



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #21 SUMMARY

Executive Director's report.

Strategic Plan Relevance: Regional Mobility

Department: Executive

Associated Costs: N/A

Funding Source: N/A

Board Action Required: No

Description of Matter:

Executive Director's Monthly report

A. Project Updates

Reference documentation:

Executive Director's report

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CENTRAL TEXAS
Regional Mobility Authority

REPORT TO THE BOARD OF DIRECTORS

SEPTEMBER 24, 2014

Mike Heiligenstein – Executive Director

Special Report: 82nd Annual IBTTA Meeting and Exhibition

This year's Annual Meeting was by all accounts, a huge success. Nearly 1,000 people attended the two-and-a-half day event, coming from 20 countries and most states in the U.S.



Opening Session Welcome greeting by Mike Heiligenstein

The expertise represented was truly remarkable – from the New York Thruway to the San Francisco Bay area – all benefited from innovative sessions such as “The Shark Tank” to a fantastic evening of networking on Rainey Street. I saw colleagues connect and share best practices that revolved around our theme of Customers and Collaboration.

The meeting kicked off with Governance, CFO, and the Executive Director roundtables. Chairman Wilkerson facilitated the Governance roundtable, a session composed of only governing Board Members of agencies like ours from around the country. Since staff was excluded, I can only report that a lively discussion was held, and practices shared.

Monday's panel discussions were the best I have ever seen at any IBTTA conference. The opening discussion highlighted the incredible collaboration taking place across Texas. There was not one panelist that somehow did not emphasize how their agency relies upon other agencies. Our approach to collaborating as

industry peers is truly a national model. The second panel hit upon a second crucial element of our industry; technology. Not just any technology, but cutting edge technology: the new world of connectivity. It was amazing.



General Session on Texas: A Toll Industry Laboratory

Perhaps the most powerful general session was the Texas toll industry perspective. The participants included the Honorable Robert Nichols, the Honorable Ed Emmett, Kenneth Barr, Commissioner Jeff Austin, III, Pete Winstead and Joseph Krier. It was my pleasure to moderate the discussion, and it's likely that those in attendance were stunned by the broad range of projects underway throughout the State and the magnitude of their impact. Pete Winstead did a great job of representing Austin, and Commissioner Austin and Senator Nichols reiterated their support for regional solutions to congestion problems.



Opening night event at ACL Moody Theater

The panel, "Moving at Lightning Speed: The Future of Transportation and Technology," was truly amazing. Moderated by Michael Walton, Ph.D., at the University of Texas, it covered the technology landscape from autonomous vehicles to infrastructure communications. Former Mobility Authority Board member Johanna Zmud and local Austin economist Jon Hockenyo were part of that panel.



The Hon. Governor Rick Perry at Tuesday's General Session

On Tuesday morning, Mobility Authority Chairman Ray Wilkerson introduced Governor Rick Perry, who joined the conference after a long trip to China. The Chairman emphasized the Governor's dedication to finding transportation solutions for the State of Texas, and especially the regional approach with RMAs. The Governor spoke eloquently about the need for Washington to be more flexible in its approach to transportation financing, and to provide the nation with certainty and longevity in writing the next transportation bill. The Governor was followed by a surprise attendee: Deputy Secretary Victor Mendez of the US DOT. He picked up on many of Perry's themes, and stressed that this administration was committed to a long term package under their "Grow America" proposal to Congress.



Shark Tank Panel Discussion

Tuesday morning's General Session stretched the boundaries a bit by featuring a panel of critics of the toll industry on various levels. Butch Eley, CEO of Infrastructure of Corporation of America moderated the panel which included Kathleen Bower, Vice President of AAA; Phineas Baxandall, Ph.D., with Public Interest Research Group in Boston; and Pat Thomas, Vice President of Public Affairs with UPS.

A highlight of the Tuesday afternoon Breakouts was the session, "Is there an App for that?" Several apps were presented, including two that are being piloted by the Mobility Authority: Metropia, and Carma. The emphasis was on the notion our business is more than tolling; it's about mobility in general, whether a toll is attached or not.

In addition to the usual Financing/Funding panel, there was a panel on managed Lanes that included me (subbing for Will Conley) and featured representatives from Riverside County Transportation Agencies in California, and the 495 Beltway Expressway project in Washington D.C. The Deputy Director of the TIFIA program in Washington D.C. was also on the panel, and actually toured our projects after the conference to familiarize himself with our next project, 183 South (Bergstrom Expressway). We have a request for a \$257 million loan to TIFIA for that project.



Customers and Communications Panel on current and future toll customers moderated by Ben Wear

An afternoon Customers and Communication session was moderated by the American Statesman's Ben Wear. By all accounts he did a great job, with Bobby Jenkins as one of his panelists.

Wednesday we wrapped up the conference with a special panel composed of Henry Cisneros, Former Secretary of the U.S. Department of Housing and Urban Development, and Mary Scott Nabers, President and CEO of Strategic Partnerships. Evan Smith of the Texas Tribune moderated and did a fantastic job guiding the discussion. Secretary Cisneros did a great job, as usual, of putting our challenges into perspective given our growth, demographics and the need for infrastructure investment. Mary Scott addressed the P3/Concession side of the investment formula.



*MoPac Improvement Project
Technical Tour*

As I mentioned in my closing remarks at the meeting, I thank you, our Board of Directors, for allowing me to serve as IBTTA president over the past year. It was an honor to serve our industry in this way, and to conclude the year hosting the Annual Meeting highlighted the leadership and innovation you as a Board have made happen since our inception just eleven years ago.

Financial Updates

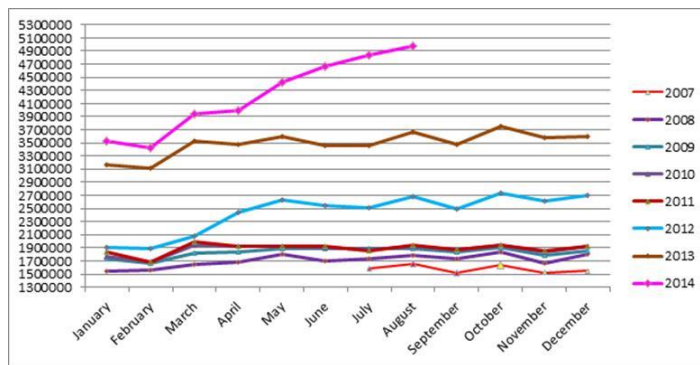
Standard & Poors Meeting

We met Sept. 18 with the S&P team that reviews our rating. This is the team that makes a recommendation to their credit committee. They would normally do a review in January, however we asked for a current review. The main reasons we did not get an upgrade in 2013 were their concerns about construction risk and the traffic forecast on Manor Expressway. Since there is no longer construction risk and traffic has been much stronger than forecast, we felt it was time to ask for a review.

TIFIA Briefing

The Mobility Authority received a letter of approval to start negotiating a Master Credit Agreement (MCA) and the Bergstrom Loan agreement. We met Sept. 9 in Washington with the team that will negotiate the agreement. Since is the first MCA for TIFIA and it is a lengthy process, we wanted to start the process as early as possible. We presented all the preliminary information to start the process, and have wired them the application fee of \$100,000. Within the next 30 days they will hire a financial advisor and our next step is to make a presentation to the advisors and start the detail process needed to complete the agreement.

Transaction Trends September 2014



The Mobility Authority experienced our best Friday ever in September, with 200,604 total system transactions. Final monthly August transactions were 4,981,070.

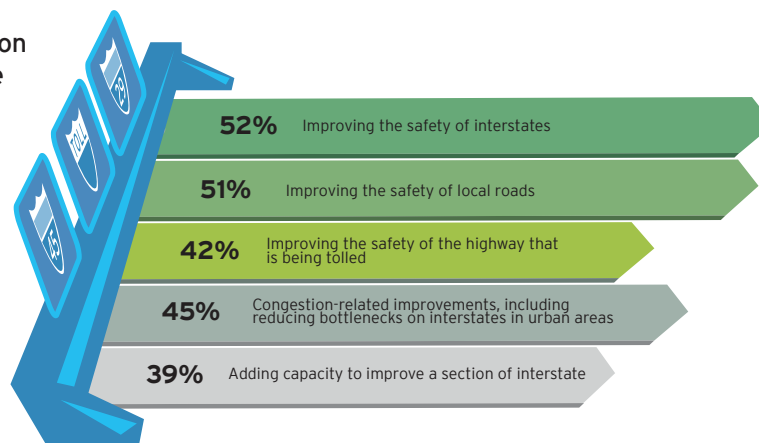
TOLLS ARE THE SOLUTION OF CHOICE

Most Americans and most drivers back tolls for making roads - even existing interstates - safer, less congested and more reliable. A new America THINKS survey from infrastructure solutions firm HNTB Corporation, highlights the expansion of U.S. tolls nationwide and in Texas, where the international tolling industry meets Sept. 14-17.

PEOPLE READY TO PAY FOR IMPROVEMENTS

More than 8 in 10 Americans (83 percent) would endorse tolling on existing highways, motivated by improving the safety of interstates (52 percent), local roads (51 percent) and the highway that's being tolled itself (42 percent). Others would approve tolls if the money went toward congestion-related improvements, including reducing bottlenecks on interstates in urban areas (45 percent) and adding capacity to improve a section of interstate (39 percent).

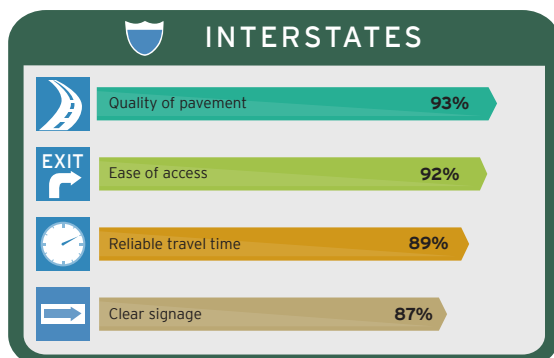
I would support tolling on existing highways if the funds went toward...



REGULAR USERS VALUE INTERSTATE QUALITY

Among interstate regular users, quality of pavement (93 percent), ease of access (92 percent), reliable travel time (89 percent) and clear signage (87 percent) are among the roadway aspects important to them. In fact, more than 3 in 4 (77 percent) regular interstate users would support tolls on existing interstates if it meant that these important conditions were improved.

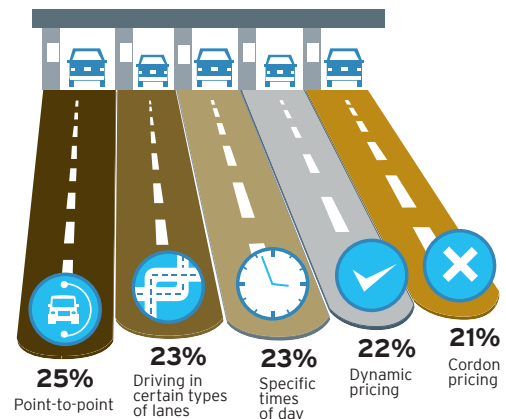
Among interstate regular users, there are a range of aspects that are important to them.



HOW DRIVERS SHOULD BE CHARGED

Around one in four Americans believe that each of these are fair ways to toll: point-to-point, fares set for driving in certain types of lanes or specific times of the day, dynamic pricing and cordon pricing.

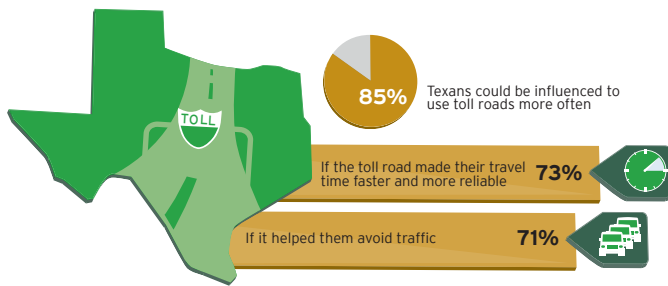
Which of the following if any, do you think are fair ways to toll? Select all that apply.



ENCOURAGING TOLL ROAD USE

A top motivator for more than 7 in 10 Texans who could be influenced to use toll roads more is reaching their destination more quickly, such as if the toll road made their travel time faster and more reliable (73 percent) or if it helped them avoid traffic (71 percent).

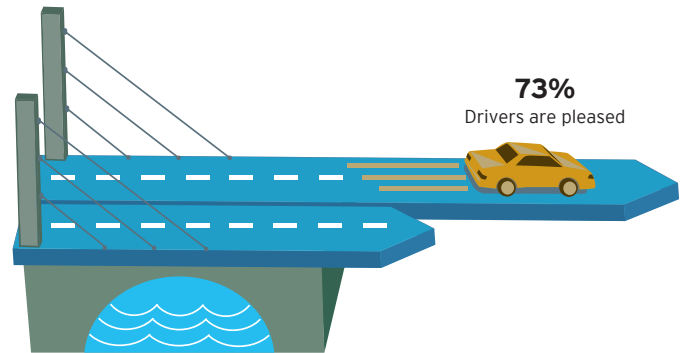
Texans are more likely to use toll roads ...



PLEASED WITH THE PRODUCT

Close to 3 in 4 (73 percent) Texans who regularly drive on roads or bridges with tolls are pleased with the value they receive for the fare paid.

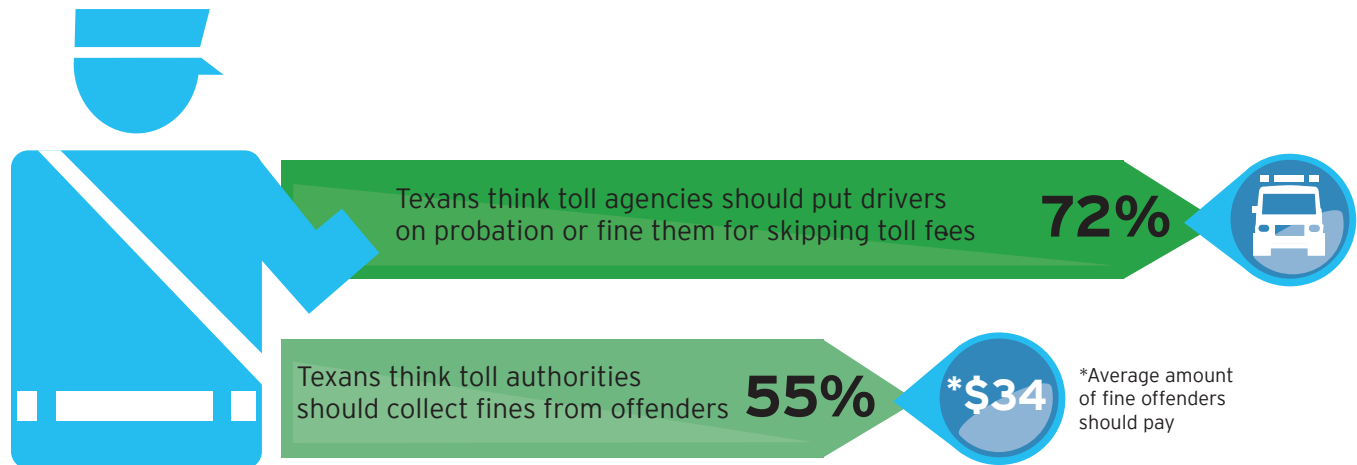
Texans are pleased with the value they receive for the fare paid.



PENALTIES FOR NOT PAYING

More than 7 in 10 (72 percent) Texans think toll agencies should put drivers on probation or fine them for skipping on the fares they are supposed to pay. In fact, more than half (55 percent) think toll authorities should collect fines from offenders, and on average, those who think fines should be collected say a fine of \$34 sounds about right.

Paying a price for skipping tolls.



HNTB's America THINKS Texas tolling survey polled a random sample of 1,046 Texans Aug. 22-29, 2014. It was conducted by Kelton, which used an e-mail invitation and online survey. Quotas were set to ensure reliable and accurate representation of the total U.S. population ages 18 and over. The margin of error is +/- 3 percent. For more information, visit www.hntb.com or contact John O'Connell, (816) 527-2383, joconnell@hntb.com.



PROJECT UPDATES

MoPac Improvement Project Construction

- The MoPac Improvement Project schedule continues to show completion of the project on-time. Oversight team is monitoring the schedule closely and working with the Contractor to address slippage in start dates for non-critical activities. Contractor is bringing on additional resources to help address schedule concerns.



Bridge Beams on Southbound MoPac at 45th Street - September 9, 2014

- Final design is complete. Permitting process with utilities and railroads continue. Plans released for construction in all segments.
- Work on Segments 1 & 2A (Parmer Lane to US183) included: drilled shafts, columns, and caps at Cap Metro bridge widening; drilled shafts at UPRR bridge widening; subgrade preparation continues on both northbound and southbound lanes; flexible base placement has begun (preliminary activity to paving).
- Work on Segment 2B (US183 to RM 2222) included: forming and placement of median retaining wall footings and stems; storm drain installation; drilling for large guide sign foundations; construction of columns at RM2222 bridges.
- Work on Segment 3 (RM 2222 to Enfield) included: bridge girders at Enfield Road completed; removal of existing rail and deck removals on Enfield bridges; girders placed on bridge widening for southbound lanes at 45th St.; embankment and select fill being placed along mainlines near Enfield; majority of

drilled Shafts for Sound Wall 06 and 20 have been placed; duct bank between relocated.

- Work on Segment 4 (Enfield Road to Ladybird Lake) included: jack & bore operations continuing for storm drain to Johnson Creek; temporary ramp near Enfield Road paved; Traffic switch to temporary ramp will follow in the next few weeks.
- Pre-casting of girders and sound wall panels continues.
- Mowing operations continue.
- 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, 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.

MoPac South Environmental Study



- Technical Memoranda continue to be prepared for social, economic, and environmental impact evaluations.
- A Technical Working Group meeting to review the reasonable alternatives is scheduled for November.
- Engineers continue to lay out alternatives to help identify operational needs and environmental impacts.
- The next public workshop is planned for early 2015.
- Initial draft EA submittal is planned for early 2015 with a Public Hearing planned for late 2015.

MoPac Intersections Environmental Study

- The Schematic Design and the majority of the technical memoranda have been submitted to TxDOT for review and comment.
- A change in the deliverable from a Categorical Exclusion to an Environment Assessment will result in a change in the anticipated environmental finding date from late 2014 to mid-2015.
- Significant stakeholder outreach and public communication is planned over the next several months.
- An Open House is planned for early 2015.

183 North Mobility Project

- Project preliminary design development and traffic operational analysis is on-going.
- Alternatives Analysis has been submitted and pending comments from TxDOT/FHWA.



- Draft Design Exception package for reduced lane widths submitted to TxDOT for review and comments.
- Traffic operational analysis is underway. Initial assessment of ingress/egress locations along 183N to be completed by October 15, 2014.
- Draft Biological Evaluation document and technical memos are being prepared.
- Bicycle and Pedestrian accommodations are being evaluated.
- Open House #3 is being planned for mid-February 2015.
- Project on schedule for Public Hearing August 2015.

SH 45SW Environmental Study

- The Mobility Authority continues to support TxDOT with the SH 45 Southwest Environmental Study. Following the release of the Draft Environmental Impact Statement in June, TxDOT conducted an Open House and Public Hearing in July and received extensive input on the project. Nearly 500 community members attended the hearing, and hundreds of additional comments

and letters were received during the public comment period following the Hearing.



SH 45 SW Public Hearing at Bowie High School

- Final Design Procurement shortlist and interviews were completed in August.
- If the recommended firm is approved by the Board, notice to proceed on final design is anticipated to be given this fall.
- Pending the outcome of the Environmental Study, construction is anticipated to start in Late 2015/Early 2016.

Bergstrom Expressway Project

- The Draft Environmental Assessment (EA) is currently under review by Federal Highway Administration, with an EA finding anticipated in early 2015.
- Final Design Schematic is currently under review by Federal Highway Administration with anticipated approval in Late 2014.
- Public involvement activities continue as the team prepares for the Final CSS Open House scheduled in October 2014.
- We have initiated the procurement process with the Request for Qualifications issued in April, anticipated Shortlist of Proposers in September and Best Value Section in early 2015.
- Project programming activities continue as the team works to finalize the Project Development and Financial Assistance Agreements with TxDOT and FHWA.
- Other Project programming efforts have begun in order to meet Federal requirements such as Project Management Plan, Initial Finance Plan, and the Cost Estimate Review Workshop.
- Financing activities continue as we develop the updates to TIFIA Application and begin the Investment Grade Traffic & Revenue Study.

- Continuing early Utility Coordination and ROW Acquisition activities for items with long lead times.
- Outreach and status reporting activities continue as the team meets with the stakeholders including Public Officials, Agencies and Community Organizations.
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Maha Loop/Elroy Road Phase One



Maha Loop Construction

- Contractor has completed subgrade work and rough cut of ditches and will begin base placement and lime treatment. Other activities include: placing bridge beams, culvert work, retaining walls, fencing, adjacent water line relocation, final grading and embankment of ponds.
- The project is on schedule for a March 2015 completion.

Manor Expressway

- CTMC is currently addressing Punch List items in order to obtain final acceptance and finalizing the non-conflict utility relocations.

Oak Hill Parkway

- Comments from the June 2014 Open House are being reviewed and responses developed. Some of the comments will result in further refinements to the concepts being carried forward.



OAK HILL
P A R K W A Y

- Substantial comments were received from the Fix 290 Group regarding Concept F not moving forward. The team addressed their comments and presented those responses in a workshop held August 26.
- A resolution was also received from the City of Austin requesting the Mobility Authority to continue assessing Concept F throughout the NEPA process.
- A final response to the City of Austin and Fix 290 is being developed.
- The team has reached out to other stakeholders as well to inform them of the progress and seek input on their individual needs. Some of those include Freescale, HEB, ACC and the leaseholder for Starbucks.
- The Context Sensitive Solutions Process was introduced at the June Open house. The first public workshop is scheduled for October 9 to begin seeking input from the stakeholders
- Efforts with TxDOT and the City of Austin continue for potential detention facilities.