46,743
Mowing and litter control	-	-	0.00%	40,806
Graffiti removal	-	-	0.00%	225
Cell Phones	10,000	8,906	89.06%	6,721
Local Telephone Service	25,000	11,618	46.47%	11,100
Internet	6,000	824	13.73%	-
Fiber Optic System	30,000	55,622	185.41%	27,651
Other Communication Expenses	1,000	656	65.59%	127

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**All Operating Departments**

Account Name	Budget Amount FY 2014	Actual Year to Date 3/31/2014	Percent of Budget	Actual Prior Year to Date 3/31/2013
Subscriptions	1,850	1,197	64.68%	107
Memberships	34,600	28,888	83.49%	26,042
Continuing Education	7,300	596	8.16%	2,845
Professional Development	14,000	501	3.58%	-
Seminars and Conferences	32,000	23,057	72.05%	16,559
Staff-Travel	89,000	57,138	64.20%	55,201
Other Contractual Svcs	200	-	0.00%	-
Tag Collection Fees	2,013,000	1,197,015	59.46%	978,352
Court Enforcement Costs	15,000	3,875	25.83%	-
Contractual Contingencies	130,500	12,114	9.28%	649
Total Other Contractual Services	5,615,831	3,177,598	56.58%	2,138,000
Total Contractual Services	<b>10,321,831</b>	<b>6,207,693</b>	<b>60.14%</b>	<b>4,631,753</b>
<b>Materials and Supplies</b>				
Books & Publications	6,500	1,421	21.86%	4,504
Office Supplies	10,000	8,536	85.36%	2,239
Computer Supplies	12,500	7,846	62.77%	5,853
Copy Supplies	2,200	651	29.59%	745
Annual Report printing	7,000	-	0.00%	5,534
Other Reports-Printing	10,000	13	0.13%	3,408
Direct Mail Printing	5,000	-	0.00%	-
Office Supplies-Printed	2,500	840	33.59%	118
Maintenance Supplies	-	36		-
Maintenance Supplies-Roadway	9,175	-	0.00%	-
Promotional Items	10,000	2,214	22.14%	4,827
Displays	5,000	-	0.00%	-
ETC spare parts expense	30,000	2,545	8.48%	-
Tools & Equipment Expense	1,000	43	4.29%	-
Misc Materials & Supplies	3,000	1,122	37.39%	-
Total Materials and Supplies	<b>113,875</b>	<b>25,266</b>	<b>22.19%</b>	<b>27,228</b>
<b>Operating Expenses</b>				
Gasoline	5,500	2,280	41.45%	2,595
Mileage Reimbursement	6,750	3,666	54.31%	4,001

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**All Operating Departments**

Account Name	Budget Amount FY 2014	Actual Year to Date 3/31/2014	Percent of Budget	Actual Prior Year to Date 3/31/2013
Toll Tag Expense	2,700	224	8.29%	1,707
Parking	3,175	2,268	71.43%	29,886
Meeting Facilities	250	-	0.00%	-
Community Meeting/ Events	5,000	-	0.00%	-
Meeting Expense	17,300	3,691	21.34%	7,376
Public Notices	2,000	-	0.00%	-
Postage Expense	5,650	441	7.80%	286
Overnight Delivery Services	1,700	282	16.62%	249
Local Delivery Services	1,150	-	0.00%	12
Insurance Expense	90,000	73,984	82.20%	48,038
Repair & Maintenance-General	500	921	184.14%	658
Repair & Maintenance-Vehicles	500	832	166.32%	203
Repair & Maintenance Toll Equip	5,000	170	3.40%	400
Rent Expense	400,000	229,457	57.36%	146,913
Water	7,500	4,266	56.88%	5,093
Electricity	180,000	75,471	41.93%	49,560
Other Licenses	700	470	67.14%	729
Community Initiative Grants	65,000	50,000	76.92%	30,000
<b><u>Non Cash Operating Expenses</u></b>				
Amortization Expense	25,000	76,734	306.93%	230,751
Amort Expense - Refund Savings	-	770,895		-
Dep Exp- Furniture & Fixtures	14,000	-	0.00%	11,183
Dep Expense - Equipment	17,000	15,890	93.47%	12,586
Dep Expense - Autos & Trucks	7,000	5,174	73.91%	5,174
Dep Expense-Buildng & Toll Fac	100,000	132,836	132.84%	124,296
Dep Expense-Highways & Bridges	9,000,000	6,754,669	75.05%	4,839,979
Dep Expense-Communic Equip	175,000	147,086	84.05%	134,296
Dep Expense-Toll Equipment	986,000	1,159,857	117.63%	701,328
Dep Expense - Signs	175,000	182,076	104.04%	108,328
Dep Expense-Land Improvemts	160,000	391,791	244.87%	104,579
Depreciation Expense-Computers	11,000	19,420	176.55%	8,174
<b>Total Operating Expenses</b>	<b>11,470,375</b>	<b>10,104,850</b>	<b>88.10%</b>	<b>6,608,379</b>
<b>Financing Expenses</b>				
Arbitrage Rebate Calculation	6,000	6,630	110.50%	5,605

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**All Operating Departments**

Account Name	Budget Amount FY 2014	Actual Year to Date 3/31/2014	Percent of Budget	Actual Prior Year to Date 3/31/2013
Loan Fee Expense	5,000	-	0.00%	-
Rating Agency Expense	50,000	37,000	74.00%	40,300
Trustee Fees	8,000	5,913	73.91%	2,000
Bank Fee Expense	8,000	4,105	51.31%	4,370
Continuing Disclosure	4,000	3,500	87.50%	-
Interest Expense	20,796,755	11,452,321	55.07%	16,426,192
Contingency	15,000	-	0.00%	-
<u>Non Cash Financing Expenses</u>				
Bond issuance expense	400,000	22,123	5.53%	348,148
<b>Total Financing Expenses</b>	<b>21,292,755</b>	<b>11,531,592</b>	<b>54.16%</b>	<b>16,826,615</b>
<b>Other Gains or Losses</b>				
Total Other Gains or Losses	-	-	0.00%	-
<b>Total Expenses</b>	<b>\$ 46,317,887</b>	<b>\$ 30,088,036</b>	<b>64.96%</b>	<b>\$ 29,949,544</b>
Net Income	\$ (5,859,102)	\$ 84,892,842		\$ 58,092,966

**Central Texas Regional Mobility Authority**  
**Statement of Cash Flows - FY 2014**  
**as of March 31, 2014**

**Cash flows from operating activities:**

Receipts from Department of Transportation	\$ 107,764,717
Receipts from toll fees	29,469,241
Receipts from other fees	-
Receipts from interest income	529,307
Receipts from other sources	5,582,040
Payments to vendors	(7,498,179)
Payments to employees and benefits	(2,210,455)
Net cash flows used in operating activities	<u>133,636,672</u>

**Cash flows from capital and related financing activities:**

Payments on interest	(36,165,638)
Payment on Bonds/Notes	(974,749)
Acquisitions of property and equipment	(183,794)
Acquisitions of construction in progress	(103,003,849)
Proceeds from Loans and Notes	2,050,000
Net cash flows used in capital and related financing activities	<u>(138,278,029)</u>

**Cash flows from investing activities:**

Purchase of investments	(26,955,056)
Proceeds from sale or maturity of investments	69,398,281
Net cash flows provided by investing activities	<u>42,443,225</u>
Net increase in cash and cash equivalents	37,801,869
Cash and cash equivalents at beginning of July 2013	150,048,440
Cash and cash equivalents at end of March 2014	<u>\$ 187,850,308</u>

**Reconciliation of change in net assets to net cash provided by operating activities:**

Change in net assets	\$ 84,892,842
Adjustments to reconcile change in net assets to net cash provided by operating activities:	
Depreciation and amortization	9,599,730
Nonoperating interest	11,774,285
Bond Issuance Expense	-
Changes in assets and liabilities:	
(Increase)/Decrease in accounts receivable	26,097,732
(Increase)/Decrease in prepaid expenses and other assets	426,363
(Increase)/Decrease in interest receivable	372,086
Increase/(Decrease) in deferred revenue (audit adjustments)	-
Increase/(Decrease) in other payable	1,082,759
Increase/(Decrease) in accounts payable	(609,125)
Total adjustments	<u>48,743,830</u>
Net cash flows provided by operating activities	<u>\$ 133,636,672</u>

**INVESTMENTS by FUND**

		<b>Balance</b>			
		<b>March 31, 2014</b>			
<b>Renewal &amp; Replacement Fund</b>				<b>TexSTAR</b>	<b>12,277,010.00</b>
	TexSTAR	61,321.65		CD's	5,000,000.00
	Regions Sweep	600,099.29		Regions Sweep	173,465,329.54
	Agencies		661,420.94	Agencies	49,007,165.72
<b>TxDOT Grant Fund</b>					
	TexSTAR	82,183.08			
	Regions Sweep	3,651,607.24			
	CD's				
	Agencies	5,744,346.75	9,478,137.07		\$ 239,749,505.26
<b>Senior Debt Service Reserve Fund</b>					
	TexSTAR	589,949.71			
	Regions Sweep	14,502,840.51			
	Agencies	33,103,156.12	48,195,946.34		
<b>2010 Senior Lien DSF</b>					
	Regions Sweep	896,426.51			
	TexSTAR	-	896,426.51		
<b>2011 Debt Service Acct</b>					
	Regions Sweep	8,854,758.40	8,854,758.40		
<b>2013 Sr Debt Service Acct</b>					
	Regions Sweep	2,694,311.26	2,694,311.26		
<b>2013 Sub Debt Serrvice Account</b>					
	Regions Sweep	1,589,686.34	1,589,686.34		
<b>2010 Senior Lien DSRF</b>					
	Regions Sweep	-	-		
<b>2011 Sub Debt DSRF</b>					
	Regions Sweep	2,024,753.43			
	CD's	5,000,000.00	7,024,753.43		
<b>2011 Sub DSF</b>					
	Regions Sweep	2,362,501.73	2,362,501.73		
<b>Operating Fund</b>					
	TexSTAR	2,909,892.91			
	TexSTAR-Trustee	3,668,794.00			
	Regions Sweep	-	6,578,686.91		
<b>Revenue Fund</b>					
	TexSTAR	1.00			
	Regions Sweep	1,539,980.03	1,539,981.03		
<b>General Fund</b>					
	TexSTAR	53.78			
	Regions Sweep	11,013,169.11			
	Agencies	5,014,523.13	16,027,746.02		
<b>2011 Sr Capitalized Interest Fund</b>					
	Regions Sweep	38,573.62			
	Agencies	-	38,573.62		
<b>2011 Sub Capitalized Interest Fund</b>					
	Regions Sweep	451.01			
	Agencies	-	451.01		
<b>2013 Sub Debt Service Reserve Fund</b>					
	Regions Sweep	3,278,396.87			
	Agencies	5,145,139.72	8,423,536.59		
<b>MoPac Construction Fund</b>					
	Regions Sweep	72,776,103.63	72,776,103.63		
<b>2010-1 Sub Lien Projects Fund</b>					
	TexSTAR	794,356.05			
	Regions Sweep	-	794,356.05		
<b>2010 Senior Lien Construction Fund</b>					
	TexSTAR	1.19			
	Regions Sweep	125,803.55	125,804.74		
<b>2011 Sub Debt Project fund</b>					
	TexSTAR	4,170,336.97			
	Agencies				
	Regions Sweep	33,365,753.62	37,536,090.59		
<b>2011 Sr Financial Assistance Fund</b>					
	Regions Sweep	7,858,583.57	7,858,583.57		
<b>2011 Senior Lien Project Fund</b>					
	TexSTAR	119.66			
	Regions Sweep	6,291,529.82			
	Agencies		6,291,649.48		
			<u>\$ 239,749,505.26</u>		

**CTRMA INVESTMENT REPORT**

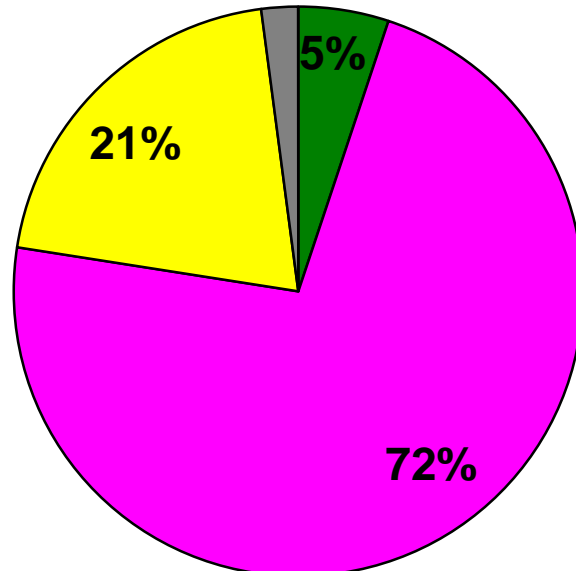
Month Ending 3/31/14						Rate Mar 14	
Balance 3/1/2014	Additions	Discount Amortization	Accrued Interest	Withdrawals	Balance 3/31/2014		
<b>Amount in Trustee TexStar</b>							
2011 Sub Lien Construction Fund	4,170,195.46		141.51		4,170,336.97	0.045%	
2011 Senior Lien Construction Fund	119.66				119.66	0.045%	
2010 Senior Lien Construction Fund	1.19				1.19	0.045%	
2010-1 Sub Lien Projects General Fund	795,683.46 53.78		26.99	1,354.40	794,356.05	0.045%	
Trustee Operating Fund	3,068,670.06	1,100,000.00	123.94	500,000.00	3,668,794.00	0.045%	
Renewal and Replacement	61,319.55		2.10		61,321.65	0.045%	
TxDOT Grant Fund	82,180.30		2.78		82,183.08	0.045%	
Revenue Fund	1.00				1.00	0.045%	
Senior Lien Debt Service Reserve Fund	589,929.70		20.01		589,949.71	0.045%	
	<b>8,768,154.16</b>	<b>1,100,000.00</b>		<b>317.33</b>	<b>501,354.40</b>	<b>9,367,117.09</b>	
<b>Amount in TexStar Operating Fund</b>							
	59,798.11	3,350,000.00		94.80	500,000.00	2,909,892.91	0.045%
<b>Regions Sweep Money Market Fund</b>							
Operating Fund	0.00	1,100,000.00		1,100,000.00	0.00	0.100%	
2010 Senior Lien Project Acct	125,793.90		9.65		125,803.55	0.100%	
2010-1 Sub Lien Projects Fund	0.00	1,354.40		1,354.40	0.00	0.100%	
2011 Sub Lien Project Acct	40,813,972.04		3,168.93	7,451,387.35	33,365,753.62	0.100%	
2011 Senior Lien Project Acct	1,425.67	10,000,000.00	118,750.10	3,828,645.95	6,291,529.82	0.100%	
2011 Sr Financial Assistance Fund	88.16	10,725,000.00	0.01	2,866,504.60	7,858,583.57	0.100%	
2010 Senior DSF	597,799.62	298,591.67	35.22		896,426.51	0.100%	
2011 Senior Lien Debt Service Acct	8,332,104.71	522,015.16	638.53		8,854,758.40	0.100%	
2011 Sub Debt Service Fund	1.73	2,362,500.00			2,362,501.73	0.100%	
2013 Senior Lien Debt Service Acct	1,796,792.89	897,412.50	105.87		2,694,311.26	0.100%	
2013 Subordinate Debt Service Acct	1,060,148.87	529,475.00	62.47		1,589,686.34	0.100%	
2011 Sr Cap I Fund	38,570.66		2.96		38,573.62	0.100%	
2011 Sub Debt CAP I	450.98		0.03		451.01	0.100%	
TxDOT Grant Fund	3,651,550.91		56.33		3,651,607.24	0.100%	
Renewal and Replacement	600,053.26		46.03		600,099.29	0.100%	
Revenue Fund	1,530,416.23	3,585,416.12	107.04	3,575,959.36	1,539,980.03	0.100%	
General Fund	10,113,082.42	1,674,595.75	738.73	775,247.79	11,013,169.11	0.100%	
2011 Sub Debt Service Reserve Fund	2,024,598.12		155.31		2,024,753.43	0.100%	
Senior Lien Debt Service Reserve Fund	14,489,231.60		13,608.91		14,502,840.51	0.100%	
2013 Sub Debt Service Reserve Fund	3,227,889.25		50,507.62		3,278,396.87	0.100%	
MoPac Managed Lane Construction Fund	25,539,853.00	49,500,000.00	1,965.02	2,265,714.39	72,776,103.63	0.100%	
	<b>113,943,824.02</b>	<b>81,196,360.60</b>	<b>0.00</b>	<b>189,958.76</b>	<b>21,864,813.84</b>	<b>173,465,329.54</b>	
<b>Amount in Fed Agencies and Treasuries</b>							
Amortized Principal	59,047,716.98		(40,551.26)	10,000,000.00	49,007,165.72		
Accrued Interest			25,928.34				
	<b>59,047,716.98</b>	<b>0.00</b>	<b>(40,551.26)</b>	<b>10,000,000.00</b>	<b>49,007,165.72</b>		
<b>Certificates of Deposit</b>							
Total in Pools	5,000,000.00				5,000,000.00		
Total in Money Market	8,827,952.27	4,450,000.00	412.13	1,001,354.40	12,277,010.00		
Total in Fed Agencies	113,943,824.02	81,196,360.60	189,958.76	21,864,813.84	173,465,329.54		
	59,047,716.98	0.00	(40,551.26)	10,000,000.00	49,007,165.72		
<b>Total Invested</b>	<b>186,819,493.27</b>	<b>85,646,360.60</b>	<b>(40,551.26)</b>	<b>190,370.89</b>	<b>32,866,168.24</b>	<b>239,749,505.26</b>	

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

William Chapman, CFO      Cindy Demers, Controller



## Allocation of Funds



■ Total in Pools

■ Total in Money Market

■ Total in Fed Agencies

■ Total in CD's

Amount of investments As of March 31, 2014

Agency	CUSIP #	COST	Book Value	Market Value	Yield to Maturity	Purchased	Matures	FUND
Federal Home Loan Bank	313378LX7	4,013,754.20	4,011,175.30	4,012,880.00	0.0267%	1/9/2014	4/30/2015	General
Federal Home Loan Bank	313378M57	1,004,065.22	1,003,347.83	1,003,520.00	0.0028%	1/9/2014	5/29/2015	General
Federal Home Loan Bank	3133XWKV0	<b>Matured</b>	<b>Matured</b>	<b>Matured</b>	0.3791%	3/30/2012	3/14/2014	2011 Sr Project
Freddie Mac	3137EADD8	1,004,940.00	1,002,140.67	1,003,200.00	0.2290%	12/3/2012	4/17/2015	TxDOT Grant Fund
Northside ISD	66702RAG7	1,057,700.00	1,021,156.67	1,024,230.00	0.3580%	12/5/2012	2/15/2015	TxDOT Grant Fund
Federal Home Loan Bank	313371KG0	1,019,000.00	1,016,409.09	1,016,280.00	0.3912%	1/9/2014	10/28/2015	TxDOT Grant Fund
Fannie Mae	3135G0QB2	1,001,990.00	1,001,718.64	2,706,858.00	0.0381%	1/9/2014	10/22/2015	TxDOT Grant Fund
Fannie Mae	3135G0QB2	1,703,383.00	1,702,921.68		0.0381%	1/9/2014	10/22/2015	TxDOT Grant Fund
Fannie Mae	3135G0BY8	8,081,952.00	8,022,132.10	8,026,480.00	0.2150%	2/8/2013	8/28/2014	Senior DSRF
Federal Home Loan Bank	313371W51	12,217,422.00	12,081,533.25	12,084,240.00	0.2646%	2/8/2013	12/12/2014	Senior DSRF
Federal Home Loan Bank	3134G4T57	7,995,920.00	7,996,260.00	8,003,760.00	0.4750%	1/28/2014	1/28/2016	Senior DSRF
Fannie Mae	3135G0VA8	5,003,500.00	5,003,230.77	5,003,350.00	0.0468%	1/23/2014	3/1/3016	Senior DSRF
Federal Home Loan Bank	31398A3T7	5,164,996.34	5,145,139.72	5,151,448.96	0.3660%	1/9/2014	9/21/2015	2013 Sub DSRF
			<u>49,007,165.72</u>	<u>49,036,246.96</u>				

Agency	CUSIP #	COST	Cumulative Amortization	3/31/2014		Interest Income March 31, 2014		
				Book Value	Maturity Value	Accrued Interest	Amortization	Interest Earned
Federal Home Loan Bank	313378LX7	4,013,754.20	2,578.90	4,011,175.30	4,000,000.00	2,650.00	(859.64)	1,790.36
Federal Home Loan Bank	313378M57	1,004,065.22	717.39	1,003,347.83	1,000,000.00	570.00	(239.13)	330.87
Federal Home Loan Bank	3133XWKV0	<b>Matured</b>	<b>Matured</b>	<b>Matured</b>	10,000,000.00	19,791.67	(16,187.50)	3,604.17
Freddie Mac	3137EADD8	1,004,940.00	2,799.33	1,002,140.67	1,000,000.00	416.67	(164.67)	252.00
Northside ISD	66702RAG7	1,057,700.00	36,543.33	1,021,156.67	1,000,000.00	2,500.00	(1,923.33)	576.67
Federal Home Loan Bank	313371KG0	1,019,000.00	2,590.91	1,016,409.09	1,000,000.00	1,812.50	(863.64)	948.86
Fannie Mae	3135G0QB2	1,001,990.00	271.36	1,001,718.64	1,000,000.00	625.00	(90.45)	534.55
Fannie Mae	3135G0QB2	1,703,383.00	461.32	1,702,921.68	1,700,000.00	1,062.50	(153.77)	908.73
Fannie Mae	3135G0BY8	8,081,952.00	59,819.90	8,022,132.10	8,000,000.00	5,833.33	(4,426.42)	1,406.91
Federal Home Loan Bank	313371W51	12,217,422.00	135,888.75	12,081,533.25	12,000,000.00	12,500.00	(9,059.25)	3,440.75
Federal Home Loan Bank	3134G4T57	7,995,920.00	340.00	7,996,260.00	8,000,000.00	3,000.00	170.00	3,170.00
Fannie Mae	3135G0VA8	5,003,500.00	269.23	5,003,230.77	5,000,000.00	6,250.00	(134.62)	6,115.38
Federal Home Loan Bank	31398A3T7	5,164,996.34	19,856.62	5,145,139.72	5,026,000.00	16,753.33	(6,618.87)	10,134.46
			<u>262,137.04</u>	<u>49,007,165.72</u>	<u>58,726,000.00</u>	<u>25,928.34</u>	<u>(40,551.29)</u>	<u>6,554.07</u>

March 31, 2014

Certificates of Deposit Outstanding

Bank	CUSIP #	COST	Yield to Maturity	Purchased	Matures	March 31, 2014 Interest	FUND
Compass Bank	CD 02636	5,000,000	0.35%	2/5/2013	2/5/2015	\$ 1,458.33	2011 Sub DSRF
		<u>5,000,000</u>				<u>\$ 1,458.33</u>	

**Travis County Escrow account**

Balance 3/1/2014	Additions	Accrued Interest	Withdrawals	Balance 3/31/2014
\$ 1,534,433.13	\$ -	\$ 117.71	\$ 239,927.10	\$ 1,294,623.74



## Monthly Newsletter - March 2014

### Performance

#### As of March 31, 2014

Current Invested Balance	\$5,447,221,784.71
Weighted Average Maturity (1)	49 Days
Weighted Average Maturity (2)	65 Days
Net Asset Value	1.000059
Total Number of Participants	784
Management Fee on Invested Balance	0.05%*
Interest Distributed	\$426,760.19
Management Fee Collected	\$237,258.48
% of Portfolio Invested Beyond 1 Year	1.45%
Standard & Poor's Current Rating	AAAm

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

#### March Averages

Average Invested Balance	\$5,587,768,965.54
Average Monthly Yield, on a simple basis	0.0400%
Average Weighted Average Maturity (1)*	51 Days
Average Weighted Average Maturity (2)*	66 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 entity who joined the TexSTAR program in March:

★ City of Glen Rose

### Holiday Reminder

In observance of Good Friday, **TexSTAR will be closed Friday, April 18, 2014**. All ACH transactions initiated on Thursday, April 17th will settle on Monday, April 21st. Notification of any early transaction deadlines on the business day preceding this holiday will be sent by email to the primary contact on file for all TexSTAR participants. Please plan accordingly for your liquidity needs.

### Economic Commentary

Investors entered 2014 with the expectation that equity markets would continue to rally and bonds would sell-off, yet things turned out a bit different. While developed market equities posted positive returns, these were small compared to the fourth quarter 2013. Meanwhile, bonds outperformed equities and the U.S. Treasuries also strengthened. Concerns about an uneven U.S. economy, a slowdown in the emerging markets, and turmoil in Ukraine benefited U.S. Treasuries during most of the quarter, while emerging market equities and bonds suffered. The Federal Reserve's initiation of its gradual retreat from quantitative easing led to a "liquidity squeeze" in those emerging market countries with weaker current account balances that had relied on the influx of global liquidity over the last few years and a flight to quality in U.S. Treasuries. At the March FOMC meeting, the Committee reiterated that the fed funds rate will remain in the current 0 to 25bps range for a considerable time, but in the press conference, Chairwoman Yellen surprised markets when she mentioned that "considerable time" could mean "six months" after asset purchases end. In addition, the Federal Reserve participants' median projections of the fed funds rate were higher than the December 2013 meeting projections for 2015 and 2016. Investors immediately responded by selling U.S. Treasuries, especially shorter maturities.

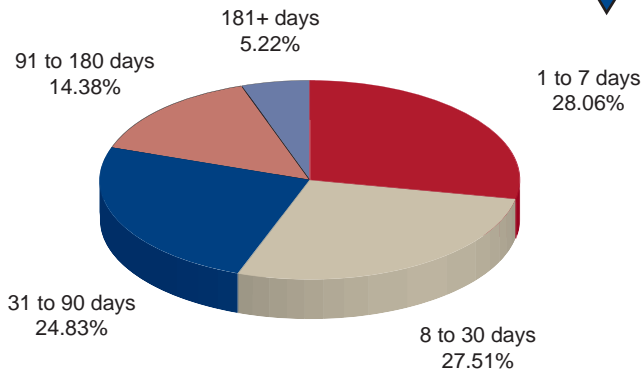
The global economy continues to recover, but not expand, with base case scenario still being sub-trend global growth through the remainder of the year. Economic recovery in the U.S. is broadening, excluding the weather impact, while Europe appears to be stabilizing. However, this optimism is offset by a generally deteriorating trade surplus in Japan and tighter credit conditions in China. Labor market slack in the U.S. remains sufficient to keep inflation at low levels. Inflation risks are to the downside, as deflation is still a very real threat in peripheral Europe, and Japan is exporting its deflation to the U.S. Central banks will remain accommodative until deleveraging is complete or inflation is evident.

This information is an excerpt from an economic report dated March 2014 provided to TexSTAR by JP Morgan Asset Management, Inc., the investment manager of the TexSTAR pool.

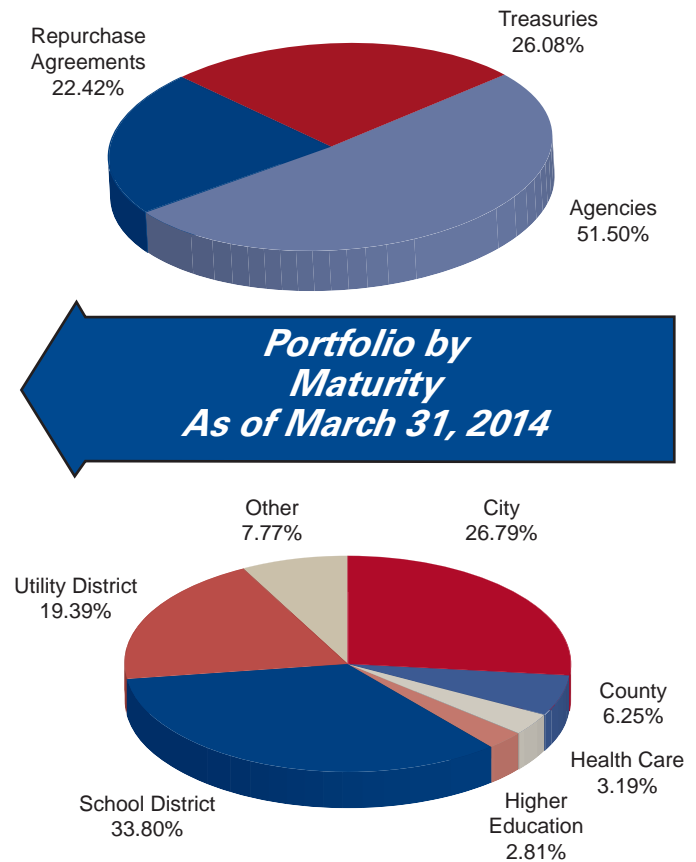
**For more information about TexSTAR, please visit our web site at [www.texstar.org](http://www.texstar.org).**

# Information at a Glance

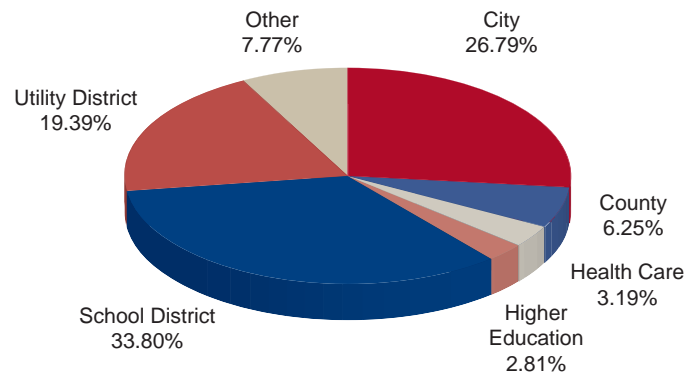
## Portfolio by Type of Investment As of March 31, 2014



## Distribution of Participants by Type As of March 31, 2014



## Portfolio by Maturity As of March 31, 2014



# Historical Program Information

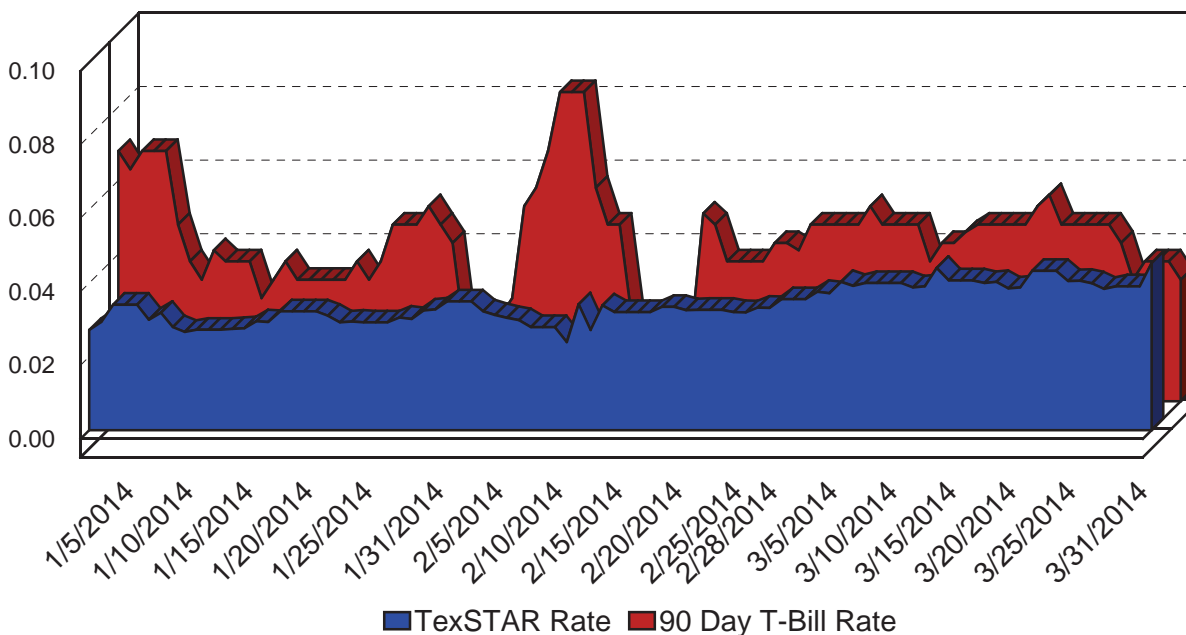
Month	Average Rate	Book Value	Market Value	Net Asset Value	WAM (1)*	WAM (2)*	Number of Participants
Mar 14	0.0400%	\$5,447,221,784.71	\$5,447,546,676.56	1.000059	51	66	784
Feb 14	0.0318%	5,890,162,246.46	5,890,513,830.50	1.000066	49	65	783
Jan 14	0.0303%	5,518,659,649.58	5,518,895,897.21	1.000048	49	64	781
Dec 13	0.0357%	4,749,571,555.83	4,749,808,699.35	1.000050	52	65	781
Nov 13	0.0405%	4,358,778,907.03	4,358,933,052.64	1.000035	52	63	781
Oct 13	0.0434%	4,549,543,382.92	4,549,816,768.31	1.000060	52	63	781
Sep 13	0.0390%	4,545,216,845.55	4,545,590,808.40	1.000082	52	64	781
Aug 13	0.0474%	4,682,919,318.35	4,683,351,916.02	1.000091	52	59	777
Jul 13	0.0487%	4,833,856,137.70	4,834,318,370.27	1.000095	52	56	776
Jun 13	0.0614%	5,173,585,142.53	5,173,948,421.52	1.000070	54	58	775
May 13	0.0723%	5,474,920,318.32	5,475,469,836.81	1.000100	54	59	773
Apr 13	0.1038%	5,496,240,712.35	5,496,953,468.88	1.000129	51	57	773

# Portfolio Asset Summary as of March 31, 2014

	Book Value	Market Value
Uninvested Balance	\$ (210.76)	\$ (210.76)
Accrual of Interest Income	2,330,729.87	2,330,729.87
Interest and Management Fees Payable	(529,662.01)	(529,662.01)
Payable for Investment Purchased	(55,005,555.00)	(55,005,555.00)
Repurchase Agreement	1,233,113,000.00	1,233,113,000.00
Government Securities	4,267,313,482.61	4,267,638,374.46
<b>Total</b>	<b>\$ 5,447,221,784.71</b>	<b>\$ 5,447,546,676.56</b>

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 historical 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 March 2014

Date	Mny Mkt Fund Equiv. [SEC Std.]	Daily Allocation Factor	TexSTAR Invested Balance	Market Value Per Share	WAM Days (1)*	WAM Days (2)*
3/1/2014	0.0356%	0.000000975	\$5,890,162,246.46	1.000066	44	60
3/2/2014	0.0356%	0.000000975	\$5,890,162,246.46	1.000066	44	60
3/3/2014	0.0376%	0.000001030	\$5,628,872,486.03	1.000066	45	62
3/4/2014	0.0372%	0.000001020	\$5,648,164,262.60	1.000060	46	62
3/5/2014	0.0403%	0.000001104	\$5,629,385,290.86	1.000057	44	60
3/6/2014	0.0392%	0.000001073	\$5,671,399,530.32	1.000057	49	65
3/7/2014	0.0400%	0.000001095	\$5,568,571,894.09	1.000047	49	66
3/8/2014	0.0400%	0.000001095	\$5,568,571,894.09	1.000047	49	66
3/9/2014	0.0400%	0.000001095	\$5,568,571,894.09	1.000047	49	66
3/10/2014	0.0400%	0.000001095	\$5,530,876,476.20	1.000046	48	65
3/11/2014	0.0388%	0.000001062	\$5,539,755,658.67	1.000052	51	67
3/12/2014	0.0391%	0.000001071	\$5,512,075,307.92	1.000051	52	68
3/13/2014	0.0441%	0.000001208	\$5,539,989,889.85	1.000052	55	71
3/14/2014	0.0407%	0.000001114	\$5,638,072,986.86	1.000047	52	67
3/15/2014	0.0407%	0.000001114	\$5,638,072,986.86	1.000047	52	67
3/16/2014	0.0407%	0.000001114	\$5,638,072,986.86	1.000047	52	67
3/17/2014	0.0400%	0.000001097	\$5,654,242,986.09	1.000046	51	66
3/18/2014	0.0403%	0.000001103	\$5,603,963,532.88	1.000043	53	69
3/19/2014	0.0385%	0.000001054	\$5,634,928,898.54	1.000039	52	68
3/20/2014	0.0388%	0.000001062	\$5,655,607,375.29	1.000042	54	69
3/21/2014	0.0433%	0.000001185	\$5,579,011,724.61	1.000045	55	70
3/22/2014	0.0433%	0.000001185	\$5,579,011,724.61	1.000045	55	70
3/23/2014	0.0433%	0.000001185	\$5,579,011,724.61	1.000045	55	70
3/24/2014	0.0405%	0.000001109	\$5,520,160,036.60	1.000036	54	70
3/25/2014	0.0406%	0.000001112	\$5,544,219,452.89	1.000041	53	69
3/26/2014	0.0399%	0.000001093	\$5,485,635,601.05	1.000042	53	68
3/27/2014	0.0384%	0.000001053	\$5,498,305,332.40	1.000057	52	67
3/28/2014	0.0391%	0.000001070	\$5,446,246,573.03	1.000052	50	65
3/29/2014	0.0391%	0.000001070	\$5,446,246,573.03	1.000052	50	65
3/30/2014	0.0391%	0.000001070	\$5,446,246,573.03	1.000052	50	65
3/31/2014	0.0454%	0.000001243	\$5,447,221,784.71	1.000059	49	65
<b>Average</b>	<b>0.0400%</b>	<b>0.000001095</b>	<b>\$5,587,768,965.54</b>		<b>51</b>	<b>66</b>



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #10 SUMMARY

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Approve an agreement with the City of Leander relating to financing and construction of improvements to the 183/183A intersection.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: \$1,250,000 (to be paid by City of Leander to Mobility Authority)

Funding Source: City of Leander

Board Action Required: Yes

Description of Matter: The City of Leander is party to a development agreement with Crescent Leander LLC ("Crescent"). Crescent owns and intends to develop approximately 490 acres east of the 183A/183 intersection. In the development agreement, Crescent has agreed to contribute \$1,250,000 towards improvements to the 183A/183 intersection which the Mobility Authority is designing and will build.

The proposed interlocal agreement with the City of Leander establishes the City's obligation to request the \$1,250,000 from Crescent and pay that amount to the Mobility Authority. The payment must be made before the Mobility Authority publishes its notice of bid solicitation for a contract to build the Project.

Reference documentation: Draft Resolution  
Draft Interlocal 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. 14-\_\_\_**

**APPROVING AN AGREEMENT WITH THE CITY OF LEANDER RELATING TO  
FINANCING AND CONSTRUCTION OF IMPROVEMENTS TO THE 183/183A  
INTERSECTION.**

WHEREAS, by Resolution No. 11-139, dated December 7, 2011, the Board of Directors authorized the Executive Director to finalize and execute a Pass-Through Agreement for Payment of Pass-Through Tolls by the Department with the Texas Department of Transportation (“TxDOT”) relating to Mobility Authority improvements to the intersection of the 183A Turnpike and US 183 (the “Project”), and that agreement was executed and became effective on January 19, 2012; and

WHEREAS, additional funding for the Project is available in the amount of a \$1,250,000 contribution by Crescent Leander LLC to the City of Leander, pursuant to that certain Crescent Leander Development and Reimbursement Agreement between those two parties; and

WHEREAS, the Executive Director recommends Board approval of a proposed interlocal agreement with the City of Leander to establish the process and timing of payment to the Mobility Authority of the contribution from Crescent Leander LLC and the City of Leander, a copy of which is attached as Exhibit 1 to this resolution.

NOW THEREFORE, BE IT RESOLVED that the proposed interlocal agreement with the City of Leander is hereby approved; and

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

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30<sup>th</sup> day of April, 2014.

Submitted and reviewed by:

Approved:

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Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

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Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 11-140  
Date Passed: 12/7/11



**EXHIBIT 1 TO RESOLUTION 11-140**  
**PROPOSED INTERLOCAL AGREEMENT**

**[on the following 4 pages]**

**INTERLOCAL AGREEMENT**

**THIS INTERLOCAL AGREEMENT** (the “Agreement”) is effective as of May \_\_\_\_\_, 2014, and is between the CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY (the “Mobility Authority”) and the CITY OF LEANDER (the “City”), political subdivisions of the State of Texas (collectively, the “Parties”).

**WITNESSETH:**

**WHEREAS**, the Mobility Authority is a regional mobility authority created pursuant to the request of Travis and Williamson Counties and operating pursuant to Chapter 370 of the Texas Transportation Code (the “RMA Act”) and 43 TEX. ADMIN. CODE §§ 26.1 *et seq.* (the “RMA Rules”); and

**WHEREAS**, the City is a home rule city and municipal corporation; and

**WHEREAS**, Chapter 791 of the Texas Government Code provides that any one or more public agencies may contract with each other for the performance of governmental functions or services in which the contracting parties are mutually interested; and

**WHEREAS**, Section 370.033 of the RMA Act provides that a regional mobility authority may enter into contracts or agreements with another governmental entity; and

**WHEREAS**, the City has entered into a Development and Reimbursement Agreement (the “Development Agreement”) with Crescent Leander, TX, LLC (the “Developer”) and Reinvestment Zone Number One, City of Leander, Texas (the “Zone”) concerning the development of approximately 491 acres owned by the Developer and located in the vicinity of the intersection of 183A and U.S. Highway 183 (the “Developer’s Property”); and

**WHEREAS**, the Developer has agreed in the Development Agreement to pay \$1,500,000 towards the design and construction of the Project (\$250,000 of which is credited in the Development Agreement based on prior expenditures by Developer, leaving a \$1,250,000 contribution remaining to be paid by Developer); and

**WHEREAS**, the Parties have agreed that it would be to their mutual benefit for the Mobility Authority to design and construct the Project with the City paying a portion of the design and construction costs for the Project by paying to the Mobility Authority the remaining \$1,250,000 contribution from the Developer to the City pursuant to the Development Agreement.

**NOW, THEREFORE**, the Parties agree as follows:

**1. Recitals.** The recitals set forth above are incorporated into this Agreement for all purposes and are found by the Parties to be true and correct. The Parties have further found and determined that each Party has authorized and approved the Agreement by resolution or order adopted by its respective governing body, and that this Agreement will be in full force and effect when approved by each Party.

**2. 183A/183 Intersection Improvements.** The Project consists of improvements to the intersection of 183A and U.S. Highway 183 and to the initial entryway from 183A/183 into the Developer’s Property, including both northbound and southbound turn-arounds and traffic

signals on the northbound 183A frontage road and the southbound 183A frontage road, consistent with the definitions for “183A/183 Intersection” and “Initial Entryway” set forth in Sections 3.4(a) and 3.4(b), respectively, of the Development Agreement. The Mobility Authority agrees to manage the design, contract procurement, and construction of the Project through its staff and vendors under contract with the Mobility Authority.

**3. Payment Obligation of the City.** The City agrees to make a single payment of \$1,250,000 to the Mobility Authority as its sole contribution towards the total cost of developing and completing the Project (the “Project Costs”).

**4. Timing of Payment.** No later than 90 days before the date the Mobility Authority anticipates publishing its notice of bid solicitation for the construction contract for the Project (the “90 Day Notice”), the Mobility Authority shall provide written notice to the City that it anticipates publishing that notice of bid solicitation. No later than five business days after the 90 Day Notice is provided to the City, the City, through its City Engineer, shall provide to Developer the written notice required by Section 4.4(b) of the Development Agreement, notifying the Developer that the Developer’s remaining \$1,250,000 contribution is needed and due to be paid to the City no later than 60 days after the date of the City’s written notice to Developer. The City shall make its \$1,250,000 payment to the Mobility Authority no later than 75 days after the 90 Day Notice is provided to the City; provided that the City has received the \$1,250,000 payment from the Developer. The Mobility Authority has no obligation to publish its notice of bid solicitation for the construction contract for the Project until the City has paid the \$1,250,000 in funds required by this Agreement. If the Project is not completed by December 31, 2015, the Mobility Authority shall refund the \$1,250,000 payment to the City.

**5. Funding Obligation of the Mobility Authority.** The Mobility Authority will pay, from its own funds or from funds obtained from sources other than the City, all Project Costs incurred that exceed the \$1,250,000 payment from the City.

**6. Term and Termination.** Subject to the following, this Agreement shall be effective as of the date first written above and shall continue in force and effect until the first to occur of the following events: (a) the Project is completed; or (b) the Parties mutually agree to terminate this Agreement.

**7. Notices.** All notices, demands or other requests, and other communications required or permitted under this Agreement or which any Party may desire to give to the other Party shall be in writing and shall be deemed to be given on the date of receipt by the Party to whom the notice is either (i) hand-delivered, with written receipt of the notice provided by the receiving Party, or (ii) delivered by facsimile or electronic mail transmission (the latter of scanned documents in formats such as .pdf or .tif) for which a confirmation of receipt by the receiving Party has been obtained by the sending Party, at the respective addresses set forth below, or at such other address as a Party may from time to time designate by written notice to the other Party as herein required:

MOBILITY AUTHORITY: Mike Heiligenstein, Executive Director  
Central Texas Regional Mobility Authority  
3300 N. IH-35, Suite 300  
Austin, TX 78705

(512) 966-9784 (facsimile)  
Email address: [mheiligenstein@ctrma.org](mailto:mheiligenstein@ctrma.org)

WITH COPY TO: Andrew Martin, General Counsel  
Central Texas Regional Mobility Authority  
3300 N. IH-35, Suite 300  
Austin, TX 78705  
(512) 225-7788 (facsimile)  
Email address: [amartin@ctrma.org](mailto:amartin@ctrma.org)

CITY: Kent Cagle, City Manager  
City of Leander  
200 West Willis Street  
Leander, TX 78641  
(512) 259-1605 (facsimile)  
Email address: [kcagle@leandertx.gov](mailto:kcagle@leandertx.gov)

WITH A COPY TO: Paige Saenz, City Attorney  
City of Leander  
223 W. Anderson, Suite A-105  
Austin, TX 78752  
(512) 323-5773 (facsimile)  
Email address: [paige@cityattorneytexas.com](mailto:paige@cityattorneytexas.com)

**8. Calculation of Days.** Unless otherwise specified, each reference in this Agreement to a day or days refers to a calendar day; however, if the last day of any period described in this Agreement is a Saturday, Sunday, or legal holiday observed by either Party, the period is extended to include the next day that is not a Saturday, Sunday, or legal holiday observed by either Party.

**9. Prior Written Agreements.** This Agreement is without regard to any and all prior written contracts or agreements between the Parties regarding any other subject matter and does not modify, amend, ratify, confirm, or renew any such other prior contract or agreement between the Parties.

**10. Other Services.** Nothing in this Agreement shall be deemed to create, by implication or otherwise, any duty or responsibility of either of the Parties to undertake or not to undertake any other service, or to provide or not to provide any service, except as specifically set forth in this Agreement or in a separate written instrument executed by both Parties.

**11. Governmental Immunity.** Nothing in this Agreement shall be deemed to waive, modify, or amend any legal defense available at law or in equity to either of the Parties nor to create any legal rights or claims on behalf of any third party. Neither of the Parties waives, modifies, or alters to any extent whatsoever the availability of the defense of governmental immunity under the laws of the State of Texas and of the United States.

**12. Amendments and Modifications.** This Agreement may not be amended or modified except in writing and executed by both Parties to this Agreement and authorized by their respective governing bodies.

**13. Severability.** If any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof, but rather this entire Agreement will be construed as if not containing the particular invalid or unenforceable provision(s), and the rights and obligations of the Parties shall be construed and enforced in accordance therewith. The Parties acknowledge that if any provision of this Agreement is determined to be invalid or unenforceable, it is their desire and intention that such provision be reformed and construed in such a manner that it will, to the maximum extent practicable, give effect to the intent of this Agreement and be deemed to be validated and enforceable.

**14. Venue.** The parties agree that all disputes that arise out of this Agreement are governed by the laws of the State of Texas and venue for all purposes herewith shall be in Williamson County, Texas.

**15. Assignment.** Except as otherwise provided in this Agreement, a party may not assign this Agreement or subcontract the performance of services without first obtaining the written consent of the other party.

**16. Execution in Counterparts.** This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall be considered fully executed as of the date first written above, when both Parties have executed an identical counterpart, notwithstanding that all signatures may not appear on the same counterpart.

**The Parties** are signing this agreement to be effective on the date stated in the introductory clause.

**CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

By: \_\_\_\_\_  
Mike Heiligenstein, Executive Director

**CITY OF LEANDER**

By: \_\_\_\_\_  
Kent Cagle, City Manager



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #11 SUMMARY

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Award a construction contract for the Manor Expressway maintenance yard.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: \$486,476.50

Funding Source: Construction fund

Board Action Required: Yes

Description of Matter: At the November 20, 2013, Board meeting, the Board gave approval to advertise, release bid documents, and receive bids, consistent with the Mobility Authority Procurement Policy, to construct the Manor Expressway Maintenance Facility and associated site improvements. Mobility Authority staff originally advertised for bids on February 7, 2014, and in response, received one bid on March 19, 2014. On March 26, 2014, the Mobility Authority Board unanimously approved a motion to reject the bid received and to re-advertise/rebid the project.

The Mobility Authority re-advertised for bids to construct the project on March 28, 2014. Three bids were received and opened at 2:00 PM on April 23, 2014. The apparent low bid has been reviewed by Mobility Authority and GEC staff; based on that review, the bid was found to be responsive, mathematically correct, and mathematically / materially balanced. The Executive Director therefore recommends to the Board that it award the contract to Forsythe Brothers Infrastructure, LLC. If approved, a notice of award can be issued to Forsythe Brothers Infrastructure, LLC, and following submittal and review of the contract bond and insurance documents, the contract will be executed and a notice to proceed can be issued.

Reference documentation: Draft Resolution; Bid Summary

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. 14-\_\_\_**

**AWARDING A CONSTRUCTION CONTRACT FOR THE MANOR EXPRESSWAY  
MAINTENANCE YARD.**

WHEREAS, the Mobility Authority issued an invitation to bid on construction of the Manor Expressway maintenance yard on February 7, 2014, and one bid was received; and

WHEREAS, on March 26, 2014, the Board unanimously approved a motion to reject the bid received and re-advertise the project; and

WHEREAS, the Mobility Authority re-advertised for bids to construct the Manor Expressway maintenance yard on March 28, 2014, and three bids were received; ;and

WHEREAS, after a review and analysis of the bids the Mobility Authority staff and the Executive Director recommend awarding a construction contract to the lowest responsive bidder, Forsythe Brothers Infrastructure, LLC.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby awards the construction contract for the Manor Expressway maintenance yard to Forsyth Borthers Infrastructure, LLC, for a total amount not to exceed \$486,476.50; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director to finalize and execute the contract on the terms and conditions acceptable to the Executive Director and consistent with Mobility Authority Procurement Policies, the invitation to bid, the bid proposal package received from Forsyth Brothers Infrastructure, LLC, and this resolution.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30th day of April, 2014.

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 14-\_\_\_  
Date Passed: 4/30/14

**CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**290E MAINTENANCE YARD**

**CONTRACT # 14290E22701C**

**BID SUMMARY**

Referencing the procurement noted above, on April 23<sup>rd</sup>, 2014, at 2:00 pm, three (3) sealed proposals were received, publically opened, and read aloud, as follows:

<b>BIDDER'S NAME</b>	<b>BID AMOUNT</b>
Forsythe Brothers Infrastructure, LLC .....	\$486,476.50
Southwest Corporation .....	\$749,980.30
Aaron Concrete Contractors, L.P. ....	\$599,016.20

Central Texas Regional Mobility Authority staff is currently reviewing the proposals and anticipates making an award recommendation to the Mobility Authority Board of Directors for their consideration and action during their meeting on April 30<sup>th</sup>, 2014.





**CENTRAL TEXAS  
Regional Mobility Authority**

**AGENDA ITEM #12 SUMMARY**

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Authorize a procurement for a contract to perform milling and overlay work on 183A.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: Not to exceed \$5,500,000

Funding Source: General Funds, reimbursed by funds provided by the 183A Phase I warranty

Board Action Required: Yes

Description of Matter: Currently there are areas in the asphalt roadway surfaces on the 183A Toll Road that need to be milled and overlaid to prevent damage to the road. The Mobility Authority is requesting authorization to procure services to mill and overlay 183A.

Reference documentation: Draft Resolution

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. 14-\_\_\_**

**AUTHORIZING A PROCUREMENT FOR A CONTRACT TO  
PERFORM MILLING AND OVERLAY WORK ON 183A.**

WHEREAS, there are areas in the asphalt on 183A that need to be milled and overlaid to prevent damage to the road; and

WHEREAS, the Executive Director recommends initiating a procurement process to solicit a contract to provide milling and overlay work on 183A.

NOW THEREFORE, BE IT RESOLVED, that the Executive Director is authorized and directed to procure a contract for milling and overlay work on 183A in accordance with Mobility Authority Procurement Policies.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30<sup>th</sup> day of April, 2014.

Submitted and reviewed by:

Approved:

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Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

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Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 14-\_\_\_  
Date Passed: 4/30/14



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #13 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 1st quarter of 2014

Reference documentation: Quarterly Progress Report on the Manor Expressway Project - Phase II

Contact for further information: Alastair T. Miller, P.E., Atkins North America, Inc., GEC Program Manager





MANOR EXPRESSWAY PROJECT - PHASES I & II

# Quarterly Progress Report



No. 19 | April 2014



**ATKINS**

Independent Engineering Report



**CENTRAL TEXAS**  
**Regional Mobility Authority**

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**Executive Director**

Mike Heiligenstein

**General Engineering Consultant (GEC)**

**ATKINS**

**Phase I Construction Contractor**

**webber**

**Phase II Design-Build Developer**





MANOR EXPRESSWAY PROJECT - PHASES I & II  
**Quarterly Progress Report**  
No. 19  
April 2014



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## INTRODUCTION

This report documents and describes Phase II of the Manor Expressway Project during the period from December 26, 2013 to March 25, 2014. This Project is being developed and constructed by the Central Texas Regional Mobility Authority (“Mobility Authority”). The Project is funded by a combination of funds including, 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 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 provide direct access to and from the Manor Expressway Project mainlanes. Toll gantries were installed to toll each of the direct connectors. Frontage roads between the US 183 interchange and Cross Park Drive were also constructed in this phase. Access to the westbound direct connectors from the westbound frontage road has been achieved by construction of an entrance ramp located just west of Tuscany Way. Construction of Phase I of the Manor Expressway Project has been completed, and is currently open to tolled traffic.

### **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 includes an interim milestone that provides grade-separated intersections

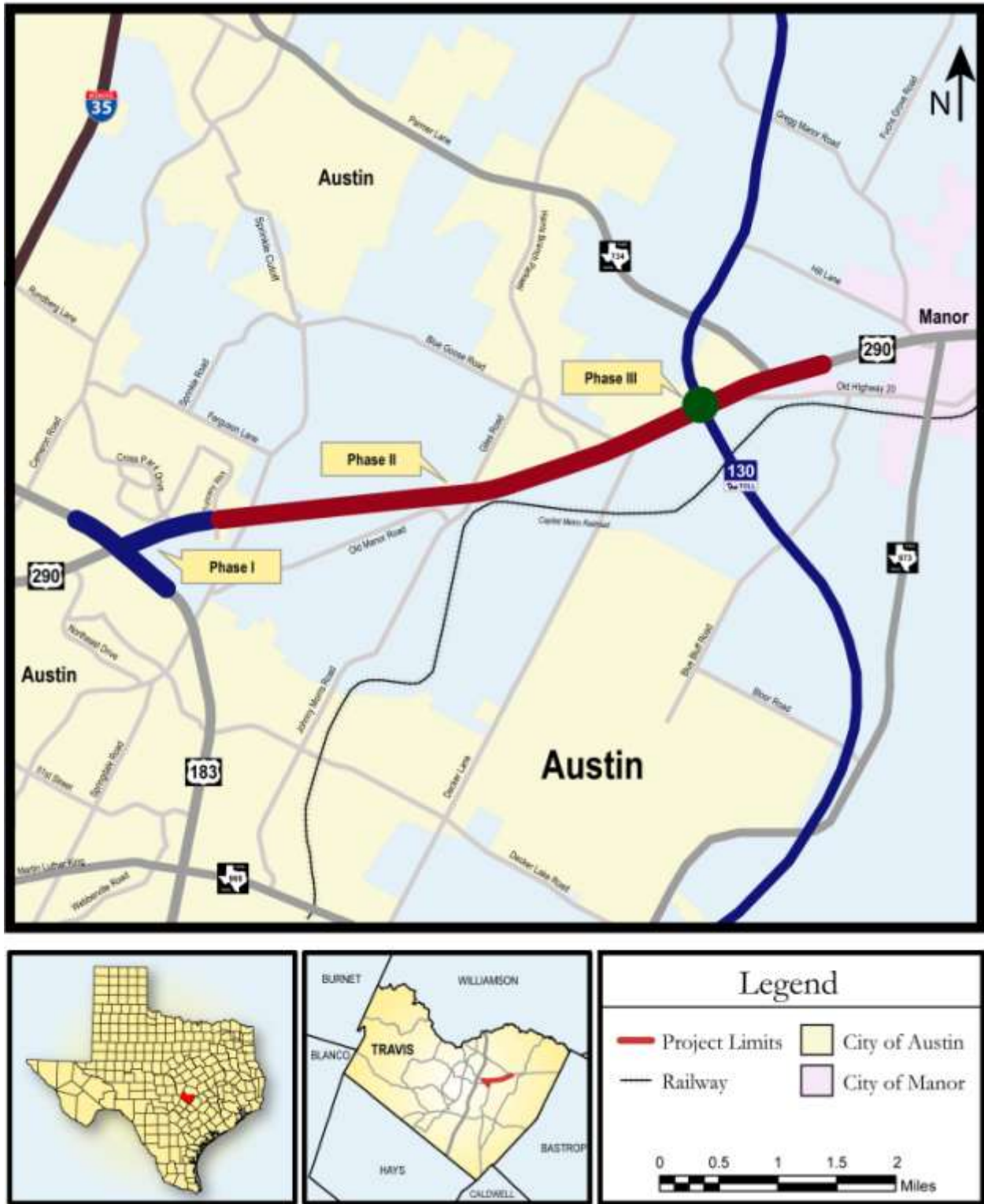


at Tuscan Way and Springdale Road so that users of the direct connectors constructed as part of Phase I can bypass the existing signals at those intersections. These two grade-separated intersections provide for a minimum of two tolled lanes and two-lane non-tolled frontage roads in each direction. The work associated with the interim milestone, the Interim Development Work, has been completed.

### **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 ACTIVITIES

Construction of Phase I of the Manor Expressway Project has been completed. The Phase I Contractor, Webber, LLC (“Webber”) achieved Final Acceptance on April 12, 2013. The facility is currently open to tolled traffic.

## PHASE II DEVELOPMENT ACTIVITIES

Since the Quarterly Report in January, 2014, Central Texas Mobility Constructors, LLC (“CTMC”) has completed nearly all of the frontage road construction throughout Phase II of the Manor Expressway Project. Although a vast majority of the eastbound and westbound frontage road work has been completed; there is some frontage road work, subject to execution of pending change orders that is currently being completed for the Project. This change order work includes a reconfigured eastern terminus transition, additional asphalt surfacing at the US 183 and SH 130 interchanges, and a full depth repair of the eastbound frontage road near the US 183 interchange. This additional frontage road work is scheduled to be completed by May 2014.

CTMC has made significant progress on the eastbound and westbound mainlane construction. During the reporting period, CTMC has completed construction of the pavement sections of both the eastbound mainlanes and the westbound mainlanes throughout the Project. CTMC is currently installing the mainlane striping and raised pavement markers. CTMC is scheduled to complete all mainlane work in May 2014.

Although the major roadway construction is completed (aside from the aforementioned change order work), there is a small amount of miscellaneous work remaining on some of the retaining walls. A small amount of coping remains to be installed on one of the walls, and some of the walls have to be prepped and painted. This work is also scheduled to be completed in May 2014. In addition to the outstanding retaining wall work, there is also a notable amount of incidental work that must be completed. This incidental work includes, but is not limited to, completion of mow strips at retaining walls, stabilization of soil slopes, completion of hardscaping at intersections, and completion of the median cable barrier and concrete riprap. Installation of the tolling equipment has been completed, and installation of the Intelligent Transportation System (ITS) equipment continues. Installation of the ITS equipment is scheduled to be completed later in April 2014.

Since the last Quarterly Report in January 2014, CTMC has continued to relocate utilities throughout the project; only two utilities remain to be relocated. All utilities in conflict with the Project construction have been relocated.

## PHASE II PROGRESS PHOTOS

### Mainlane Construction

Since the Quarterly Report in January 2014, CTMC has completed construction of the mainlanes. These photos show the construction progress of the eastbound and westbound mainlanes during the reporting period. Incidental work (i.e. striping) on the mainlanes continues.



Eastbound mainlanes near Tuscany Way  
(Looking West)



Eastbound mainlanes west of Walnut Creek  
(Looking East)



Eastbound mainlanes east of Giles Road  
(Looking East)



Westbound mainlanes west of SH 130  
(Looking East)



Westbound mainlanes west of Giles Road  
(Looking East)

## PHASE II PROGRESS PHOTOS

### Incidental Construction

Since construction of the mainlanes and frontage roads is completed, CTMC is now focused on completing much of the remaining incidental work (i.e. hardscaping, landscaping, riprap). This work will continue until project completion.



Many concrete islands remain to be completed (Looking Southeast at Giles Road)



Crews install landscaping beds along the mainlanes east of Giles Road (Looking East)



Crews pour concrete riprap near SH 130 (Looking West)



Crews install hardscaping at the Parmer Lane intersection (Looking Northeast)



CTMC continues installation of the median cable-barrier (Looking East near Springdale Road)



## PHASE II PROGRESS PHOTOS

### Change Order Work

CTMC has been focused on the base scope of work to complete the project on schedule. However, the Mobility Authority has requested that CTMC complete the work associated with a number of change orders. CTMC is now prosecuting the work associated with those change orders. These photos show some of that change order work.



CTMC constructs the connection to the relocated FM 3177 (Looking South)



CTMC has milled the eastbound frontage road for the final asphalt course at SH 130 (Looking East)



CTMC works on the revised eastern project terminus (Looking West)



Crews work on transitioning the project back to existing US 290 (Looking East)



Crews paint the column caps at the US 183 interchange (Looking South)

## PHASE II PROGRESS

CTMC has submitted their progressed schedule for the period ending February 25, 2014 (CTMC's draw request for March 2014 services has not yet been submitted). 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 1.

CTMC's latest schedule indicates Substantial Completion of all remaining Development Work on May 6, 2014, on schedule with the current contract requirement. The Mobility Authority has executed a change order that requires CTMC to paint additional structural elements on the Project; this additional scope required that the contractual substantial completion and final acceptance milestones be revised to May 6, 2014 and September 3, 2014 respectively. All other change order work previously mentioned in this report is also scheduled to be completed by this revised substantial completion date. The extension of the substantial completion date to complete the aforementioned change order scope will not impact the planned date for commencement of toll revenue collection for Phase II of the Manor Expressway Project. As of February 25, 2013, there were 70 days remaining until contractual Substantial Completion for the Project; CTMC has used 93.3% of the days allotted in the contract for the Development Work.

Table 1 - Phase II Development Progress

Development Tasks	% Complete
Development Design	100%
Utility Coordination	99%
Earthwork	99%
Utility Relocation	95%
Pavement	99%
Structures (Bridges and Retaining Walls)	99%
Drainage	91%
Lighting, Signing, Striping, and Signals	76%
Toll Facility Infrastructure	100%
Toll System Integration	100%
Incidental Construction (Barriers, Sidewalks, Landscaping)	67%

The Manor Expressway Project (Phases I & II) milestones are provided in Table 2.

**Table 2 - Schedule of Project Milestones**

<b>Task</b>	<b>Date (*Projected)</b>
Selection of Phase I Contractor	January 12, 2010
Phase I NTP Issued	April 27, 2010
Phase I Substantial Completion	November 30, 2012
Phase I Final Acceptance	April 12, 2013
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)	May 6, 2014**
Phase II Final Acceptance	September 3, 2014**

**\*\*Based on CTMC's schedule submitted with Draw Request #33 for February 2014 efforts**



# MANOR EXPRESSWAY PROJECT FINANCIAL SUMMARY

Table 3 shows the overall financial status for the Manor Expressway Project through February 2014. 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.

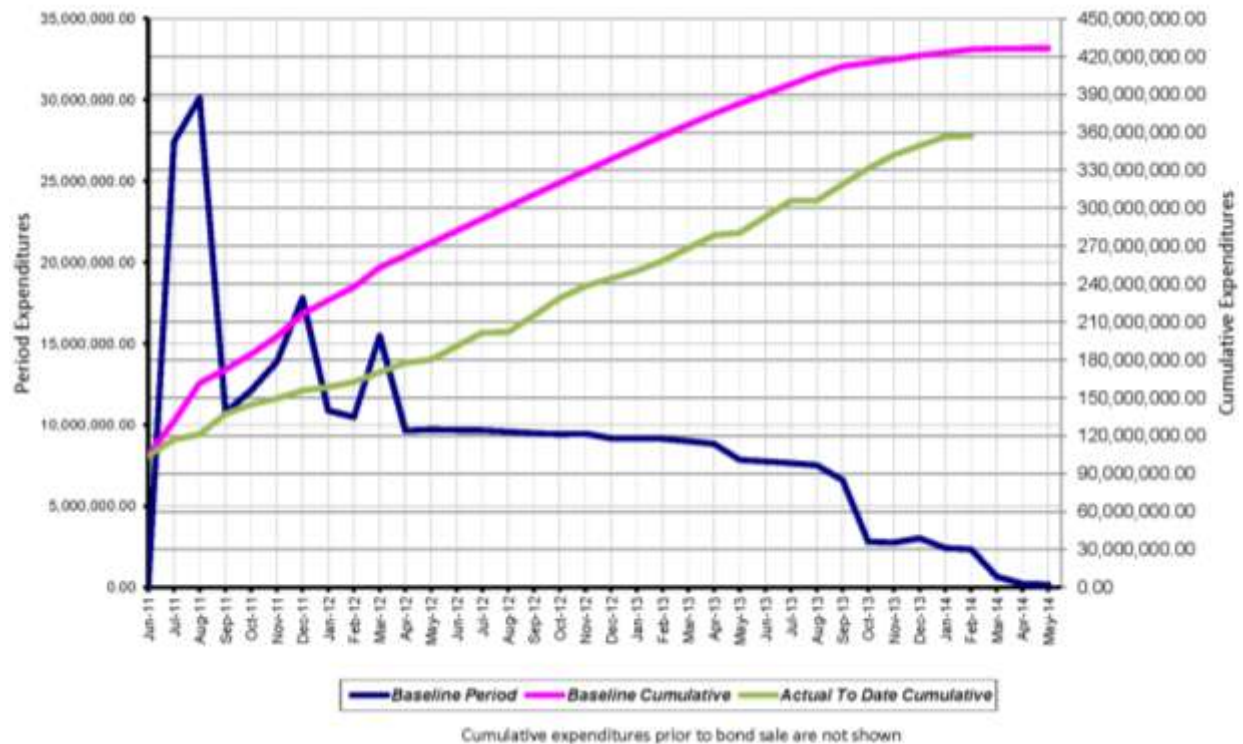
**Table 3 - Project Financial Status Summary**

Project Description	Original Cost Estimate (\$)	Expenditures to Date (\$)	Estimated Remaining Cost (\$)	Estimate at Completion (\$)
Total Project Cost (Phases I and II)	426,434,773	357,077,383	44,313,806	401,391,189

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 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 <sup>(1)</sup>	\$ 24,346.91
Liquidated Damages Assessed <sup>(2)</sup>	\$ (550,000.00)
Change Order #1	\$ 1,480,445.71
Change Order #2	\$ 9,010.88
Change Order #3	\$ 41,339.71
Change Order #4	\$ 187,404.28
Change Order #5	<u>\$ 108,388.96</u>
<b>Current Authorized Contract Amount <sup>(3)</sup>:</b>	<b>\$ 208,598,795.45</b>
<b>Previous Total of CTMC Payments <sup>(4)</sup>:</b>	<b>\$ 187,475,549.75</b>
Amount of CTMC Draw Request #31 for December 2013 efforts	\$ 6,575,129.21
Amount of CTMC Draw Request #32 for January 2014 efforts	\$ 3,813,957.98
Amount of CTMC Draw Request #33 for February 2014 efforts	<u>\$ 2,871,589.09</u>
<b>Total Amount Earned To-Date:</b>	<b>\$ 200,736,226.03</b>
Retainage withheld: <sup>(5)</sup>	<u>\$ 2,567,370.35</u>
<b>Approved Amount for work completed (through Draw #33):</b>	<b>\$ 198,168,855.68</b>
<b>Amount remaining for work to be completed:</b>	<b>\$ 10,429,939.77</b>
<b>Total Percent of Budget Expended through February 2014:</b>	<b>95.00%</b>

### Footnotes:

- <sup>(1)</sup> 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.
- <sup>(2)</sup> Liquidated Damages were assessed for CTMC's failure to meet the contractual Interim Completion Date.
- <sup>(3)</sup> Change Order #6 was not included in the authorized contract amount because it was executed subsequent to the reporting period. It will be included in subsequent reports.
- <sup>(4)</sup> Quarterly Progress Report #18 (January 2014), erroneously reported the paid value of Draw Request #30 as \$9,139,205.21. The actual value was \$9,140,572.41. Accordingly, the Total Amount Paid to Date should have been \$187,475,549.75.
- <sup>(5)</sup> Retainage was withheld on Draw Request #33 because CTMC achieved 95% of the adjusted contract price (prior to execution of Change Order #6).

### ***Summary of Phase II Change Orders This Reporting Period***

Change Order #4 was executed during the reporting period. The scope of this change order includes the design and construction of column protection walls in the median of SH 130 to protect the columns for the eastbound and westbound mainlane bridges for the Manor Expressway Project at the SH 130 interchange. The value of this change order is \$187,404.28.

Change Order #5 was also executed during the reporting period. The scope of this change order includes the design and construction of metal beam guard rail that meets the revised federal standard. The federal standard now requires the installation of metal beam guard rail at a height of 31 inches instead of the previous standard height of 27 inches. The value of this change order is \$108,388.96.

Subsequent to the reporting period, Change Order #6 was executed by the Mobility Authority. The scope of this change order includes painting additional aesthetic structural elements than those contemplated in the original contract. The additional structural elements to be painted include column caps and capitals, and bridge rail at the US 183 interchange. Additionally, bridge rail, wall pilasters, and wall coping will be painted throughout the remainder of the project. The value of this change order is \$2,222,778.82.

# DBE STATUS

## 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 \$26,391,856.74 which is 12.73% 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], Transtec [pavement design], and ID Guerra [wet utilities].

As of February 25, 2014, Webber has submitted costs associated with DBE development work in the amount of \$36,515,977.62 which equals 17.6% to date of the original contract value. CTMC has exceeded the contractual DBE goal of 12.2%.

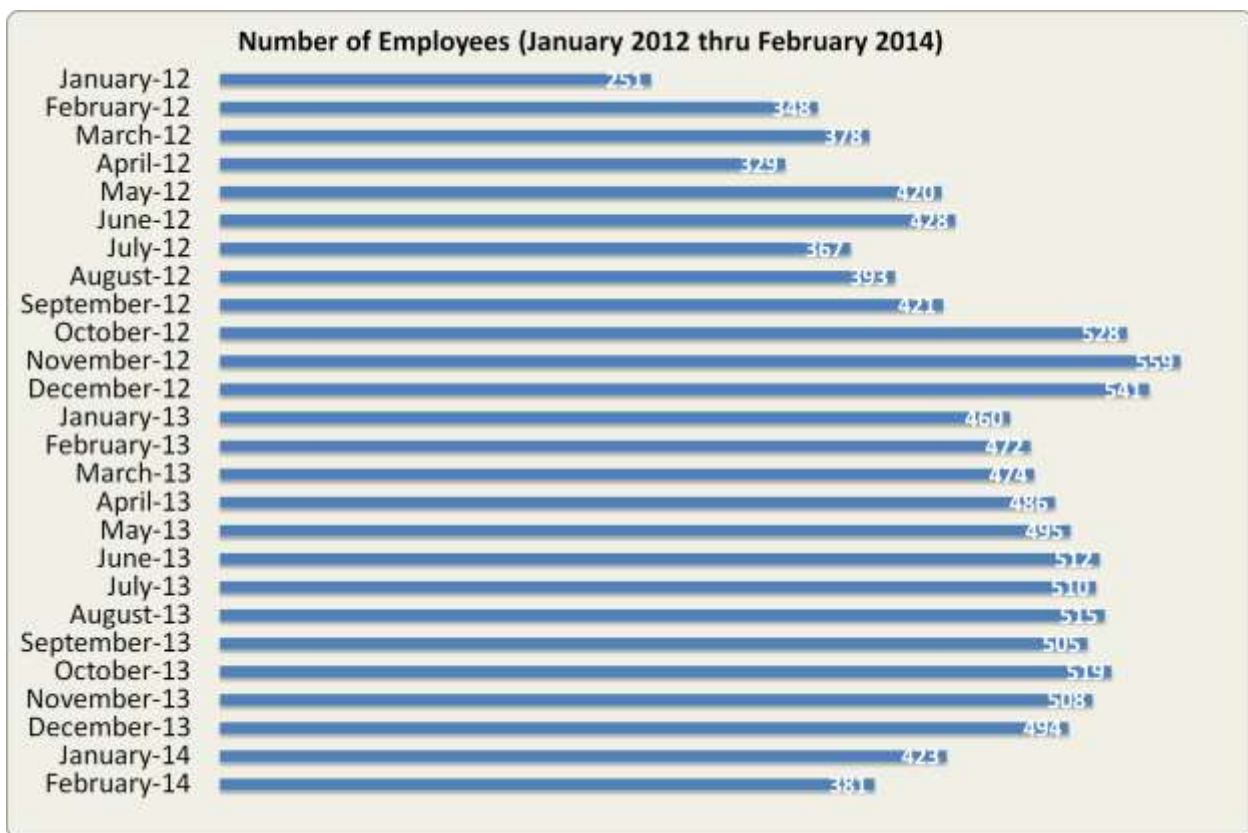
Figure 3 - Phase II DBE Design & Construction Commitment for Period Ending February 2014



## EMPLOYMENT REPORTING STATUS

The Phase II Developer began providing employment data in January 2012. Construction of Phase II of the Manor Expressway Project supported **381 jobs** during the reporting month of February 2014. 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 employment history from January 2012 through February 2014 for Phase II of the Manor Expressway Project is provided in Figure 4.

Figure 4 - Phase II Employment History



# SUSTAINABILITY

## ***Phase II Sustainability Initiatives***

In accordance with the terms of the Comprehensive Development Agreement (“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 for the third quarter of 2013 in December (submittal of the report for the fourth quarter of 2013 is pending). 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/Flashing Beacons:

During the third quarter of 2013, CTMC continued using two solar-powered flashing beacons and six solar-powered traffic control devices on the Project.

➤ Pavement Reuse:

During the third quarter of 2013, asphalt millings were used as detour subgrade, mainlane subgrade, shared-use-path subgrade, and foundation improvements. Unbound base was used for foundation improvements, pipe backfill, and intersection subgrade. To date, 95% of the paving structure which has been removed, has been reused.

➤ Reuse of Topsoil:

During the third quarter of 2013, CTMC stockpiled 7,898 cubic yards of topsoil. 2,954 cubic yards of topsoil was reused on the Project during the third quarter of 2013. To date, 53% of stockpiled topsoil has been reused.

➤ Recycled Fill/Embankment Materials:

During the third quarter of 2013, CTMC reused approximately 202,296 cubic yards of material for fill or embankment. All of this material was from the Project site or from overburden from a local sand reserve quarry.

➤ Wood Recycling:

During the third quarter of 2013, 15 tons of wood waste was generated for recycling.

➤ Steel Recycling:

During the third quarter of 2013, 1.4 tons of steel were recycled from the Project. To date, a total of 63.7 tons of steel waste (100% of that generated) has been recycled from the Project.

➤ Utilization of Reclaimed or Non-Treated Water:

During the third quarter of 2013, CTMC continued 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 at the IESI waste recycling and disposal facility.

➤ Equipment Emission Reduction:

20% of CTMC's equipment fleet is Tier 4 equipment.

CTMC is on track to earn thirty three (33) green credits for the sustainable practices currently being implemented on the Project.

## 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.

Public involvement continues to play a crucial role in the Manor Expressway Project. Following are the outreach activities for this quarter:

✓ Hotline:

11 calls were received over the project's hotline (512-684-3252) and 12 emails/website contacts were made regarding the Manor Expressway Project. The calls and messages included project information requests, the southbound Springdale right-turn onto eastbound US 290, and signal timing at Giles/Johnny Morris intersection.

✓ Twitter:

88 updates have been posted to the Manor Expressway's Twitter account (@ManorExpressway) and email this quarter to inform followers of closures and detours.

✓ SMS Bulk Texting Service:

88 text messages were sent to subscribers via the projects SMS bulk texting service account to inform them of closures and detours.

✓ 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.

✓ Emails:

39 construction alerts were sent out by email to 290 stakeholders via Constant Contact email.

✓ Outreach/Visits:

Outreach efforts included communication with Chimney Hill North neighborhood association, Chimney Hill townhome community HOA , Walnut Place HOA and Rosemont at Hidden Creek Apartments to notify them of the grand opening celebration on May 17. Outreach was also done with corridor businesses to promote participation in the grand opening celebration.



**Attachment A**

Manor Expressway Phase II Project  
Aerial Photographs  
March 2014



US 290 East looking west from Gilleland Creek  
(Taken 3/11/2014)



US 290 East looking west at Parmer Lane  
(Taken 3/11/2014)





US 290 East at SH 130 Interchange looking west  
(Taken 3/11/2014)

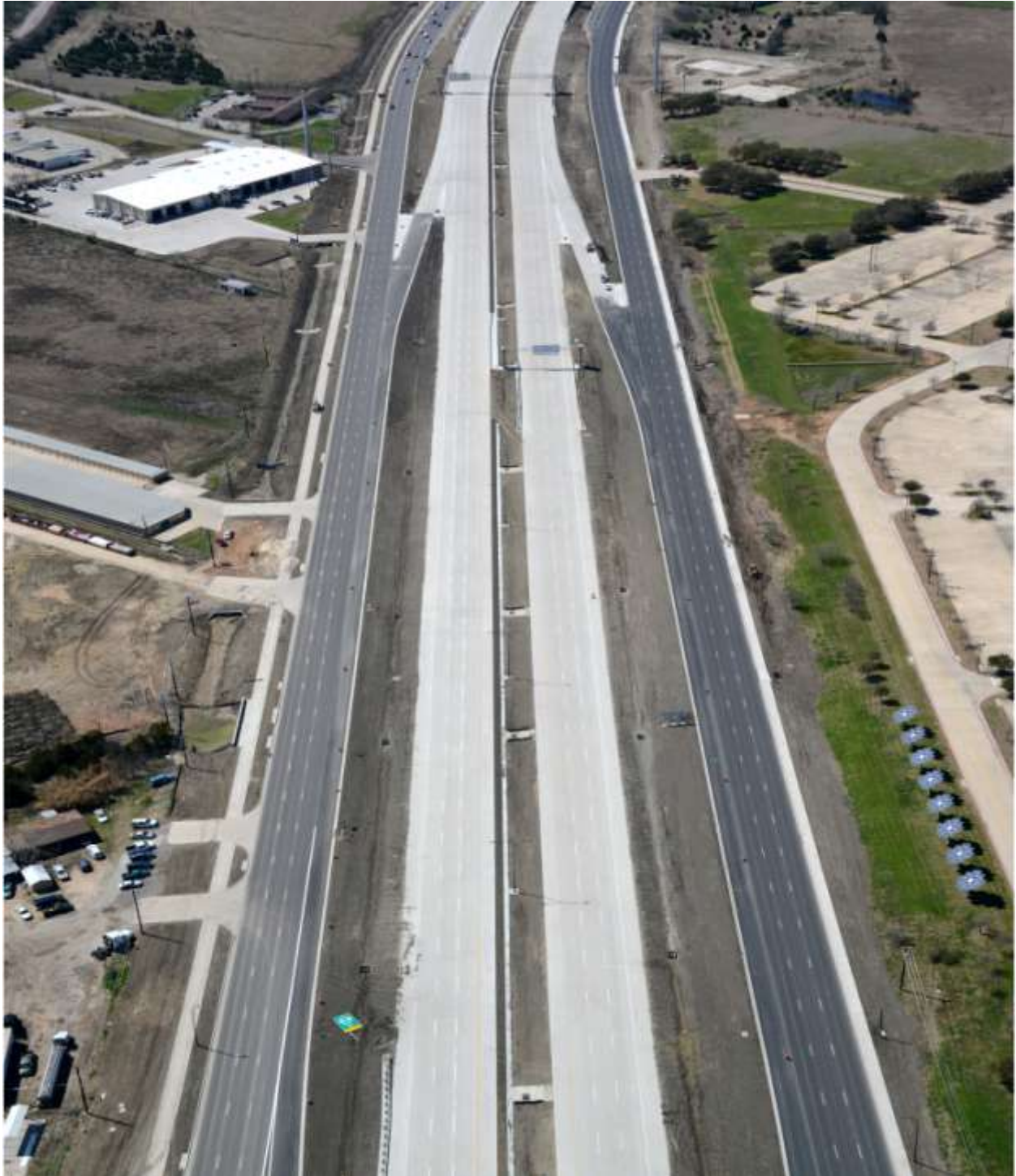


US 290 East at Decker Lane Intersection looking west  
(Taken 3/11/2014)





US 290 East at Harris Branch Intersection looking west  
(Taken 3/11/2014)



US 290 East at Crofford Lane Intersection looking west  
(Taken 3/11/2014)





US 290 East at Giles Road Intersection looking west  
(Taken 3/11/2014)





US 290 East near Old Manor Road looking west  
(Taken 3/11/2014)



US 290 East looking west at the Arterial "A" intersection  
(Taken 3/11/2014)





US 290 East at Chimney Hill Blvd looking west  
(Taken 3/11/2014)



US 290 East at Springdale Road looking west  
(Taken 3/11/2014)





US 290 East at Ridgepoint Drive looking west  
(Taken 3/11/2014)

**Attachment B**

Manor Expressway Project  
Contingency Tracking  
April 2014

Manor Expressway Phase II | Contingency Balance Sheet

04/08/14

PROJECT CONSTRUCTION CONTINGENCY (from the bond sale)		\$17,200,000
<b>APPROVED ITEMS</b>		
<b>Executed Change Orders</b>		
CO#1	Revision to the mainline and frontage road pavement sections	\$1,480,446
CO#2	Archival research of discovered cistern (force majeure event)	\$9,011
CO#3	Broadcast seeding at the US 183 interchange	\$41,340
CO#4	Design and construct column protection at SH 130 interchange	\$187,404
CO#5	Revise metal beam guardrail height from 27" to 31"	\$108,339
CO#6	Revision to the aesthetic paint scheme on the project	\$2,222,779
		<b>Subtotal Executed Change Orders</b>
		<b>\$4,049,319</b>
<b>Approved Other Items</b>		
	Dispute Resolution Board expenses	\$24,347
		<b>Subtotal Other Items</b>
		<b>\$24,347</b>
		<b>Subtotal Approved Items</b>
		<b>\$4,073,666</b>
<b>ITEMS UNDER NEGOTIATION or ESTIMATED</b>		
<b>CO under negotiation</b>		
CO#7	Install LED lighting and remove an overhead sign bridge <sup>1</sup>	\$100,000
		<b>Subtotal CO under negotiation</b>
		<b>\$100,000</b>
<b>Potential Change Orders or pending more information</b>		
PCO#8	Design and construction costs associated with ADA compliant Shared Use Path <sup>1</sup>	\$400,000
PCO#9	Re-design and construction costs associated with minimization of impacts to Harris Branch welland <sup>1</sup>	\$400,000
PCO#10	Revision to Shared Use Path at US 183 and deletion of sidewalk from Blue Goose Road to SH 130 <sup>1</sup>	\$100,000
PCO#11	West to North direct connector drainage revisions <sup>1</sup>	\$25,000
PCO#12	Revise pavement widening section near US 183 interchange <sup>1</sup>	\$200,000
PCO#13	US 183 Southbound Tie-in work <sup>1</sup>	\$200,000
PCO#14	Interim development work operational improvements <sup>1</sup>	\$200,000
PCO#15	Guardrail revisions to Ramp #1 <sup>1</sup>	\$200,000
PCO#16	Westbound frontage road drainage revisions to Culvert "A" <sup>1</sup>	\$100,000
PCO#17	FM 3177 realignment <sup>1</sup>	\$350,000
		<b>Subtotal Potential Change Orders</b>
		<b>\$2,175,000</b>
<b>Other Items</b>		
Incentive	Early Completion Incentives (Max Amount Achievable)	\$1,890,000
		<b>Subtotal Other Items</b>
		<b>\$1,890,000</b>
<sup>1</sup> Estimated cost		
		<b>Subtotal Items Under Negotiation or Estimated</b>
		<b>\$4,165,000</b>
		<b>Total Costs</b>
		<b>\$8,238,666</b>
		<b>Budgeted Construction Contingency</b>
		<b>\$17,200,000</b>
		<b>TOTAL REMAINING AVAILABLE CONSTRUCTION CONTINGENCY</b>
		<b>\$8,961,334</b>

RIGHT OF WAY COST (from the bond sale)		\$65,400,000
<b>Estimated Right of Way Costs</b>		
	Schematic ROW <sup>2</sup>	\$48,300,000
		<b>Subtotal Right of Way Costs</b>
		<b>\$48,300,000</b>
<b>Additional Right of Way Costs</b>		
	Welland Mitigation	\$48,000
		<b>Subtotal - Additional Right of Way</b>
		<b>\$48,000</b>
<sup>2</sup> Estimated Cost		
		<b>Available Right of Way Contingency</b>
		<b>\$17,052,000</b>



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #14 SUMMARY

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Quarterly briefing on the MoPac Improvement Project.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: N/A Briefing Only

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 January through March, 2014.

Reference documentation:

GEC Quarterly Activities Report and Board Presentation

Contact for further information:

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

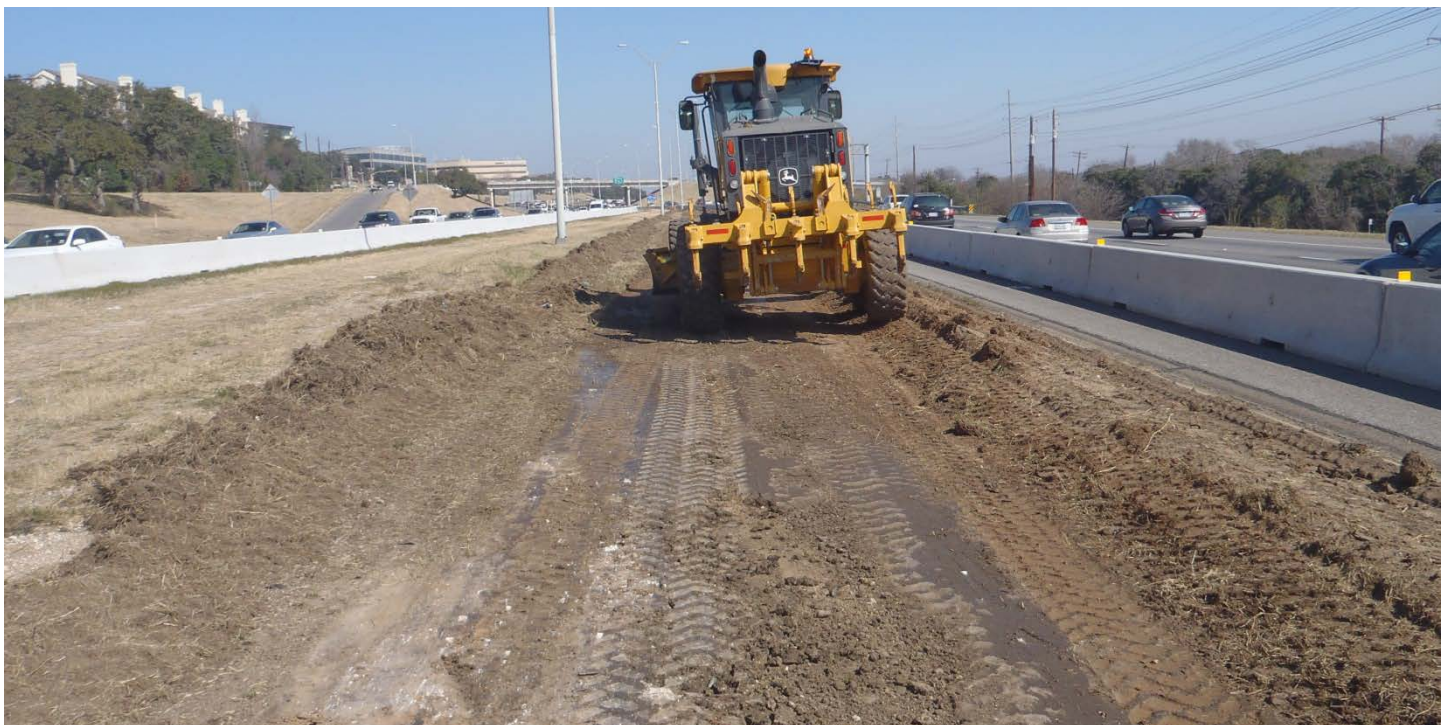




◀◀ MOPAC  
IMPROVEMENT  
PROJECT ▶▶

QUARTERLY  
PROGRESS  
REPORT

No. 14 | April 2014





**CENTRAL TEXAS**  
**Regional Mobility Authority**

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# QUARTERLY PROGRESS REPORT No. 14

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## INTRODUCTION

The MoPac Improvement Project is a \$204 million project which will add one Express Lane in each direction along an approximately 11-mile stretch of MoPac from Cesar Chavez Street in downtown Austin to Parmer Lane north of Austin within existing right of way. The Project is an effort to address the mobility problem in this corridor and takes into account the needs of drivers, transit riders, pedestrians, bicyclists, and the concerns of surrounding neighbors.

Environmentally cleared in August 2012, the Project will be built in cooperation with the Texas Department of Transportation (TxDOT), the Capital Area Metropolitan Planning Organization (CAMPO), the City of Austin, Capital Metro (CapMetro), and the Federal Highway Administration (FHWA).

The Express Lanes will be located in the middle of the MoPac corridor separated from the existing general purpose lanes by a four to five foot wide striped buffer zone with flexible pylons. Drivers will be able to access the MoPac Express Lanes at Cesar Chavez Street, near Far West Boulevard, or near Parmer Lane. While this addition of lanes will require widening of the pavement, the Express Lanes project requires no property acquisition and all existing non-toll general purpose lanes and the UPRR corridor will remain.

In addition to the Express Lanes, the MoPac Improvement Project will include: sound walls; a Collector/Distributor road under Steck Avenue; aesthetic enhancements and significant landscaping; bicycle and pedestrian improvements including two shared-use paths; full mainlane overlay with porous friction course (PFC) pavement which serves as a wet weather safety improvement measure; enhanced incident management (cameras and traffic data collection); and a significant community relations effort.

The Mobility Authority entered into a contract with CH2M HILL to design and build the MoPac Improvement Project. The agreement requires the project to be substantially complete by September 17, 2015. The Contractor developed an acceptable Baseline CPM (Critical Path Method) Schedule for the Project. The Mobility Authority issued Notice to Proceed (NTP) on April 18, 2013.

This report describes the status of the MoPac Improvement Project and documents the activities accomplished from January through March 2014.



# LOCATION MAP



**KEY TO LINES**

- Express Lane Southbound
- Express Lane Northbound
- ⋯ Union Pacific Railroad
- ⋯ Capital Metro Rail



**Segment 1:** Parmer to UPRR  
**Segment 2A:** UPRR to US 183  
**Segment 2B:** US 183 to RM 2222  
**Segment 3:** RM 2222 to Enfield  
**Segment 4:** Enfield to Cesar Chavez

# SUMMARY OF ACTIVITIES

The following activities have been accomplished by the Mobility Authority, its consultants, and the D/B Contractor during the reporting period.

## DESIGN ACTIVITIES

- Weekly task force meetings continue and over the shoulder informal reviews have been ongoing. The Mobility Authority's GEC is performing oversight of the Contractor activities.
- Segments 3 and 4 Tree Protection Plans were submitted to Oversight Team for review.
- Segment 4 Early Release for Construction (ERFC) which included Removals of Metal Beam Guard Fence (MBGF), Stormwater Pollution Prevention Plan (SWPPP), and Traffic Control was submitted to Oversight Team for Review.
- Water Pollution Abatement Plan (WPAP) approved by TCEQ.
- The following were reviewed by the Oversight Team and accepted:
  - Segments 1 & 2A Released for Construction (RFC): Bridge Widening, Pavement Re-striping, and Water Quality plans
  - Segment 2B RFC – Final Roadway and Sound Wall plans
  - Segment 3 RFC – Specific Roadway, Sound Wall, and bridge plans
  - Segment 4 RFC – Pavement Re-striping, Water Quality, and temporary ramp plans
    - Roadway, Sound Wall, and Undercrossing plans submitted for review

## CONSTRUCTION ACTIVITIES

- Segments 3 and 4 Construction Activities Began
- CH2M HILL installed project construction signs and continued with striping removals.
- Placement of temporary traffic barrier and re-striping along the corridor continued.
- Installation of erosion control measures for construction continues along the corridor.
- Fabrication of pre-cast concrete barrier rail continues at Tricon in New Braunfels, TX.
- Fabrication of sound wall panels began.
- Installation of sound wall mock-up.
- MoPac Corridor Courtesy Patrol is operating as required.
- Roadway maintenance is being performed as required.
- Tree removals and stripping topsoil operations began in the Segment 2 median areas.
- Installation of temporary lighting along corridor in Segment 2.
- TxDOT Began Asbestos Remediation for Segments 2 & 3 Structures.

# PROJECT PROGRESS

As of March 31, 2014, 39% of the 882 calendar days to scheduled Substantial Completion have expired. There are 535 calendar days until Substantial Completion. The Contractor is allowed an additional 120 calendar days for Final Acceptance.

## Construction Progress through March 2014

Based on the assessment of the GEC, the summary of the project progress achieved on major work tasks through the end of March 2014 is as follows:

### MoPac Improvement Project Progress for the Period Ending March 2014

Design + Construction Tasks	% Complete
Geotech/Survey	100%
Development Design	74%
Environmental Monitoring	14%
Traffic Control/Detours/Temp Barrier	11%
Earthwork/Demolition/Removals/Drainage	4%
Structures/Bridges/Retaining Walls	0%
Sound/Neighborhood Walls	0%
Utilities	0%
Pavement/Subbase/Base Course	0%
Permanent Lighting/Signing/Striping	0%
Toll Facilities	0%
Landscaping/Shared Use Path/Sidewalks	0%

CH2M HILL’s Substantial Completion date per their approved baseline schedule is September 12, 2015.

## SCHEDULE OF CONTRACTUAL PROJECT MILESTONES

- **February 27, 2013:** Selection of Best Value Proposer
- **April 18, 2013:** NTP Issued
- **September 17, 2015:** Substantial Completion
- **January 15, 2016:** Final Acceptance

## UPCOMING ANTICIPATED PROGRESS ACTIVITIES

### April 2014

- UPRR Right of Entry (ROE) Applications and Construction Submittals
- Segment 4 ERFC Package Submittal
- Segments 1 & 2A Phase 1 Construction
- Segment 2B Phase 1 Drainage and Structures Construction
- Segments 2B & 3 Bridge Design Submittals
- RM 2222 SB and Enfield Bridge Substructures Construction
- Median Widening at US 183 to Enfield
- Segment 4 Temporary Traffic Control Implementation

### May 2014

- Sound Wall Construction
- Neighborhood Wall Construction
- Utility Relocation at Enfield
- Outside Widening at US 183 to Enfield

### June 2014

- Construction of Bridge Substructures at Windsor, Westover, 45<sup>th</sup> Street
- Water Line Relocate at Cesar Chavez

## PROGRESS PHOTOS



**Heavy rock excavation to clear and grade the median north of RM 2222.**





**Sound wall mock-up installation.**



**Temporary safety lighting system installation. The temporary lighting system will remain in place until the proposed lighting system is constructed.**





The speed limit has been reduced to 55 MPH along portions of the Project corridor.



Advance signage for night-time lane closures on MoPac.

# PROJECT FINANCIAL STATUS

All CH2M HILL draw requests are accompanied by an approved progress schedule.

**Summary of Project financial status through March 2014**

<b>Original CH2M HILL Contract Amount:</b>	<b>\$136,632,100</b>
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Change Orders No. 01A – 5 <sup>th</sup> St Cesar Chavez Reconfiguration Design	<u>\$213,733.58</u>
<b>Current Authorized Contract Amount:</b>	<b>\$136,845,833.58</b>
<b>CH2M HILL Payments:</b>	
Amount of Draw Nos. 01-06 (July 2013 – December 2013)	\$19,321,967
Amount of Draw No. 07 (January 2014)	\$1,376,481
Amount of Draw No. 08 (February 2014)	\$1,402,988
Amount of Draw No. 09 (March 2014)	<u>\$2,041,666</u>
<b>Total Requested Amount To-Date through Draw No. 09:</b>	<b>\$24,143,102</b>
<b>Retainage withheld**:</b>	<u>\$0</u>
<b>Approved Amount for Work Completed through Draw No. 09:</b>	<b>\$24,143,102</b>
<b>Total Project Budget Expended Through March 2014:</b>	<b>17.6%</b>
<b>Amount remaining for work to be completed:</b>	<b>\$112,702,731</b>

\*\*Retainage to be withheld only after 95% of the adjusted contract price has been paid.

**Summary of Change Orders during Reporting Period**

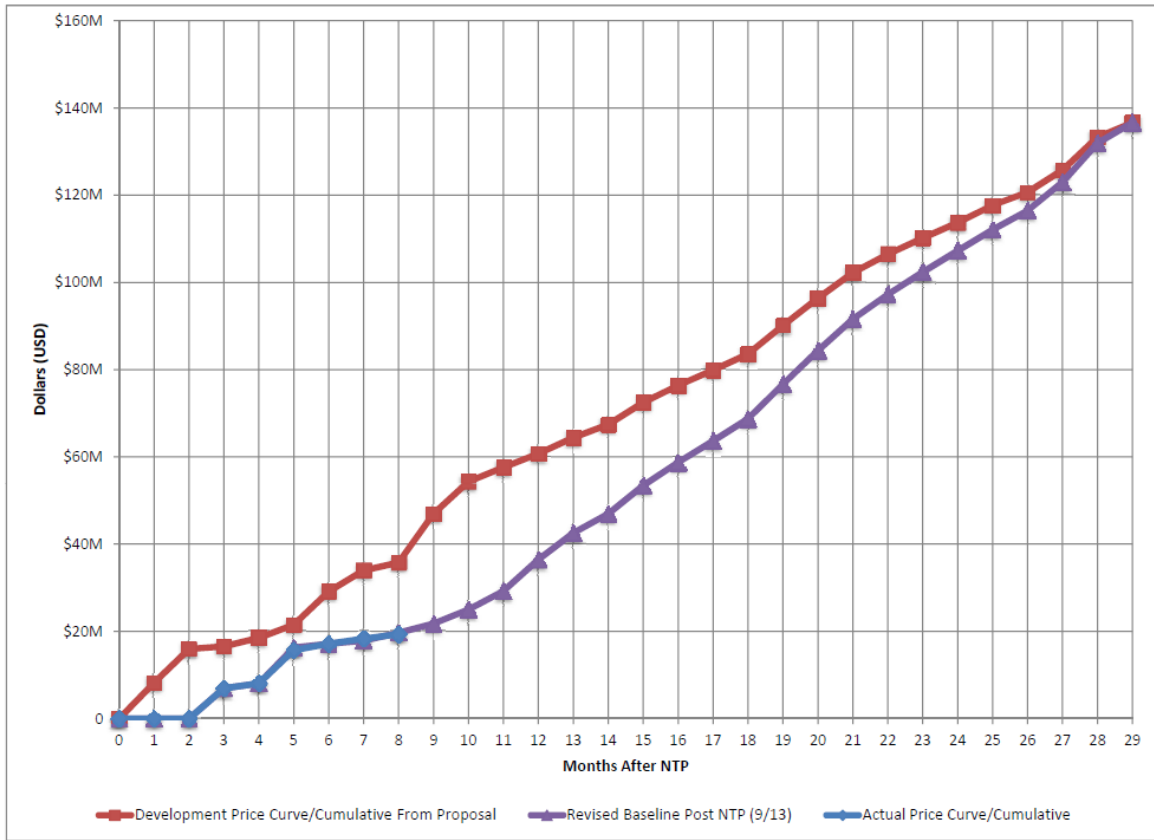
**No. 01A – 5<sup>th</sup> St Cesar Chavez Reconfiguration Design** – This change order is for the development and implementation of the lane reconfigurations at the 5th Street / Cesar Chavez Southbound exit to downtown to allow for an additional lane downstream of the express lane connection to the existing ramp. This portion of the change order is to develop the information necessary for the design exceptions and the preliminary design of the re-striping and the retrofit of the bridge bent caps. The change order, totaling \$213,733.58, was submitted to the GEC on January 9, 2014 and was fully executed on February 3, 2014.

### Project Cash Flow Curve – March 2014

Cash Flow Curves are provided by CH2M HILL at the time of billing/draw requests submittal.



PAYMENT CURVE  
COMPARITIVE GRAPH

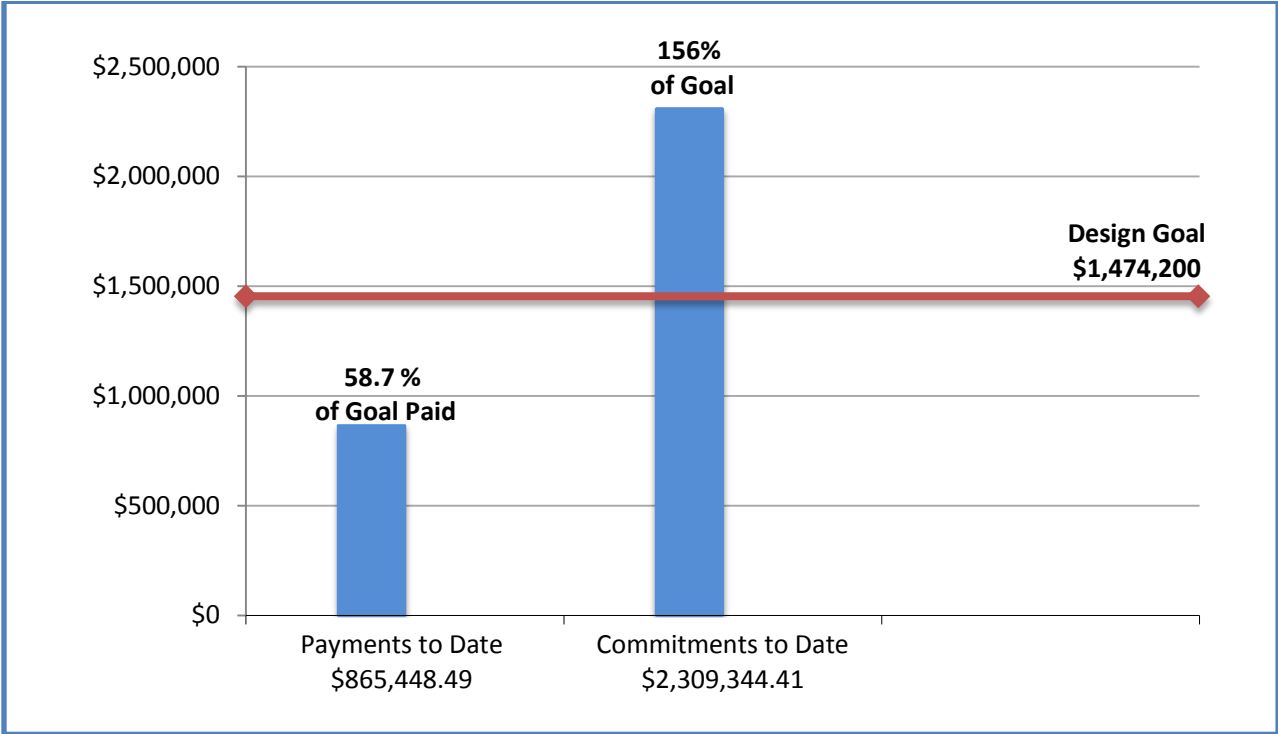


# DBE STATUS

CH2M HILL plans to meet the Disadvantaged Business Enterprise (DBE) goal of 11.7% for both the design services and the construction work. The overall total DBE requirement for the project, based on the current contract value, is \$15,985,955. The current committed total for all DBE subcontracts is \$17,012,278. The charts below reference the current DBE Commitments vs. Payments to date.

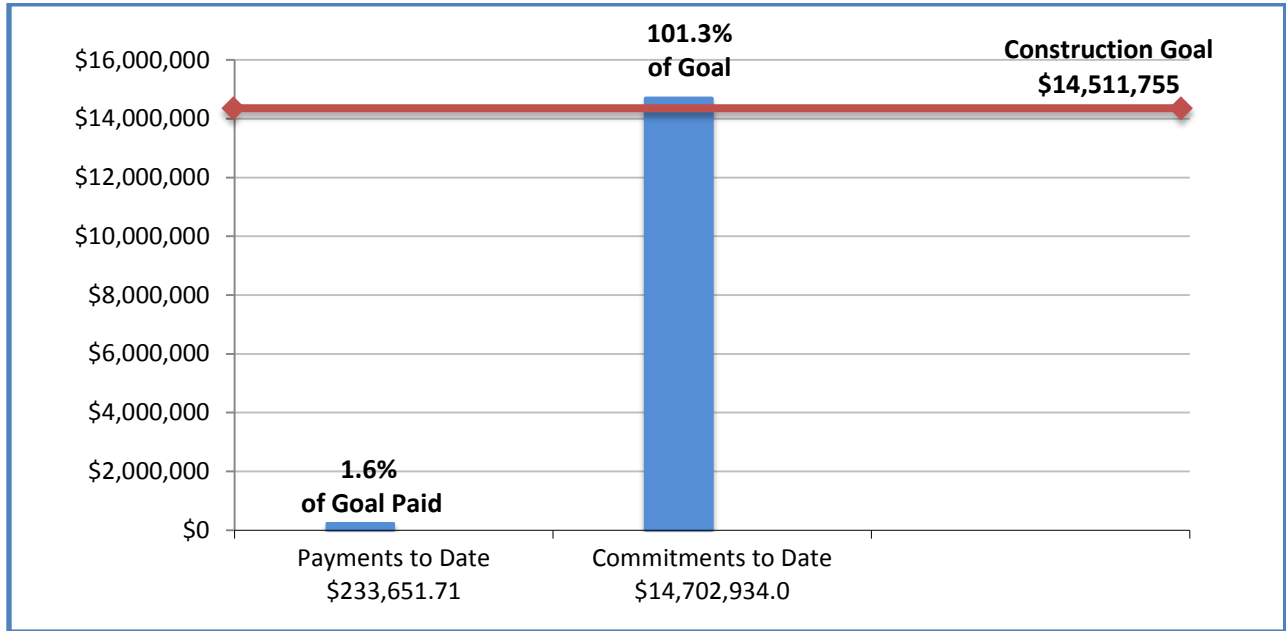
## Design

**DBE Design Commitment vs. Payment  
For Period Ending March 2014**



# Construction

## DBE Construction Commitment vs. Payment For Period Ending March 2014



## EMPLOYMENT REPORTING STATUS

Design and construction of the MoPac Improvement Project is estimated to have supported approximately 157 jobs during the reporting month of March 2014. This estimated number of jobs supported by the project includes: the design personnel and management staff; the construction personnel and their subcontractors; construction management staff, including inspectors and subconsultants; and the general engineering consultant staff and their subconsultants.

## COMMUNITY RELATIONS

- The team staffs a **24/7 Hotline** (via both email and phone), and responds to the steady number of inquiries about the project. Primary interest issues identified from the hotline and current outreach activities include: general inquiries about the project; concerns about the restriping of lanes; reduction in speed to 55 MPH; construction schedule; lane closures, including the Sunday evening closures; plans to extend the express lanes south of the river; construction signage; traffic delays; concerns that lanes do not have an allowance for HOV use; and maintenance.
- Each week on the **project website** ([www.MoPacExpress.com](http://www.MoPacExpress.com)), the team posts detailed information about work activities planned for the upcoming week and how they are expected to impact drivers. This information is posted to an interactive map showing precisely where the work will take place.
- The most successful outlet to the public has been the rapidly growing **Twitter** account (@ImproveMoPac). This new and innovative communication method gives the team instant two-way communication with the community. The team issues daily traffic updates via Twitter to more than 1,665 followers. The number of followers increases daily, and many of the account's followers, especially members of the media, retweet or forward advisories to thousands of others, much like how a chain letter gets distributed. The team also proactively monitors conversations on Twitter to identify issues regarding the project and interact with users to provide them additional information whenever appropriate. The number of complaints about the project on Twitter has been nominal, but each one is important and is personally follow-up on by a team member. Our daily tweets are also posted to the top center of our website homepage and to our smartphone application.
- The project's **Facebook** page is monitored and updated with information, photos, and news clips, and the team interacts with public. In the reporting period, the page has 116 likes.
- The **smartphone application** (available for Android and iPhone) launched last fall and is updated weekly. Users of the app can check on the project's progress, get construction alerts, find the answers to frequently asked questions, and much more. When there is an important alert to send out to the public, the users of the smartphone app receive a push notification.
- During the reporting period, **Earthcam cameras** were placed in two locations along the project and will soon be streamed to the project website and smartphone application.
- **Email and text alerts** are being disseminated to members of the public who sign up for this service on the website. Alerts are issued anytime there is a major lane closure that is expected to cause backups.
- The **Highway Advisory Radio (800 AM)** is live and updated every week with a new message about the work activities planned for the upcoming week and promotes other important topics such as work zone safety. The radio broadcast is advertised on multiple signs in the corridor as well as on the project website.





- **E-Newsletters** and the **MoPac Man blog** are distributed periodically to the mailing list with a project update. Within the reporting period, an E-Newsletter launched on the week of January 31 and March 31; a Blog was posted the week of February 13.
- A series of **MoPac Project Roadway Signs** were placed in the corridor in January and March of 2014. These signs advise drivers about the project and direct them to the 800 AM radio broadcast to get more detailed information about the project and the other communication tools we offer.
- **Media coordination** continues and multiple stories have been printed and aired. The focus with coverage on several aspects of the MoPac Improvement Project, including the safety along the corridor, the reduced speed limit, the Travis County Deputy whose car was hit in the construction zone, the construction's various communication tools, and sound walls. Overall, the frequent media coverage has been positive. In February, the team provided the media with guidelines for their presence in the construction zone and along the corridor for their safety.
- **Outreach regarding Sound Wall Installation** along the corridor continued within the reporting period and all 69 households were contacted. Sound wall installation will begin soon. In March, the team dropped door hangers to residences near Sound Wall 11 where the wooden wall was taken down.
- **Business outreach** continues and the team continues to identify additional outreach opportunities. Presentations were given to the City of Austin Greater Chamber of Commerce's Transportation Committee and the Lion's Club in February and to the Downtown Austin Alliance's Transportation Committee in March.
- **Community outreach** continues. The team provided presentations to Great Hills Homeowners' Association in January, and to Brykerwoods Neighborhood Association and OWANA in March. In addition, the team sponsored the Leadership Austin Engage breakfast

in April. Staff continues to schedule additional presentations to be held throughout the year.

- **Adjacent project coordination** with the Mobility Authority's multiple ongoing environmental studies continues. "MoPac Man" attended the 183 North Open House in February, and plans to be at the MoPac South Open House in April.





**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #15 SUMMARY

Environmental Process Presentation and Quarterly Briefing on the following projects: Bergstrom Expressway, Oak Hill Parkway, SH 71 Express, MoPac South, MoPac Intersections, 183 North, and SH 45 SW.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: N/A Briefing Only

Funding Source: Toll Equity Grants, Rider 42, STP MM (CAMPO)

Board Action Required: No

Description of Matter: The Director of Engineering will provide a summary of project activities from January through March 2014, for the following projects:

- Bergstrom Expressway
- Oak Hill Parkway
- SH 71 Express
- MoPac South
- MoPac Intersections
- 183 North
- SH 45 SW

Reference documentation:

GEC Quarterly Activities Reports and Board Presentation

Contact for further information:

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



**CENTRAL TEXAS  
Regional Mobility Authority**

ENVIRONMENTAL STUDIES

**Quarterly  
Progress  
Report**

**April 2014**

BERGSTROM EXPRESSWAY

OAK HILL PARKWAY

MOPAC SOUTH ENVIRONMENTAL STUDY

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

183 NORTH MOBILITY PROJECT

SH 45SW ENVIRONMENTAL STUDY



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**HNTB**

# Bergstrom Expressway

## INTRODUCTION

This report documents and describes the Bergstrom Expressway Project (US 183 South) for the period through April 30, 2014. This Project is currently in the environmental clearance phase of development which requires the completion of an Environmental Assessment consistent with the regulations contained in the National Environmental Policy Act of 1969 (NEPA). The Environmental Document is currently being developed in house by Texas Department of Transportation (TxDOT) Austin District staff and supported by the Central Texas Regional Mobility Authority, with the Public Outreach being led by the Mobility Authority. In addition, the Project has been authorized by legislation to use a Comprehensive Development Agreement (CDA) project delivery method. This process promotes innovative financing methods that will allow the Project to be funded and constructed much earlier than traditional methodologies.

## PROJECT DESCRIPTION

The Project corridor begins just south of the Manor Expressway and extends to SH 71 East; the corridor includes seven grade separations, and connects to three major interchanges at the Manor Expressway, Airport Boulevard, and SH 71 East. The corridor includes two pedestrian bridges and a continuous shared use path connecting local communities. The Project can be considered the Gateway to Austin from the Airport and is depicted in the location map below.



The US 183 South Corridor from US 290 East to SH 71 East is one Austin's most significant arteries. Since US 183 was constructed in the mid 1960's, the roadway has been a four-lane, divided highway with minor improvements. As the primary route to and from the Austin Bergstrom International Airport and points beyond, it attracts numerous motorists per day. In recent years, this vital corridor has grown increasingly congested as the region's population has expanded. The situation is projected to get even worse in the future. Meanwhile, funding challenges at the federal and state levels have made it increasingly difficult to finance the corridor.

As part of the NEPA process, the identified needs are to reduce congestion, improve safety and utilize innovative funding and financing processes to expedite project development and construction. Along with the NEPA process, the Mobility Authority is utilizing a Public Involvement and Outreach Program that includes hosting "brown bag" lunch and one-on-one meetings to obtain agency and stakeholder buy-in along the corridor. The Environmental Assessment document is currently being prepared by the TxDOT Austin District. The Mobility Authority, with Atkins under their General Engineering Consultant contract, is supporting and coordinating closely with TxDOT as the document is being developed.

### RECENT ACTIVITIES

The Project Development process is currently focusing on five major elements: Environmental Assessment (EA), Final Design Schematic, Public Outreach, Final Context Sensitive Solutions (CSS), and Design-Build Procurement.

The Mobility Authority is currently working with TxDOT and FHWA to expedite agency review and comment periods in order to obtain an Environmental Finding in Spring of 2015.

The Final CSS Open House along with the Formal Public Hearing (required by NEPA) is planned for mid-2014. The Final Design Schematic will be presented at the Public Hearing.

As part of the Project Development activities, the CTRMA team has initiated the procurement process with the Request for Qualifications issued on April 14, 2014 and an anticipated Best Value Section in Spring of 2015. In support of project financing, the CTRMA team is currently developing an update to the TIFIA Application with an estimated funding request of up to 49% of the total eligible expenses.

The Mobility Authority is currently supporting TxDOT in the development of the EA:

- Development of exhibits required by NEPA for the document
- Facilitating and coordinating meeting with other Agencies
- Developing, updating and tracking with Primavera scheduling software
- Evaluating impacts and addressing issues relevant to project development
- Supporting in recovery plans in order to meet critical dates
- Complete first Open House with Final Public Hearing in mid-2014

The Mobility Authority is advancing planning and funding activities:

- Advancing right-of-way & utilities with long lead times including coordination and funding
- Evaluating phasing schemes and financing models including potential interim milestone opening dates
- Update to TIFIA Application

The Mobility Authority has completed the Design Schematic:

- Completed the (100%) Final Design Schematic, under FHWA Review
- Completed and addressed design issues and community inquiries
- Completed Design of Value Engineering Study results
- Facilitating and coordinating meeting with other Agencies

The Mobility Authority's Stakeholder and Outreach is comprehensive and currently includes:

- Agencies: FHWA, TxDOT, City of Austin, Travis County
- Businesses: Misc. Land Developers / Property Owners, Freescale , YMCA, AT&T
- Home Owners Associations: Knollwood , Senate Hills , University Hills
- Interest Groups: Gateway Oaks, Heritage Tree Foundation, PODER, El Concilio
- Completed 1<sup>st</sup> and 2<sup>nd</sup> Round of Outreach Activities
- Performing required follow-ups with Businesses, Home Owners and Interest Groups

The Mobility Authority's Context Sensitive Solution process is currently focusing on:

- Integrating the facility with the area's built environment to enhance community and in particular the area's economical quality of life
- Integrating the natural environment in order to maximize the facilities scenic, recreation and aesthetic qualities
- Incorporating aesthetics that fit the facilities physical setting and preserve the scenic, aesthetic, neighborhood, historic and environmental attributes of the area
- Including innovative design elements including considerations from the Green Mobility Challenge
- Completed 2 CSS Open Houses, Final Results to be presented at Final Open House in mid 2014

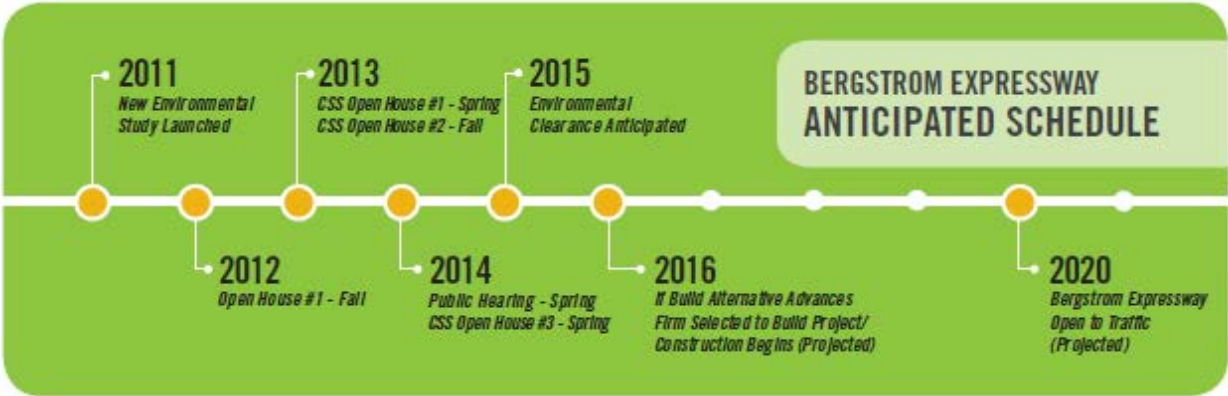
The Mobility Authority's Design Build Procurement process is currently scheduled as:

- Request for Qualifications issued April 14, 2014
- Board Approval Shortlisted Proposers, Fall 2014
- Issuance of Final Request for Detailed Proposals, Winter 2014
- Board Approval of Best Value Proposer, Spring 2015



**SCHEDULE**

The Environmental Assessment process was launched in late 2011 and is anticipated to be complete in spring 2015. The Procurement was launched this month and should be complete in spring of 2015. A detailed schedule discussion, including the tracking of intermediate milestones, will be provided in upcoming Quarterly Reports. Below is a summary of the anticipated timeline that is being communicated to the public.





# Oak Hill Parkway

## INTRODUCTION

This report documents and describes the Oak Hill Parkway Project for the period through April 30, 2014. This Project is currently in the environmental clearance phase of development which requires the completion of an Environmental Impact Statement (EIS) consistent with the regulations contained in the National Environmental Policy Act of 1969 (NEPA). The Project is currently being developed jointly by the Central Texas Regional Mobility Authority and the Texas Department of Transportation (TxDOT) Austin District.

## PROJECT DESCRIPTION

The Project encompasses the area surrounding the existing “Y at Oak Hill” intersection and includes the study of US 290 West from FM 1826 to Loop 1, including SH 71 West from Silvermine Drive to US 290 West. The study area is depicted in the location map below. A transition may be necessary through Circle Drive to ensure adequate and safe operations of the facility.



Currently this area experiences large-scale congestion while attracting more than 60,000 cars/trucks a day and serving as a corridor for statewide travel. As part of the NEPA process, nine reasonable alternatives along with two options that could be applicable to multiple scenarios have been identified thus far to address the issues currently plaguing the study area. These alternatives, along with a “No Build” scenario, will be screened to assess the direct, indirect, and cumulative environmental impacts

such that environmental values are considered alongside the technical and economic factors. Another important element of the NEPA process, which is also consistent with the Mobility Authority's approach to project implementation, is public involvement; throughout the entire Environmental Impact Statement process, input will be solicited from neighbors and drivers of the corridor that could potentially be affected.

The Environmental Impact Statement document is currently being prepared by a consultant team led by Rodriguez Transportation Group, Inc. (RTG) under a professional services agreement with the TxDOT Austin District. The Mobility Authority, supported by Atkins under their General Engineering Consultant contract, is coordinating closely with both TxDOT and RTG as the document is being developed.

### PREVIOUS EFFORTS

As part of the Public Involvement Initiation, several critical elements were advanced in the previous quarter:

- On October 22<sup>nd</sup>, the second Open House was held outlaying the nine concepts, two design options and draft screening criteria for the public to review and provide comments. There was active engagement at the meeting with 150 people in attendance.
- On November 21<sup>st</sup>, a meeting was held with the City of Austin and TxDOT to discuss the feasibility of regional detention to lessen the drainage impacts within the project footprint. Monthly meetings will be scheduled to continue to investigate the feasibility of this concept.
- Monthly e-newsletters have been distributed to announce the opportunities for public input and to keep the stakeholders informed of activities and progress.

### RECENT ACTIVITIES

The implementation of the Project is currently focusing on actively engaging the public to help us identify the project constraints and initiation of early concept development through the use of citizen workgroups. This quarter's activities included:

- On January 27<sup>th</sup>, an internal team met to begin outlining the Context Sensitive Solution (CSS) process and schedule for implementation. The current outreach already contains elements of CSS, but the aesthetic elements will begin to be discussed as a preferred alternative takes shape.
- On February 4<sup>th</sup>, a public workshop was held at the Austin Waldorf School to discuss the need to extend the project beyond Circle Drive for operational and safety reasons and to seek input from affected property owners and transportation users on their desires/needs for that transition.
- On March 5<sup>th</sup>, following the meeting at Austin Waldorf School and absorbing the public comments, an internal team met to brainstorm innovative ideas for designing the western transition back to the existing highway with the goal of minimizing the right of way impacts while maintaining good operations. The final solution will be taken to the June Public Meeting for comment.
- On March 22<sup>nd</sup>, a Public Funding Workshop was held at Oak Hill United Methodist Church in response to comments from the public about "funding" of the project. The goal was to educate the public about how transportation projects get funded and what sources of funding are currently available for added capacity type projects. The team is continuing to take that

information developed and formulate it into a video format to be placed on the website for the public to be able to view at a time convenient to them.

- On April 14<sup>th</sup>, an internal meeting was held with TxDOT and FHWA to finalize the screening criteria to allow screening of the alternatives prior to the June Public Meeting.
- More detailed information and notes from the public involvement activities can also be found on the project website [www.oakhillparkway.com](http://www.oakhillparkway.com).

**PROGRESS STATUS**

The Environmental Impact Statement process is still in the first year of development and is anticipated to take approximately four years to complete. To date, the project team has performed consistent with the project schedule.



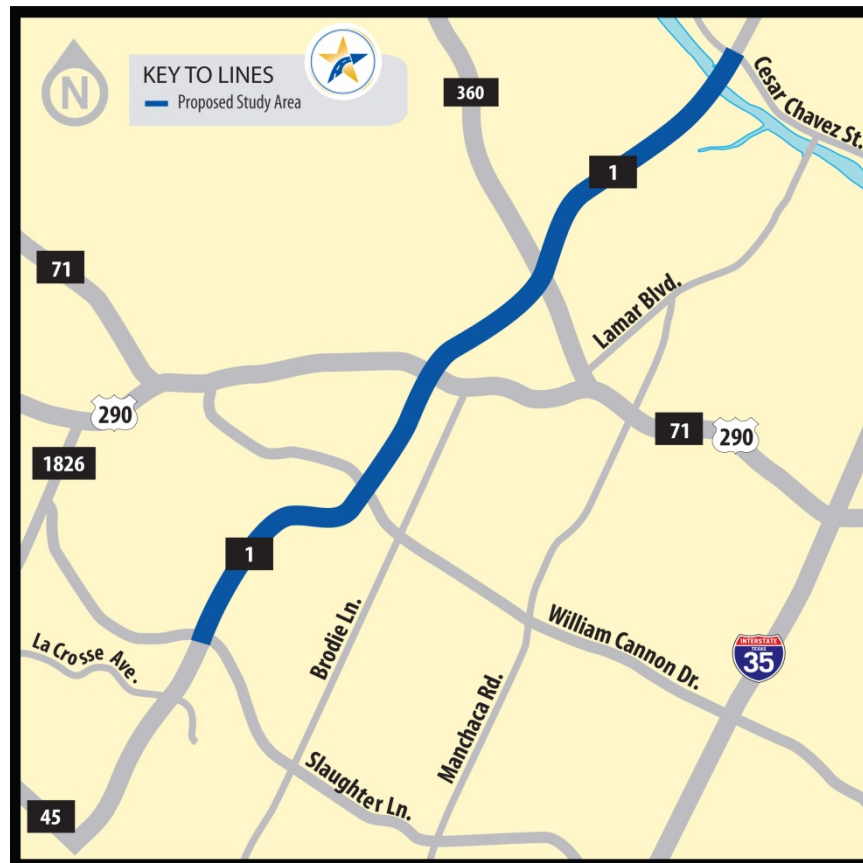


# MoPac South Environmental Study

**MoPac South**  
ENVIRONMENTAL STUDY

## PROJECT DESCRIPTION

MoPac Expressway south of Lady Bird Lake is a vital transportation artery for Austin. Initial construction started in 1973 and various sections have been under construction for the past 40 years. Currently this eight mile section is a four to six lane freeway which attracts up to 150,000 cars and trucks per day on the north end. Over time, growth in the corridor – residential, retail and commercial – has led to increased congestion and reduced mobility. Funding for an environmental study along with preliminary and final design was allocated to the project under Rider 42 of the General Appropriations Act (2011, HB 1, 82nd Legislature, Regular to the Session). Rider 42 funds are state funds from Proposition 12 set aside to study the most congested roadways in the state.



The Mobility Authority is leading the environmental study and community outreach program which launched in April 2014 with oversight and support from TxDOT.

The environmental study will thoroughly analyze the corridor from Cesar Chavez Street to Slaughter Lane and determine the best alternatives for improving mobility. The result will be documented in an Environmental Assessment that will consider “build” and “no build” options, as well as traffic management strategies. Over the course of the study, a full range of alternatives will be developed that will take into account the needs of drivers, transit riders, bicyclists and pedestrians as well as surrounding businesses, neighborhoods and the environment. Through extensive analysis of the engineering feasibility, social, economic and environmental impacts of each alternative, as well as consideration of public input, the study team will recommend a solution.

This report describes the status of the MoPac South Environmental Study and documents the activities accomplished through the first quarter of 2014.

### **RECENT ACTIVITIES**

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

### **PROJECT DEVELOPMENT**

- Jacobs continues preparation of the environmental assessment, primarily data collection and public involvement activities, as well as schematic efforts.
- Consideration of input from the stakeholder meetings and November 2013 Open House is underway in the development of a Purpose and Need and development of alternatives.
- The Mobility Authority received concurrence from FHWA on the study limits and that an Environmental Assessment is the appropriate document for the study.
- The study team continues to collect historical and model traffic data for use in environmental alternatives analysis, operational analysis, and traffic and revenue evaluations.
- The first multi-agency alternatives workshop was held in March 2014 and the attending representatives from FHWA and TxDOT commented on the project’s purpose and need, preliminary alternatives, and proposed evaluation criteria.
- The first Technical Working Group meeting was held on April 16, 2014 in order to preview the Open House information, including the latest draft of the following: purpose and need, preliminary alternatives, and the evaluation criteria for both preliminary and reasonable alternatives.

### **ADJACENT PROJECT COORDINATION**

- Ongoing coordination continues between the teams for MoPac South, 183 North, SH 45SW, and Oakhill Parkway projects regarding approach to traffic modeling and agency coordination.

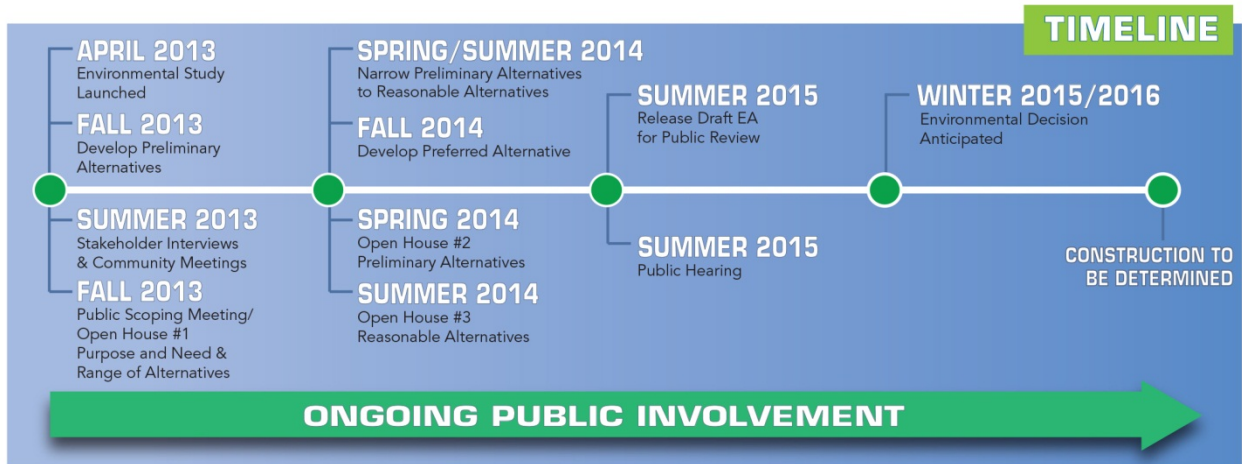
### **COMMUNITY OUTREACH**

- Stakeholder meetings and elected official briefings continue. A stakeholder meeting for Circle C was held on January 15, 2014, and information about this project and the MoPac Intersections Environmental Study, as well as SH 45SW, was provided to the neighborhood.
- An e-newsletter launched March 31, 2014.
- Planning for Open House No. 2 on April 29, 2014 at Barton Creek Square Mall is underway and currently being advertised in various mediums, including the website and display advertising.



**SCHEDULE**

The environmental process is anticipated to take two to three years. The schedule for the project anticipates a Public Hearing to occur in July 2015, and a completion of the environmental study in early 2016.



# MoPac Intersections Environmental Study

## PROJECT DESCRIPTION

The Mobility Authority, in coordination with the Texas Department of Transportation (TxDOT), will prepare a Categorical Exclusion (CE) for proposed operational and safety improvements including grade separation of the MoPac mainlanes under Slaughter Lane and La Crosse Avenue. The environmental study launched in May of 2013. If the proposed improvements are environmentally cleared, the project will be turned over to TxDOT to design, construct, and maintain.



This report describes the status of the MoPac Intersections Environmental Study and documents the activities accomplished through the first quarter of 2014.

## RECENT ACTIVITIES

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

## PROJECT DEVELOPMENT

- Jacobs continues data collection, design survey and utility information collection to use in the preparation of the categorical exclusion.

- Based on public input, technical constraints, costs, and environmental considerations, the build alternative for the Intersection Study will focus on extending the MoPac mainlanes under the intersections of Slaughter Lane and La Crosse Avenue.
- At Slaughter Lane, the current design under consideration is a diverging diamond interchange, or DDI. A DDI is an innovative intersection design that allows vehicles to move efficiently through an intersection by temporarily shifting traffic to the left side of the road, eliminating the need for left-turn arrows. Since the left-turn movements do not have to cross opposing traffic, it moves traffic faster, reducing congestion and increasing safety.
- At La Crosse Avenue, the study team is proposing a conventional diamond interchange, similar to most intersections in the area.
- Bike and pedestrian connections are under consideration at both intersections including bike lanes, sidewalks and shared use paths in and around the intersections of Slaughter Lane and La Crosse Avenue.

**COMMUNITY OUTREACH**

- Stakeholder meetings and elected official briefings continue. A stakeholder meeting for Circle C was held on January 15, 2014, and information about this project and the MoPac South Environmental Study, as well as SH 45SW, was provided to the neighborhood.
- An e-Newsletter with a substantial project update was sent to the project mailing list in March.

**SCHEDULE**

We expect to have an environmental decision on the MoPac Intersections study in late 2014.



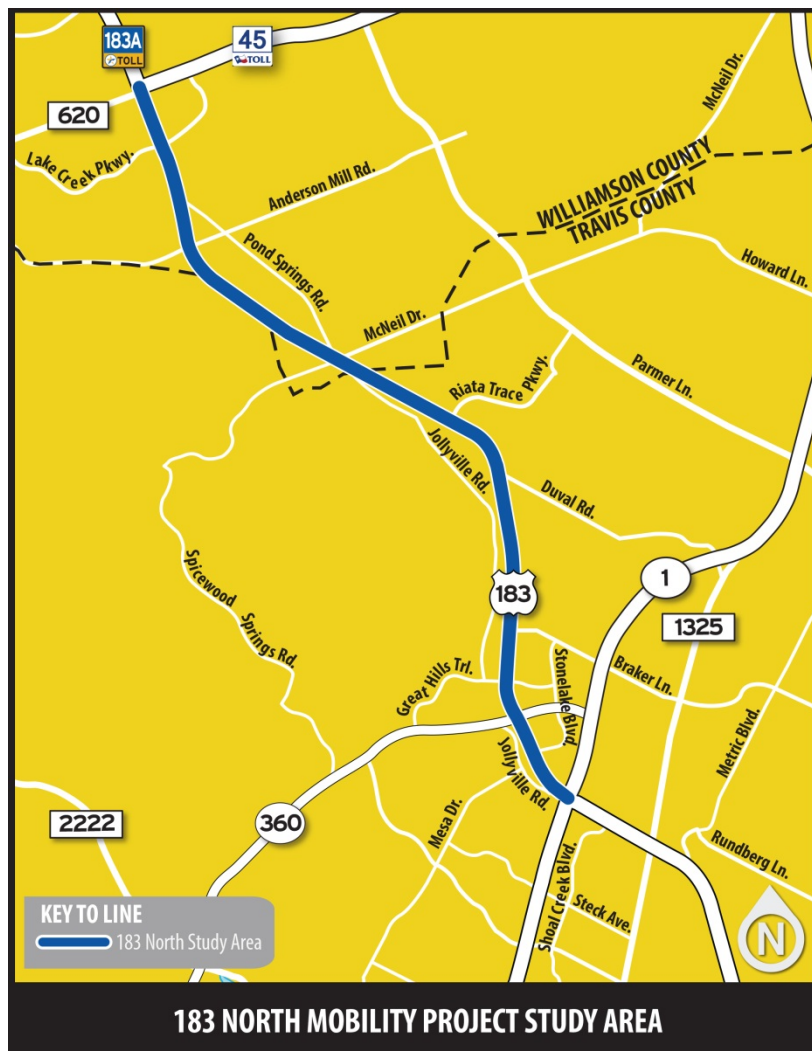
# 183 North Mobility Study



## PROJECT DESCRIPTION

In August 2013, the Central Texas Regional Mobility Authority and the Texas Department of Transportation launched the 183 North Mobility Project. This new environmental study will thoroughly analyze an eight-mile segment of US 183 between SH 45 North and MoPac and determine the best options for managing congestion, as well as improving transit reliability and emergency response times. The study will also look at ways to connect mobility improvements on 183 North to the MoPac corridor.

The 183 North Mobility Project was selected as one of the recipients of the CAMPO Surface Transportation Program – Metropolitan Mobility (STP-MM) funding program. Proposed improvements could include adding lane(s) along existing US 183 North (from RM 620 to MoPac), as well as direct connectors from US 183 and MoPac.



Proposed improvements could include adding lane(s) along existing US 183, as well as direct connectors from US 183 and MoPac. An alternative will be recommended in Summer 2015 and a decision on what solution will be implemented is expected in early 2016.

This report describes the status of the 183 North Mobility Project and documents the activities accomplished through the first quarter of 2014.

### RECENT ACTIVITIES

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

#### PROJECT DEVELOPMENT / PROCUREMENT

- CP&Y continues preparation of environmental documentation, primarily data collection and public involvement activities, as well as schematic efforts.
- A number of environmental deliverables were submitted to TxDOT and FHWA, including the environmental classification request and draft purpose and need statement.
- The first Technical Workgroup Meeting was held on January 14, 2014.
- Consideration of input from the stakeholder meetings and the February 2014 Open House is underway in the refinement of the Purpose and Need and alternatives.
- The study team is considering the addition of two lanes in each direction as part of this project.

#### ADJACENT PROJECT COORDINATION

- Ongoing coordination continues between the teams for MoPac South, 183 North, and SH 45SW regarding approach to traffic modeling and agency coordination.
- At the February 2014 Open House, Steve “MoPac Man” Pustelnyk provided information on the construction of the MoPac Improvement Project.

#### COMMUNITY OUTREACH

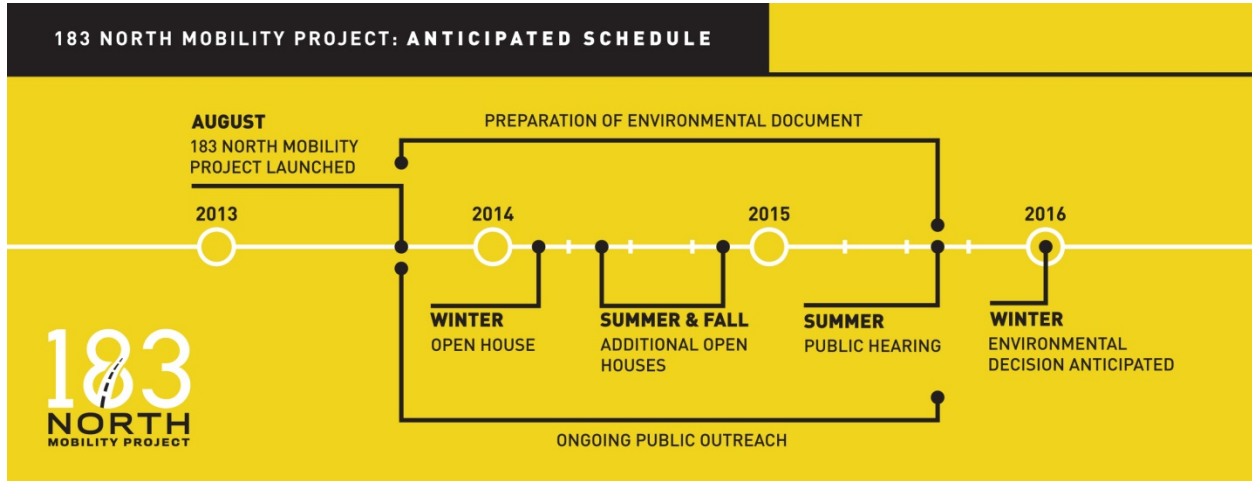
- Due to the winter weather, the first Open House that was to be held on January 28, 2014 was postponed and rescheduled to February 18, 2014 at Anderson High School. Over 35 members of the public attended the February 2014 Open House to learn more about the project as well as review and provide input on the Purpose and Need and the preliminary alternatives. Over 700 unique page views were documented on the Virtual Open House for the project.



- Stakeholder meetings continue to be held and scheduled.
- Reasonable alternatives will be presented to the public at the second Open House in Summer 2014. The meeting is anticipated to be held at Westwood High School; further planning for this event continues.

**SCHEDULE**

The environmental process is anticipated to take two to three years. The schedule for this project anticipates a public hearing to occur in August 2015, and a completion of the environmental study in early 2016.





# SH 45 SW

ENVIRONMENTAL STUDY



## SH 45SW Environmental Study

### PROJECT DESCRIPTION

The Texas Department of Transportation (TxDOT) is working with the Mobility Authority, Hays and Travis counties, and regulatory agencies to study a possible solution for improving mobility in the rapidly growing area of northern Hays and southern Travis counties. This combined effort includes an environmental study of an area between MoPac and FM 1626. The study will consider environmental impacts, constraints, the needs of drivers, and concerns of surrounding neighbors. The study, which will result in an Environmental Impact Statement, launched in June 2013.

TxDOT's Special Projects Division and Environmental Affairs Division are leading the project; with the Mobility Authority in a support role. Community outreach is being led by the Mobility Authority.

This report describes the status of the SH 45SW Environmental Study and documents the activities accomplished through the first quarter of 2014.

### RECENT ACTIVITIES

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

### COMMUNITY OUTREACH

- The Mobility Authority continues to manage the project website ([www.SH45SW.com](http://www.SH45SW.com)) and twitter account (@SH45SW) as well as answer the phone hotline (512-593-4202).
- An e-Newsletter was sent to the project mailing list in March 2014.
- Stakeholder outreach continues. A stakeholder meeting for Circle C was held on January 15, 2014, and information about SH 45SW, as well as the MoPac South and MoPac Intersections Environmental Studies, was provided to the neighborhood.
- CAMPO accepted the request to add the project to the TIP. CAMPO conducted open houses on the TIP amendments in March and early April.
- In March, the CAMPO subcommittee for SH 45SW, the Mobility Authority, and TxDOT gave an update to the Barton Springs Edwards Aquifer Conservation District Board.
- It is anticipated that a public hearing on the Draft Environmental Impact Statement will be held in Summer 2014.

**SCHEDULE**

The environmental process is anticipated to take two years.





**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #16 SUMMARY

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Executive Director's report.

Strategic Plan Relevance: Regional Mobility

Department: Executive

Associated Costs: N/A

Funding Source: N/A

Board Action Required: No

Description of Matter:

Executive Director's Monthly report.

- A. Report on toll transactions
- B. Schedule for FY 2014-2015 budget adoption

Reference documentation:

April 2014 Project Report  
Governor's Letter

Contact for further information:

Mike Heiligenstein, Executive Director



# Project Report

## MoPac Improvement Project

- The MoPac Improvement Project is on schedule.
- Final design and the permitting process are wrapping up.
- CH2M Hill has completed temporary restriping and setting barrier for Segment 2B and most of Segment 3 and Segment 1 &2A northbound.
- Restriping and setting of barrier will continue in Segments 1 &2A southbound.
- Work continues on clearing of vegetation, placement of erosion control devices, temporary lighting, rough grading, and removal of guard fence and existing railing. New activities include construction of drilled shafts at RM 2222 and Enfield (southbound) for bridge widening, and fence removals.
- Pre-casting of beams and sound walls continues. Sound wall mock-up completed.
- CH2M HILL has been providing a courtesy vehicle (similar to HERO) during peak hours and during construction as well as handling the maintenance of the corridor (graffiti removal, garbage pick-up, mowing, guardrail repair). They will continue this until final acceptance of the project.



- MoPac Man continues to update the website daily with closure information and has responded to numerous e-mails and tweets. His 800 AM broadcasts are updated weekly with closure information as well as information about the upcoming express lanes.
- An educational advertising plan will run in May featuring informative stories and updates about construction in Community Impact, on KUT radio, KLBQ (Spanish La Jefa) and online banner ads and at the Festival de Mayo at the Dell Diamond

## MoPac South Environmental Study

- The first Technical Working Group meeting was held April 16 in order to preview the Open House information, including the latest draft of the: purpose and need, preliminary alternatives, and the evaluation criteria for both preliminary and reasonable alternatives.
- The second Open House was held on April 29 at Barton Creek Square Mall.

## 183 North Mobility Project

- Consideration of input from the stakeholder meetings and the Open House is underway in the refinement of the Purpose and Need and alternatives.
- This summer the reasonable alternatives will be presented to the public. Planning has begun for a second Open House to be held in July.
- TxDOT is expected to assume oversight of the Environmental Assessment from FHWA as early as June 2014. This may adjust the overall schedule of the environmental document's review process.

## SH 45SW Environmental Study

- The project has been added to the CAMPO TIP amendment for construction. The CAMPO Board's vote on TIP amendments has been postponed to a later date.

- The updated project schedule shows the Draft Environmental Impact Statement (EIS) is anticipated to be publically circulated in June for an anticipated July Public Hearing.

### Manor Expressway Phase Two

- The Grand Opening Celebration and Community Festival is set for Saturday, May 17 from 10am-2pm



- CTMC continues to set the two remaining overhead sign bridges, construct sidewalks, install the permanent frontage road signals, install the median cable barrier and miscellaneous concrete rip-rap, dress and stabilize slopes, prepare the beds for the landscaped plants and trees, paint aesthetic structures on the corridor, and has placed the final asphalt course at the SH 130 and US 183 interchanges
- The Systems Integrator continues the installation of ITS tolling equipment

### Bergstrom Expressway

- The Draft Environmental Assessment (EA) is currently under review by Federal Highway Administration, with a Public Hearing scheduled for mid 2014 and an EA finding in early 2015
- Public involvement activities continue as the team finalizes the summary and analysis from the Context Sensitive Solutions (CSS) Open Houses. The resulting preferred option will be presented in a Final CSS Open House prior to the Public Hearing in mid 2014
- Final Design Schematic is currently under review by Federal Highway Administration
- The procurement process has been initiated with the Request for Qualifications issued on April 14,

2014 and an anticipated Best Value Section in Spring of 2015

- As part of the project financing , an update to the TIFIA Application is being developed and the team is continuing to coordinate with TIFIA in anticipation of financial close following the Best Value Selection

### Maha Loop/Elroy Road Phase 1

- The 90% plans are complete and were submitted to Travis County April 11
- 28 potential bidders/subcontractors/fabricators have pulled the 60% plans from the Civcast business opportunities web site.
- Outreach was conducted to identify contractors that normally do business with Travis County and ensure they will be prequalified prior to advertisement
- The Environmental Assessment has been approved by Travis County
- The preliminary pavement design is complete; there will be an alternate bid for Tensar which is a proprietary geogrid product that allows a 2" reduction in the flexible base layer
- The project is still projected to be coming in under the approved budget

### Oak Hill Parkway

- The Public Funding Workshop was held March 22. Although attendance was light, the information was well received. There will be an effort to incorporate the materials into a video or print media to be placed online for those unable to attend. The information will be generic enough for use on other projects.
- Feasible solutions for ending the freeway section to the west have been developed and are being refined through operational analyses. These solutions limit the right of way impacts.
- Efforts with TxDOT and the City of Austin continue for potential regional detention facilities
- The next Open House will be held in early June



**CENTRAL TEXAS  
Regional Mobility Authority**

April 16, 2014

The Honorable Rick Perry  
Governor of the State of Texas  
P.O. Box 12428  
Austin, Texas 78711-2428

As we begin 2014, the Central Texas Regional Mobility Authority is pleased to report progress as we continue to develop a seamless network of tolled expressways and also seek innovative, non-tolled solutions to improve mobility in the region. There has been significant achievement in four areas:

1. Increased revenue due to growing acceptance of tolled roadways as an effective option to cut through congestion.
2. Careful design and construction of nearly \$1 billion in new facilities.
3. Effective collaboration in the implementation of six key environmental studies, with potential value of \$2 billion in future Expressway projects.
4. Innovative non-tolled solutions, ranging from designing and constructing non-tolled roadways to smart phone apps that will help motorists find ways to cut through congestion in "real time."

Many projects are needed to improve mobility in Central Texas, but, in the past, the environmental study and clearance process has long been a long and complicated process that has added time and money to project development. During the 2013 Legislative Session, SB 466 was passed by the Legislature and signed by you, allowing TxDOT to step into the role of the Federal Highway Administration in conducting environmental reviews. As administered by the state, the process would still need to follow all of the same federal regulations and requirements but could significantly reduce the time required to complete the environmental process review. Working with TxDOT, we will implement this new review process in some of our project studies, with the goal of getting to construction much sooner.

### **Financials**

The Mobility Authority continues to experience a steady increase in transactions and revenue. In March there were 3.9 million transactions compared to 3.5 million in March 2013. Revenues are also steadily on the rise. February revenues exceeded \$3.2 million compared to \$2.6 million in 2013. Investors have been favorably impressed; the finance team recently had a very successful meeting with investors in New York City. Looking ahead, we are beginning to work on the financing of the Bergstrom Expressway Project that will add two tolled lanes along US 183 South toward the airport, while simultaneously adding capacity to existing free frontage lanes. With the anticipated grand opening of Phase Two of Manor Expressway in May, we expect a steady increase in system transactions and revenue in the coming months.

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## Projects under Construction

- **The MoPac Improvement Project.** Express Lanes on MoPac are well on their way to completion in the fall of 2015. The MoPac Improvement Project will give drivers the option to bypass congestion on the 11-mile stretch of MoPac from Parmer Lane to Downtown. Express Lanes are special buffer-separated lanes that use variable tolls to keep traffic moving even when the adjacent lanes are congested. This is accomplished by raising the toll when traffic is heavy and lowering the toll when traffic is light. The lanes provide non-tolled service to public transit buses and registered vanpools, but also allow individual drivers the option to use the lanes if they choose to. Over the past few months crews have been installing temporary highway striping and concrete traffic barriers so that heavy construction can begin. The median is being cleared between US 183 and RM 2222 and bridge widening is getting underway at the southbound RM 2222 bridge. Construction will soon begin on the new Express Lane underpass to downtown Austin. The project is officially 20% complete at this time. We have been pleased with the community's response to our smart phone MoPac app, which gives commuters up-to-minute updates on the project.
- **Manor Expressway.** The Mobility Authority will celebrate the Grand Opening of phase two of the Manor Expressway on Saturday, May 17 with a community-wide, festival-style event on a yet-to-open portion of the toll road in front of the Applied Materials campus. Crews are making finishing touches such as painting, installing of electronic tolling equipment, striping and completing a shared use path for pedestrians and cyclists along the corridor. This important project promises to help ease congestion and be a catalyst for economic growth in Austin's desired development zone, and provide mobility benefit to several counties, including Travis, Williamson and Bastrop

## Project Studies

We have made significant progress over the last quarter on several environmental studies underway in partnership with TxDOT and other area organizations and cities. The studies could lead to approximately \$2 billion in new roadway development for Central Texas.

- **Oak Hill Parkway.** In our efforts to improve mobility at the "Y" intersection of US 290 and SH 71 for residents of southwest Austin, Lakeway, Bee Cave and Dripping Springs, we continue to make progress on an environmental impact study that engages and informs the community in developing consent for the recommended project. Throughout the process, TxDOT and the Mobility Authority have conducted a series of stakeholder meetings to hear residents' concerns and solicit comments on a variety of plans for a future Oak Hill Parkway. Most recently and at the request of the community, the team has developed an innovative intersection design to lessen the right-of-way impacts of the western terminus. We also held a transportation-financing workshop, in coordination with the Texas A&M Transportation Institute, to inform the community about how projects are funded and address tolling questions regularly asked at Open Houses. The Mobility Authority knows this project has been talked to death over the past 25 years. Our goal is to wrap up the environmental study and begin implementing a project that will give this area real mobility improvements and capacity expansion.
- **Bergstrom Expressway.** The Mobility Authority continues to assist TxDOT in the preparation of the Environmental Assessment (EA) for the Bergstrom Expressway. The

draft EA for improvements to US 183 from US 290 to SH 71 is currently under review by the Federal Highway Administration, and a Public Hearing is tentatively scheduled for June 2014. The Mobility Authority Board has exercised its primacy option under state law to develop, finance, construct and operate the Bergstrom Expressway project. In related action, the Board also authorized issuance of an RFQ for a design-build contract to develop the project, allowing us to streamline the overall schedule. Preliminary schedules anticipate opening a project interim milestone in 2018 and the full project in 2020, creating the relief route needed for the area to begin major upgrades to IH 35 through the downtown core.

- **MoPac South Environmental Study.** As we move forward with construction on MoPac north of the river, the Mobility Authority continues to advance the Environmental Assessment for MoPac South, from south of Lady Bird Lake to Slaughter Lane. Alternatives include additional capacity in the form of General Purpose, High Occupancy Vehicles, Transit or Express Lanes as well as no-build and transportation systems/demand management options.
- **183 North Mobility Project.** Similar to the MoPac South Environmental Study, the Mobility Authority and TxDOT have partnered to study improvements to the US 183 corridor from RR 620 south to MoPac. The first Open House for the project was held in February, and the community was invited to tell the team their mobility concerns in the corridor as well as provide feedback on alternatives. Alternatives being considered for this corridor include additional capacity in the form of General Purpose, High Occupancy Vehicles and Express Lanes as well as no-build and transportation systems/demand management options. This project is critical to address congestion in growing western Williamson and Northwest Travis counties.
- **SH 45 SW Environmental Study.** In March, both the Travis and Hays County Commissioners Courts voted to partner with the Central Texas Regional Mobility Authority to fund the construction of 45 SW. TxDOT is finishing an environmental study on the project that is expected to be complete by 2015. Construction would cost between \$70 and \$100 million to make the road as environmentally friendly as possible. Travis County and Hays County will contribute \$20 million for the project, a 3.6 mile, tolled expressway that the Mobility Authority would construct and operate. The Mobility Authority is planning to borrow \$48 million from the State Infrastructure Bank to fund the project, and CAMPO is providing a \$32 million grant of regionally allocated funds.
- **Maha Loop / Elroy Road.** The Mobility Authority is assisting with the development and construction of a non-tolled, two-mile roadway in eastern Travis County from Pearce Lane to SH 71 that will enhance area mobility and will be owned and maintained by Travis County. This is the first project of its kind for any Texas Mobility Authority and is an example of potential future partnerships that leverage our expertise as a trusted transportation partner. It not only serves the area being inundated by traffic from the events at the Circuit of the Americas facility, but provides needed capacity for neighborhoods, schools and emergency services.

#### **Other Innovations**

- In February, the Mobility Authority partnered with technology company Carma to launch a real-time carpooling smart phone app as part of a federally-funded pilot project. The

app allows people to connect with each other to share their commute. "Carmapoolers" can get toll reimbursements when they carpool along the Mobility Authority's 183A and Manor Expressway toll roads with the Carma app. Research conducted by the Texas A&M Transportation Institute indicate that there are more than 900,000 empty seats on Austin area roads daily. The project will allow the authority to test the impact of specialty pricing as an incentive to drivers to use a toll Expressway, and may provide a way to verify the number of passengers in a qualifying carpool. Two-person carpools get 50% of the toll back, and three+ person carpools get the full toll amount reimbursed. The one-year pilot program will be evaluated in December 2014 for possible continuation.

- In conjunction with the MoPac Improvement Project, the Mobility Authority is negotiating with another technology company to introduce a cutting-edge, smart phone app for Central Texans that will allow commuters to plan trips in advance and earn rewards for making trips that help reduce congestion. The app uses algorithms to predict travel times on all of our area roadways, and rewards commuters for taking less congested, alternate routes and/or making their trip outside of peak travel times. The app shows great promise to help reduce congestion and improve travel times across Central Texas.

I am proud to continue my service as the Chairman of the Mobility Authority Board of Directors, who met recently in an intensive, day-long workshop to identify ways our organization can improve on its assignment to develop innovative transportation programs for Travis and Williamson Counties. We invited citizen leaders, including elected officials, community and business leaders and transportation experts, to join us for a lively lunch discussion and give us feedback on how we can work together to ease traffic woes that will only get worse as the Austin area population booms. We reached a consensus that we must come together as a community to seek a variety of solutions and shift our focus to not only reduce congestion, but also to improve reliability.

While increasing capacity on our roadways continues to be mission critical for the Mobility Authority, we are dedicated to take a leadership role in collaborating with our transportation colleagues to develop innovative solutions – from building a seamless network of expressways for public transit to implementing innovative new technologies – that will help keep Central Texas moving and thriving into the 21<sup>st</sup> century.

Sincerely,



Ray Wilkerson  
Chairman

cc: Chair Ted Houghton, TTC  
Commissioner Jeff Moseley, TTC  
Commissioner Jeff Austin III, TTC  
Commissioner Victor Vandergriff, TTC  
Commissioner Fred Underwood, TTC  
James Bass, Interim Executive Director, TxDOT  
Congressman John Carter

Congressman Michael McCaul  
Congressman Lloyd Doggett  
Congressman Lamar Smith  
Senator Kirk Watson  
Senator Robert Nichols  
Senator Donna Campbell  
Senator Charles Schwertner  
Representative Paul Workman  
Representative Dawnna Dukes  
Representative Donna Howard  
Representative Elliott Naishtat  
Representative Eddie Rodriguez  
Representative Larry Gonzales  
Representative Jason Isaac  
Representative Marsha Farney  
Representative Tony Dale  
Representative Larry Phillips  
Kathy Walt, Chief of Staff, Office of the Governor  
Darrell Dávila, Director, Governmental Appointments, Office of the Governor  
County Judge Samuel T. Biscoe, Travis County  
Commissioner Ron Davis, Precinct 1, Travis County  
Commissioner Bruce Todd, Precinct 2, Travis County  
Commissioner Gerald Daugherty, Precinct 3, Travis County  
Commissioner Margaret Gómez, Precinct 4, Travis County  
County Judge Dan Gattis, Williamson County  
Commissioner Lisa Birkman, Precinct 1, Williamson County  
Commissioner Cynthia Long Precinct 2, Williamson County  
Commissioner Valerie Covey, Precinct 3, Williamson County  
Commissioner Ron Morrison, Precinct 4, Williamson County  
Lew Little, Jr., CEO, Harden Healthcare  
Vice-Chairman James H. Mills, Jr., CTRMA  
Treasurer Robert L. Bennett, Jr., CTRMA  
Board Member David B. Armbrust, CTRMA  
Board Member David Singleton, CTRMA  
Secretary Nikelle S. Meade, CTRMA  
Board Member Charles Heimsath, CTRMA



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #17 SUMMARY

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### *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; Closed Meeting).