



**CENTRAL TEXAS  
Regional Mobility Authority**

## Regular Meeting of the Board of Directors

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**9:00 a.m**  
Wednesday, May 27, 2015

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.

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

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*Items for briefing and discussion. No action will be taken by the Board.*

3. Presentation of draft budget for Fiscal Year 2015-2016.

### ***Regular Items***

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*Items to discuss, consider, and take appropriate action.*

4. Approve the minutes for the April 22, 2015, Regular Board Meeting.
5. Accept the financial statements for April 2015.
6. Approve an updated and restated list of firms authorized to provide investment banking services to the Mobility Authority.
7. Approve an amendment to the contract with Crosswind Communications, LLC, for communication and marketing consulting services.
8. Approve an interlocal agreement with The University of Texas at Austin (Center for Transportation Research) for dynamic traffic modeling services.

9. Approve an amendment to the agreement with Gila Corporation d/b/a Municipal Services Bureau for violation processing and debt collection services.
10. Authorize negotiation and execution of a contract for public involvement services for the Bergstrom Expressway Project.
11. Approve decision to discontinue study on VPPP 183A Downstream Impacts Program.

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

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*Items for briefing and discussion. No action will be taken by the Board.*

12. Briefing on design-build contract for the Bergstrom Expressway (183 South) Project.
13. Executive Director's Report.
  - A. Project updates.
  - B. Briefing from the Texas A&M Transportation Institute on national express lane operations.

### ***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:*

14. 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).
15. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation With Attorney).
16. Discuss legal issues related to legislation proposed to the 84<sup>th</sup> Texas Legislature that could affect the Mobility Authority or its operations, as authorized by §551.071 (Consultation With Attorney).

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

## ***Reconvene in Open Session.***

### ***Regular Items***

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

18. Approve selection of the highest-ranked proposer to the request for detailed proposals for a design-build contract for the Bergstrom Expressway (183 South) Project, and authorize the Executive Director to negotiate and bring to the Board a final design-build contract for its approval.
19. Report on legislative issues and possible action to revise the Mobility Authority legislative program for the 84<sup>th</sup> Texas Legislature.
20. 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.

***Consent Agenda.*** The Consent Agenda includes routine or recurring items for Board action with a single vote. The Chairman or any Board Member may defer action on a Consent Agenda item for discussion and consideration by the Board with the other Regular Items.

***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

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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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Presentation of draft budget for Fiscal Year  
2015-2016

Strategic Plan Relevance: Regional Mobility

Department: Finance

Associated Costs: N/A

Funding Source: N/A

Board Action Required: NO

Description of Matter:

A detailed presentation regarding the proposed FY 2016 budget will be made at the Board meeting. A few key assumptions and highlights regarding the budget are listed below:

- Revenue increased by 21.35% primarily due to increased transactions and continued ramp up of the Manor Expressway project that opened in May of 2014.
- Expenses increased by 6.14% or \$5.3 million. The increase is primarily due to funding the new maintenance contract, replacement of the video system on 183A, the addition of 4 new positions and increases in non-cash items such as depreciation expense. Approximately \$2 million of the increase is for toll collection and processing costs due to increase in transactions.
- Debt service remained level from FY 2015 at approximately \$44 million. The Mobility Authority has a planned program to utilize funding from the TxDOT Financial Assistance Agreement and savings from the 2011 bond issue to phase in the operating funding of debt service through FY 2017. The reconciliation in the Consolidated Summary shows the flow of funds.
- Due to the phase in program above, the budget reflects a full year funding of operating expenses per Board policy. The Authority will need to continue to build the cash reserve balance to meet the operating reserve requirements in the future as the other funding sources for the Manor Expressway debt are phased out.
- The budget includes one position added in the Engineering Services department for maintenance support, a position in Toll Operations for internal information technology management, a Communications Director and an administrative position to support both Toll Operations and Finance.

- The flow of funds allows the allocation of an additional \$2,300,000 to fund the gap for the 183/183A intersection project

Attached documentation for reference:

Draft Budget for FY 2016

Contact for further information:

Bill Chapman, Chief Financial Officer

Cindy Demers, Controller

# FY 2016

## PROPOSED OPERATING BUDGET

May 22, 2015



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

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**Central Texas Regional Mobility Authority**  
**FY 2016 Consolidated System Summary of Revenue, Expenses and Cash Flow**

	FY 2014 Adopted Budget	FY 2015 Adopted Budget	FY 2016 Proposed Budget
<b>Revenues</b>			
<i>Operating Revenue:</i>			
Toll Revenue	\$ 32,605,238	\$ 34,496,073	\$ 45,179,910
Video Tolls	7,963,090	12,962,625	13,876,165
Fee Revenue	2,484,265	4,181,074	3,356,500
Total Operating Revenue	<u>\$ 43,052,593</u>	<u>\$ 51,639,772</u>	<u>\$ 62,412,575</u>
<i>Other Revenue:</i>			
Interest Income	180,000	180,000	250,000
Grant Revenue	1,236,000	2,399,600	3,130,258
Misc Revenue	92,500	-	-
Total Other Revenue	<u>\$ 1,508,500</u>	<u>\$ 2,579,600</u>	<u>\$ 3,380,258</u>
Total Revenue	<u><u>\$ 44,561,093</u></u>	<u><u>\$ 54,219,372</u></u>	<u><u>\$ 65,792,833</u></u>
<b>Expenses</b>			
<i>Administrative, Operating and Financing</i>			
Salaries and Benefits	(2,444,026)	(3,296,111)	(3,751,064)
Administrative Expenses	(1,165,968)	(2,323,550)	(2,423,925)
Operations and Maintenance	(6,507,972)	(10,100,710)	(13,079,159)
Other Expenses	(20,092,191)	(26,584,700)	(27,958,000)
Non Operating Expenses	(34,593,482)	(44,499,714)	(44,925,046)
Total Expenses	<u>\$ (64,803,640)</u>	<u>\$ (86,804,785)</u>	<u>\$ (92,137,194)</u>
<i>Plus: Non Cash Expenses</i>			
Amortization Expense		120,000	1,305,000
Depreciation Expense		22,274,000	24,758,000
Bond Issuance Expense		50,000	200,000
Accreted Interest - CABS		3,465,755	4,841,109
Total Non Cash Expenses		<u>\$ 25,909,755</u>	<u>\$ 31,104,109</u>
<i>Plus: 2011 Bond Interest Expense</i>			
funded from other one-time sources			17,893,212
<b>Less: Cash Outlays</b>			
Operating Capital Budget			(57,000)
Debt Service - Principal Due			(5,175,000)
Payoff Regions Note			(1,730,258)
183/183A Intersection Funding			(2,300,000)
Net Cash Flow			<u>\$ 13,390,702</u>
Estimated Operating Cash Balance - July 1, 2015			39,500,000
Estimated Operating Cash Balance - June 30, 2016			52,890,702
Board Operating Cash Reserve Policy FY 2016			(43,139,879)
Designated for Allocation to Future Debt Service/Reserve Policy			<u><u>\$ 9,750,823</u></u>

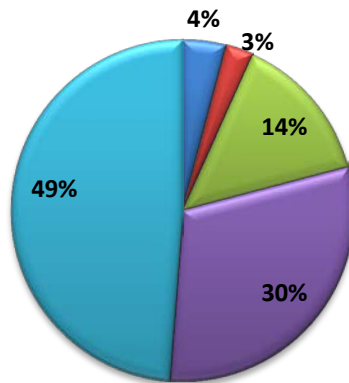


## FY 2016 Proposed Expenses by Category

**Summary of Expenses:**

	FY 2014 Adopted Budget	FY 2015 Adopted Budget	FY 2016 Proposed Budget	Increase (Decrease)
Salaries and Benefits	\$ 3,119,051	\$ 3,296,111	\$ 3,751,064	13.80%
Administrative Expenses	1,752,525	2,323,550	2,423,925	4.32%
Operations and Maintenance	7,734,856	10,100,710	13,079,159	29.49%
Other Expenses	12,449,700	26,584,700	27,958,000	5.17%
Non Operating Expenses	21,261,755	44,499,714	44,925,046	0.96%
<b>Total Expenses</b>	<b>\$ 46,317,887</b>	<b>\$ 86,804,785</b>	<b>\$ 92,137,194</b>	<b>6.14%</b>

### FY 2016 Proposed Expenses by Category



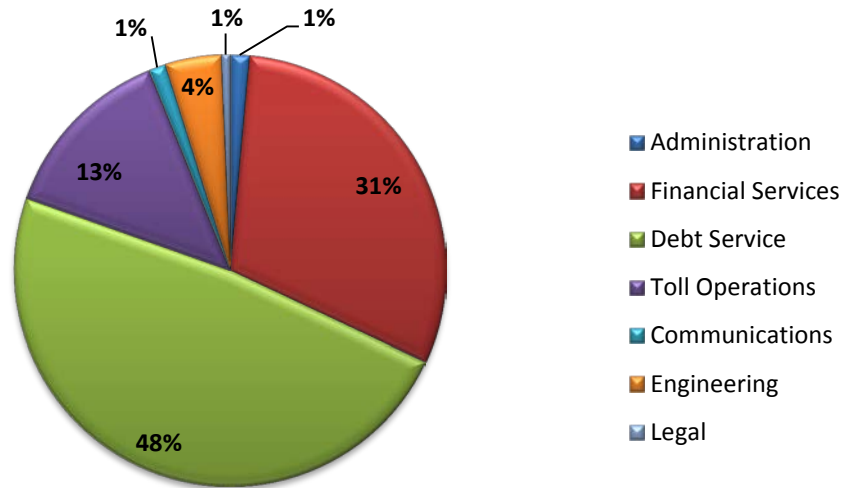
- Salaries and Benefits
- Administrative Expenses
- Operations and Maintenance
- Other Expenses
- Non Operating Expenses

## FY 2016 Proposed Expenses by Department

**Summary of Expenses:**

	FY 2014 Adopted Budget	FY 2015 Adopted Budget	FY 2016 Proposed Budget	Increase (Decrease)
Administration	1,184,864	1,354,398	1,327,468	-1.99%
Financial Services	12,613,318	25,581,106	28,138,220	10.00%
Debt Service	20,796,755	44,384,714	44,660,046	0.62%
Toll Operations	7,690,002	10,989,930	12,362,246	12.49%
Communications	647,743	846,733	1,185,178	39.97%
Engineering	2,796,726	2,979,667	3,897,252	30.79%
Legal	588,479	668,237	566,784	-15.18%
<b>Total Expenses</b>	<b>46,317,887</b>	<b>86,804,785</b>	<b>92,137,194</b>	<b>6.14%</b>

**FY 2016 Expenses by Department**





**System Non Cash Expenditures and Calculation of Operating Fund Reserve**

**Total FY 2016 Proposed Expenditures** \$ 92,137,194

**Non Cash Expenditures:**

**Amortization Expense** (1,305,000)

Dep Exp- Furniture & Fixtures	(5,000)	
Dep Expense - Equipment	(15,000)	
Dep Expense - Autos & Trucks	(10,000)	
Dep Expense-Buildng & Toll Fac	(200,000)	
Dep Expense-Highways & Bridges	(20,000,000)	
Dep Expense-Communic Equip	(250,000)	
Dep Expense-Toll Equipment	(3,000,000)	
Dep Expense - Signs	(350,000)	
Dep Expense-Land Improvemts	(900,000)	
Depreciation Expense-Computers	(28,000)	

**Total Depreciation Expense** (24,758,000)

**Bond Issuance Expense Operating** (200,000)

**Accreted Interest CABS** (4,841,103)

**Total Non Cash Expenditures** \$ (31,104,103)

**Total Cash Expenditures** \$ 61,033,091

**Less: 2011 Bond Interest Expense**  
**Funded from Other Sources\*** (17,893,212)

**Total Operating Expenditures for FY 2016** \$ 43,139,879

**Estimated Cash - June 30, 2016** 52,890,702

**Estimated Percent of Operating**  
**Expenditures in Cash Reserve - June 30, 2016** 123%

\*Represents the annual planned use of other funding sources to support the 2011 Bonds.  
The amounts will be phased in each fiscal year through 2017.

**Central Texas Regional Mobility Authority**  
**FY 2016 Proposed Revenue and Expense by Line Item**  
**All Departments**

Account Name	Budget Amount FY 2014	FY 2015 Actual as of 4/30/2015	Budget Amount FY 2015	Proposed Budget FY 2016	% Change From Prior Year
<b>Revenue</b>					
<b>Operating Revenue</b>					
Toll Revenue - 183A	\$ 31,580,251	\$ 24,364,834	\$ 24,210,910	\$ 35,211,463	
Toll Revenue - Manor Expressway	831,820	8,240,404	10,285,163	9,968,447	
Video Tolls - 183A	4,243,980	5,891,402	8,414,300	9,541,998	
Video Tolls - Manor Expressway	452,664	2,071,688	4,548,325	4,334,167	
Fee Revenue - 183A	1,661,750	1,710,293	2,660,832	2,471,500	
Fee Revenue - Manor Expressway	179,820	773,972	1,520,242	885,000	
<b>Total Operating Revenue</b>	<b>38,950,285</b>	<b>43,052,593</b>	<b>51,639,772</b>	<b>62,412,575</b>	<b>20.86%</b>
<b>Other Revenue</b>					
Interest Income	180,000	296,790	180,000	250,000	
Grant Revenue	1,236,000	87,647,808	2,399,600	3,130,258	
Misc Revenue	92,500	15,959	-	-	
<b>Total Other Revenue</b>	<b>1,508,500</b>	<b>87,960,557</b>	<b>2,579,600</b>	<b>3,380,258</b>	<b>31.04%</b>
<b>Total Revenue</b>	<b>\$ 40,458,785</b>	<b>\$ 131,013,150</b>	<b>\$ 54,219,372</b>	<b>\$ 65,792,833</b>	<b>21.35%</b>
<b>Expenses</b>					
<b>Salaries and Benefits</b>					
<b>Salaries</b>					
Salary Expense-Regular	2,185,005	1,816,154	2,286,142	2,710,710	18.57%
Part Time Salary Expense	12,000	-	51,000	36,000	-29.41%
Overtime Salary Expense	3,000	-	3,000	3,000	0.00%
Salary Reserve	50,000	-	40,000	40,000	0.00%
Contractual Employees Expense	5,000	-	-	-	
<b>Total Salaries</b>	<b>2,255,005</b>	<b>1,816,154</b>	<b>2,380,142</b>	<b>2,789,710</b>	<b>17.21%</b>
<b>Benefits</b>					
TCDRS	317,550	246,333	334,167	349,552	4.60%
FICA	102,241	76,450	104,780	109,682	4.68%
FICA MED	31,900	26,549	33,417	34,956	4.61%
Health Insurance Expense	193,060	155,275	223,733	232,154	3.76%
Life Insurance Expense	5,874	3,142	5,903	6,468	9.57%
Auto Allowance Expense	10,200	2,125	10,200	10,200	0.00%
Other Benefits	190,261	117,995	190,809	203,942	6.88%
<b>Total Benefits</b>	<b>851,086</b>	<b>627,869</b>	<b>903,009</b>	<b>946,954</b>	<b>4.87%</b>
<b>Payroll Taxes</b>					
Unemployment Taxes	12,960	3	12,960	14,400	11.11%
<b>Total Payroll Taxes</b>	<b>12,960</b>	<b>3</b>	<b>12,960</b>	<b>14,400</b>	<b>11.11%</b>
<b>Total Salaries and Benefits</b>	<b>3,119,051</b>	<b>2,444,026</b>	<b>3,296,111</b>	<b>3,751,064</b>	<b>13.80%</b>
<b>Administrative</b>					
<b>Administrative and Office Expenses</b>					
Accounting	12,000	6,026	5,000	7,500	50.00%
Auditing	65,000	51,888	70,000	75,000	7.14%
Human Resources	50,000	81,853	50,000	50,000	0.00%
Legal	250,000	128,672	320,000	220,000	-31.25%
IT Services	63,000	42,017	63,000	64,000	1.59%
Internet	6,000	1,257	6,700	1,700	-74.63%
Software Licenses	17,200	18,938	20,200	76,100	276.73%
Cell Phones	10,000	9,301	12,100	13,600	12.40%
Analog Telephone Service	25,000	11,129	25,000	13,000	-48.00%
Overnight Delivery Services	1,700	128	1,700	850	-50.00%
Local Delivery Services	1,150	4	1,150	900	-21.74%

**Central Texas Regional Mobility Authority**  
**FY 2016 Proposed Revenue and Expense by Line Item**  
**All Departments**

Account Name	Budget Amount FY 2014	FY 2015 Actual as of 4/30/2015	Budget Amount FY 2015	Proposed Budget FY 2016	% Change From Prior Year
Copy Machine	10,000	9,280	8,000	12,000	50.00%
Repair & Maintenance-General	500	3,060	500	1,000	100.00%
Meeting Facilities	250	-	250	250	0.00%
Community Meeting/ Events	5,000	-	5,000	2,000	-60.00%
Meeting Expense	17,300	8,545	17,700	15,000	-15.25%
Public Notices	2,000	-	2,000	2,000	0.00%
Toll Tag Expense	2,700	927	1,550	1,700	9.68%
Parking	3,175	2,660	3,400	3,475	2.21%
Mileage Reimbursement	6,750	4,008	9,750	9,600	-1.54%
Insurance Expense	90,000	76,678	180,000	180,000	0.00%
Rent Expense	400,000	310,076	490,000	525,000	7.14%
<b>Total Administrative and Office Expenses</b>	<b>1,038,725</b>	<b>766,446</b>	<b>1,293,000</b>	<b>1,274,675</b>	<b>-1.42%</b>
<b>Office Supplies</b>					
Books & Publications	6,500	2,122	6,650	5,950	-10.53%
Office Supplies	10,000	7,977	12,000	12,000	0.00%
Computer Supplies	12,500	11,652	12,500	20,200	61.60%
Copy Supplies	2,200	939	2,200	2,200	0.00%
Other Reports-Printing	10,000	553	13,000	13,000	0.00%
Office Supplies-Printed	2,500	1,073	2,700	2,700	0.00%
Misc Materials & Supplies	3,500	676	3,500	3,000	-14.29%
Postage Expense	5,650	523	5,600	5,850	4.46%
<b>Total Office Supplies</b>	<b>52,850</b>	<b>25,514</b>	<b>58,150</b>	<b>64,900</b>	<b>11.61%</b>
<b>Communications and Public Relations</b>					
Graphic Design Services	40,000	5,546	50,000	50,000	0.00%
Website Maintenance	35,000	4,385	65,000	100,000	53.85%
Research Services	50,000	3,881	50,000	50,050	0.10%
Communications and Marketing	140,000	122,838	150,000	250,000	66.67%
Advertising Expense	60,000	53,788	260,000	225,200	-13.38%
Direct Mail	5,000	420	5,000	10,000	100.00%
Video Production	20,000	-	30,000	20,000	-33.33%
Photography	10,000	-	10,000	10,000	0.00%
Radio	10,000	-	10,000	10,000	0.00%
Other Public Relations	2,500	20	27,500	27,500	0.00%
Promotional Items	10,000	6,979	10,000	17,500	75.00%
Displays	5,000	159	5,000	5,000	0.00%
Annual Report printing	7,000	-	10,000	14,000	40.00%
Direct Mail Printing	5,000	-	5,000	11,300	126.00%
Other Communication Expenses	1,000	5,640	1,000	1,500	50.00%
<b>Total Communications and Public Relations</b>	<b>400,500</b>	<b>203,654</b>	<b>688,500</b>	<b>802,050</b>	<b>16.49%</b>
<b>Employee Development</b>					
Subscriptions	1,850	1,297	1,850	1,500	-18.92%
Memberships	34,600	31,199	37,100	37,100	0.00%
Continuing Education	7,300	3,520	5,550	4,550	-18.02%
Professional Development	14,000	4,743	12,200	12,200	0.00%
Other Licenses	700	406	700	950	35.71%
Seminars and Conferences	32,000	26,228	39,000	41,000	5.13%
Travel	89,000	24,488	91,000	88,000	-3.30%
<b>Total Employee Development</b>	<b>179,450</b>	<b>91,882</b>	<b>187,400</b>	<b>185,300</b>	<b>-1.12%</b>
<b>Financing and Banking Fees</b>					
Trustee Fees	8,000	10,213	16,000	16,000	0.00%
Bank Fee Expense	8,000	4,348	10,000	8,000	-20.00%
Continuing Disclosure	4,000	9,441	8,500	10,000	17.65%
Arbitrage Rebate Calculation	6,000	7,970	7,000	8,000	14.29%
Loan Fee Expense	5,000	-	5,000	5,000	0.00%

**Central Texas Regional Mobility Authority**  
**FY 2016 Proposed Revenue and Expense by Line Item**  
**All Departments**

Account Name	Budget Amount FY 2014	FY 2015 Actual as of 4/30/2015	Budget Amount FY 2015	Proposed Budget FY 2016	% Change From Prior Year
Rating Agency Expense	50,000	46,500	50,000	50,000	0.00%
Total Financing and Banking Fees	81,000	78,472	96,500	97,000	0.52%
<b>Total Administrative</b>	<b>1,752,525</b>	<b>1,165,968</b>	<b>2,323,550</b>	<b>2,423,925</b>	<b>4.32%</b>

**Operations and Maintenance**

***Operations and Maintenance Consulting***

General Engineering Consultant	675,000	-	520,500	250,000	-51.97%
GEC-Trust Indenture Support	75,000	134,488	69,500	142,000	104.32%
GEC-Financial Planning Support	50,000	7,179	47,000	10,000	-78.72%
GEC-Toll Ops Support	5,000	7,522	60,000	20,000	-66.67%
GEC-Roadway Ops Support	200,000	270,274	187,000	261,000	39.57%
GEC-Technology Support	35,000	-	150,000	15,000	-90.00%
GEC-Public Information Support	10,000	738	1,000	-	-100.00%
GEC-General Support	200,000	288,234	225,000	318,000	41.33%
General System Consultant	175,000	111,927	175,000	175,000	0.00%
Traffic and Revenue Consultant	5,000	43,763	60,000	60,000	0.00%
<b>Total Ops and Maintenance Consulting</b>	<b>1,430,000</b>	<b>864,124</b>	<b>1,495,000</b>	<b>1,251,000</b>	<b>-16.32%</b>

***Road Operations and Maintenance***

Roadway Operations	-	-	-	-	
Roadway Maintenance	750,000	420,523	750,000	1,800,000	140.00%
Landscape Maintenance	250,000	138,018	250,000	110,000	-56.00%
Signal & Illumination Maint	-	63,365	-	20,000	
Maintenance Supplies-Roadway	9,175	251	-	30,000	
Tools & Equipment Expense	500	227	500	250	-50.00%
Gasoline	5,500	1,965	6,000	6,000	0.00%
Repair & Maintenance-Vehicles	500	2,558	1,000	1,500	50.00%
Electricity - Roadways	175,000	108,438	180,000	160,000	-11.11%
<b>Total Road Operations and Maintenance</b>	<b>1,190,675</b>	<b>735,345</b>	<b>1,187,500</b>	<b>2,127,750</b>	<b>79.18%</b>

***Toll Processing and Collection Expense***

Image Processing	1,260,000	1,898,229	3,000,791	4,527,740	50.88%
Tag Collection Fees	2,013,000	1,803,858	2,318,079	2,823,744	21.81%
Court Enforcement Costs	15,000	20,955	45,000	30,000	-33.33%
DMV Look-up Fees	-	2,754	7,000	4,000	-42.86%
<b>Total Toll Processing and Collections</b>	<b>3,288,000</b>	<b>3,725,795</b>	<b>5,370,870</b>	<b>7,385,484</b>	<b>37.51%</b>

***Toll Operations Expense***

Facility maintenance	-	67	-	-	
Emergency Maintenance	10,000	-	10,000	-	-100.00%
Generator Maintenance	20,000	6,300	27,700	10,000	-63.90%
Generator Fuel	9,000	749	6,000	6,000	0.00%
Fire and Burglar Alarm	3,660	370	-	500	
Elevator Maintenance	2,640	290	2,800	2,800	0.00%
Refuse	780	599	800	800	0.00%
Pest Control	1,536	1,988	1,600	1,600	0.00%
Custodial	4,440	2,581	5,440	2,000	-63.24%
Telecommunications	30,000	67,027	40,000	80,000	100.00%
Water	7,500	3,490	7,500	8,000	6.67%
Electricity	5,000	-	-	-	
ETC spare parts expense	30,000	-	130,000	-	-100.00%
Repair & Maintenance Toll Equip	5,000	-	5,000	500,000	9900.00%
Law Enforcement	250,000	188,888	257,500	265,225	3.00%
ETC Maintenance Contract	1,291,625	910,358	1,368,000	1,368,000	0.00%
ETC Development	125,000	-	125,000	-	-100.00%
ETC Testing	30,000	-	60,000	70,000	16.67%
<b>Total Toll Operations</b>	<b>1,826,181</b>	<b>1,182,708</b>	<b>2,047,340</b>	<b>2,314,925</b>	<b>13.07%</b>

**Central Texas Regional Mobility Authority**  
**FY 2016 Proposed Revenue and Expense by Line Item**  
**All Departments**

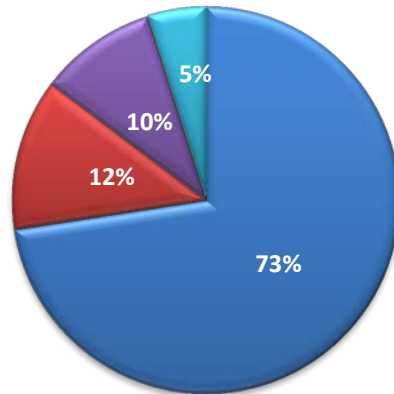
Account Name	Budget Amount FY 2014	FY 2015 Actual as of 4/30/2015	Budget Amount FY 2015	Proposed Budget FY 2016	% Change From Prior Year
<b>Total Operations and Maintenance</b>	7,734,856	6,507,972	10,100,710	13,079,159	29.49%
<b>Other Expenses</b>					
<b>Special Projects and Contingencies</b>					
HERO	1,629,000	1,063,904	1,400,000	1,400,000	0.00%
Special Projects	-	429,757	1,190,000	200,000	-83.19%
Other Contractual Svcs	200	46,609	130,200	130,000	-0.15%
Contingency	150,500	-	170,500	165,000	-3.23%
<b>Total Special Projects and Contingencies</b>	<b>1,779,700</b>	<b>1,540,271</b>	<b>2,890,700</b>	<b>1,895,000</b>	<b>-34.44%</b>
<b>Non Cash Expenses</b>					
Amortization Expense	25,000	222,210	120,000	275,000	129.17%
Amort Expense - Refund Savings	-	856,550	1,300,000	1,030,000	-20.77%
Dep Exp- Furniture & Fixtures	14,000	-	14,000	5,000	-64.29%
Dep Expense - Equipment	17,000	6,657	15,000	15,000	0.00%
Dep Expense - Autos & Trucks	7,000	5,749	7,000	10,000	42.86%
Dep Expense-Buildng & Toll Fac	100,000	147,596	200,000	200,000	0.00%
Dep Expense-Highways & Bridges	9,000,000	13,844,237	19,000,000	20,000,000	5.26%
Dep Expense-Communic Equip	175,000	163,429	200,000	250,000	25.00%
Dep Expense-Toll Equipment	986,000	2,285,699	1,860,000	3,000,000	61.29%
Dep Expense - Signs	175,000	268,643	350,000	350,000	0.00%
Dep Expense-Land Improvemts	160,000	729,154	600,000	900,000	50.00%
Depreciation Expense-Computers	11,000	21,997	28,000	28,000	0.00%
<b>Total Non Cash</b>	<b>10,670,000</b>	<b>18,551,920</b>	<b>23,694,000</b>	<b>26,063,000</b>	<b>10.00%</b>
<b>Total Other Expenses</b>	<b>12,449,700</b>	<b>20,092,191</b>	<b>26,584,700</b>	<b>27,958,000</b>	<b>5.17%</b>
<b>Non Operating Expenses</b>					
Bond issuance expense	400,000	177,924	50,000	200,000	300.00%
Interest Expense	20,796,755	34,369,558	44,384,714	44,660,046	0.62%
Community Initiatives	65,000	46,000	65,000	65,000	0.00%
<b>Total Non Operating Expense</b>	<b>21,261,755</b>	<b>34,593,482</b>	<b>44,499,714</b>	<b>44,925,046</b>	<b>0.96%</b>
<b>Total Expenses</b>	<b>46,317,887</b>	<b>64,803,640</b>	<b>86,804,785</b>	<b>92,137,194</b>	<b>6.14%</b>
Net Income	\$ (5,859,102)	\$ 66,209,510	\$ (32,585,413)	\$ (26,344,361)	

### Administration

**Summary of Expenses:**

	FY 2014 Budget	FY 2015 Budget	FY 2016 Proposed Budget	Increase (Decrease)
Salaries and Benefits	\$ 977,764	\$ 992,598	\$ 963,368	-2.94%
Administrative Expenses	132,100	166,800	169,100	1.38%
Operations and Maintenance	-	-	-	0.00%
Other Expenses	10,000	130,000	130,000	0.00%
Non Operating Expenses	65,000	65,000	65,000	0.00%
<b>Total Expenses</b>	<b>1,184,864</b>	<b>1,354,398</b>	<b>1,327,468</b>	<b>-1.99%</b>

### FY 2016 Proposed Expenses by Category



- Salaries and Benefits
- Administrative Expenses
- Operations and Maintenance
- Other Expenses
- Non Operating Expenses

**Authorized Personnel:**

	Positions		
	FY 2014 Adopted	FY 2015 Proposed	FY 2016 Proposed
Executive Director	1	1	1
Deputy Director	1	1	1
Assistant to Executive Director	1	1	1
Receptionist	1	1	1
Intern*	1	1	1
<b>Total Positions - Administration</b>	<b>5</b>	<b>5</b>	<b>5</b>

\*Not currently Filled

**FY 2016 Proposed Operating Budget  
Administration**

<b>Account Name</b>	<b>Budget Amount FY 2014</b>	<b>FY 2015 Actual as of 4/30/2015</b>	<b>Budget Amount FY 2015</b>	<b>Proposed Budget FY 2016</b>	<b>% Change From Prior Year</b>
<b>Salaries and Benefits</b>					
<b>Salaries &amp; Wages</b>					
Salary Expense-Regular	635,555	547,081	648,495	644,930	-0.55%
Part Time Salary Expense	12,000	-	12,000	12,000	0.00%
Overtime Salary Expense	3,000	-	3,000	3,000	0.00%
Salary Reserve	50,000	-	40,000	40,000	0.00%
<b>Total Salaries</b>	<b>700,555</b>	<b>547,081</b>	<b>703,495</b>	<b>699,930</b>	<b>-0.51%</b>
<b>Benefits</b>					
TCDRS	92,880	67,007	96,207	88,440	-8.07%
FICA	26,720	18,975	26,918	23,013	-14.51%
FICA MED	9,433	8,042	9,621	8,844	-8.08%
Health Insurance Expense	45,964	35,140	52,827	44,042	-16.63%
Life Insurance Expense	1,689	766	1,751	1,606	-8.28%
Auto Allowance Expense	10,200	2,125	10,200	10,200	0.00%
Other Benefits	86,723	68,727	87,979	83,693	-4.87%
<b>Total Benefits</b>	<b>273,609</b>	<b>200,784</b>	<b>285,503</b>	<b>259,838</b>	<b>-8.99%</b>
<b>Payroll Taxes</b>					
Unemployment Taxes	3,600	(3)	3,600	3,600	0.00%
<b>Total Payroll Taxes</b>	<b>3,600</b>	<b>(3)</b>	<b>3,600</b>	<b>3,600</b>	<b>0.00%</b>
<b>Total Salaries and Benefits</b>	<b>977,764</b>	<b>747,861</b>	<b>992,598</b>	<b>963,368</b>	<b>-2.94%</b>
<b>Administrative</b>					
<b>Administrative and Office Expenses</b>					
Human Resources	-	-	-	-	-
Cell Phones	3,600	2,309	3,600	3,600	0.00%
Overnight Delivery Services	500	92	500	250	-50.00%
Local Delivery Services	500	-	500	250	-50.00%
Repair & Maintenance-General	500	1,569	500	1,000	100.00%
Meeting Facilities	250	-	250	250	0.00%
Meeting Expense	10,000	6,585	10,000	10,000	0.00%
Toll Tag Expense	250	10	250	250	0.00%
Parking	1,000	2,150	2,700	2,700	0.00%
Mileage Reimbursement	1,500	1,787	3,500	3,500	0.00%
<b>Total Administrative and Office Expenses</b>	<b>18,100</b>	<b>14,503</b>	<b>21,800</b>	<b>21,800</b>	<b>0.00%</b>
<b>Office Supplies</b>					
Books & Publications	500	151	500	500	0.00%
Computer Supplies	500	-	500	3,000	500.00%
Office Supplies-Printed	500	266	500	500	0.00%
Misc Materials & Supplies	1,000	-	1,000	1,000	0.00%
Postage Expense	500	507	500	750	50.00%
<b>Total Office Supplies</b>	<b>3,000</b>	<b>924</b>	<b>3,000</b>	<b>5,750</b>	<b>91.67%</b>
<b>Communications and Public Relations</b>					
Research Services	-	-	-	50	-
Other Public Relations	-	20	25,000	25,000	-
<b>Total Communications and Public Relations</b>	<b>-</b>	<b>20</b>	<b>25,000</b>	<b>25,050</b>	<b>-</b>
<b>Employee Development</b>					
Subscriptions	1,000	-	1,000	500	-50.00%
Memberships	27,500	27,563	28,500	28,500	0.00%
Continuing Education	-	3,250	-	-	-
Professional Development	7,500	-	7,500	7,500	0.00%
Seminars and Conferences	15,000	14,688	20,000	20,000	0.00%
Travel	60,000	11,452	60,000	60,000	0.00%
<b>Total Employee Development</b>	<b>111,000</b>	<b>56,953</b>	<b>117,000</b>	<b>116,500</b>	<b>-0.43%</b>

**FY 2016 Proposed Operating Budget  
Administration**

Account Name	Budget Amount FY 2014	FY 2015 Actual as of 4/30/2015	Budget Amount FY 2015	Proposed Budget FY 2016	% Change From Prior Year
<b>Total Administrative</b>	132,100	72,400	166,800	169,100	1.38%
<b>Other Expenses</b>					
<b>Special Projects and Contingencies</b>					
Other Contractual Svcs	-	46,609	100,000	100,000	
Contingency	10,000	-	30,000	30,000	0.00%
<b>Total Special Projects and Contingencies</b>	10,000	46,609	130,000	130,000	0.00%
<b>Total Other Expenses</b>	10,000	46,609	130,000	130,000	0.00%
<b>Non Operating Expenses</b>					
Community Initiatives	65,000	46,000	65,000	65,000	0.00%
<b>Total Non Operating Expense</b>	65,000	46,000	65,000	65,000	0.00%
<b>Total Expenses</b>	1,184,864	912,870	1,354,398	1,327,468	-1.99%



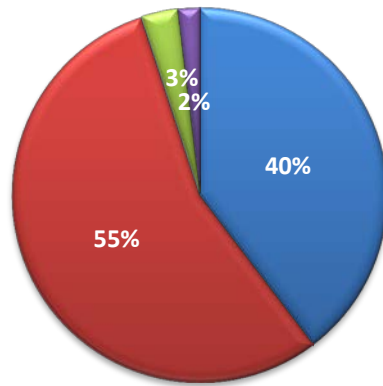
## Financial Services

### Summary of Expenses:

	FY 2014 Budget	FY 2015 Budget	FY 2016 Proposed Budget	Increase (Decrease)
Salaries and Benefits	\$ 647,268	\$ 697,256	\$ 743,720	6.66%
Administrative Expenses	850,450	1,044,850	1,036,500	-0.80%
Operations and Maintenance	10,600	60,000	60,000	0.00%
Other Expenses	10,705,000	23,729,000	26,098,000	9.98%
Non Operating Expenses	400,000	50,000	200,000	300.00%
<b>Total Expenses</b>	<b>12,613,318</b>	<b>25,581,106</b>	<b>28,138,220</b>	<b>10.00%</b>

### FY 2016 Proposed Expenses by Category

(Excludes non cash expenses)



■ Salaries and Benefits     
 ■ Administrative Expenses     
 ■ Operations and Maintenance  
■ Other Expenses     
 ■ Non Operating Expenses

### Authorized Personnel:

	Positions		
	FY 2014 Adopted	FY 2015 Proposed	FY 2016 Proposed
CFO	1	1	1
Controller	1	1	1
Fiscal Analyst	1	1	1
Administrative Assistant (shared with Operations)	0	0	0.5
<b>Total Positions - Financial Services</b>	<b>3</b>	<b>3</b>	<b>3.5</b>

**FY 2016 Proposed Operating Budget  
Financial Services**

Account Number	Account Name	Budget Amount FY 2014	FY 2015 Actual as of 4/30/2015	Budget Amount FY 2015	Proposed Budget FY 2016	% Change From Prior Year
<b>Salaries and Wages</b>						
<b>Salaries &amp; Wages</b>						
51110	Salary Expense-Regular	485,055	405,240	508,700	553,787	8.86%
51115	Part Time Salary Expense	-	-	15,000	15,000	
51999	<b>Total Salaries</b>	<b>485,055</b>	<b>405,240</b>	<b>523,700</b>	<b>568,787</b>	<b>8.61%</b>
<b>Benefits</b>						
52320	TCDRS	70,333	56,953	73,762	74,499	1.00%
52340	FICA	20,054	14,238	20,642	20,889	1.20%
52360	FICA MED	7,033	5,899	7,376	7,450	1.00%
52380	Health Insurance Expense	29,305	24,163	34,806	34,806	0.00%
52400	Life Insurance Expense	1,310	634	1,373	1,387	1.02%
52500	Other Benefits	32,018	13,429	33,437	33,742	0.91%
52999	<b>Total Benefits</b>	<b>160,053</b>	<b>115,315</b>	<b>171,396</b>	<b>172,773</b>	<b>0.80%</b>
<b>Payroll Taxes</b>						
53100	Unemployment Taxes	2,160	20	2,160	2,160	0.00%
53999	<b>Total Payroll Taxes</b>	<b>2,160</b>	<b>20</b>	<b>2,160</b>	<b>2,160</b>	<b>0.00%</b>
<b>Total Salaries and Wages</b>		<b>647,268</b>	<b>520,575</b>	<b>697,256</b>	<b>743,720</b>	<b>6.66%</b>
<b>Administrative</b>						
<b>Administrative and Office Expenses</b>						
61100	Accounting	12,000	6,026	5,000	7,500	50.00%
61105	Auditing	65,000	51,888	70,000	75,000	7.14%
61115	Human Resources	50,000	81,103	50,000	50,000	0.00%
61125	IT Services	55,000	35,485	55,000	1,000	-98.18%
61130	Internet	1,000	824	1,700	1,700	0.00%
61135	Software Licenses	17,000	17,180	20,000	20,000	0.00%
61140	Cell Phones	1,500	1,056	1,500	1,500	0.00%
61145	Local Telephone Service	10,000	8,675	10,000	10,000	0.00%
61150	Overnight Delivery Services	1,000	15	1,000	500	-50.00%
61155	Local Delivery Services	50	-	50	50	0.00%
61160	Copy Machine	10,000	9,280	7,500	12,000	60.00%
61180	Meeting Expense	1,500	389	1,500	1,000	-33.33%
61190	Toll Tag Expense	50	2	50	50	0.00%
61195	Parking	2,000	218	500	500	0.00%
61200	Mileage Reimbursement	500	159	500	500	0.00%
61300	Insurance Expense	90,000	76,678	180,000	180,000	0.00%
61350	Rent Expense	400,000	310,076	490,000	525,000	7.14%
61999	<b>Total Administrative and Office Expenses</b>	<b>716,600</b>	<b>599,051</b>	<b>894,300</b>	<b>886,300</b>	<b>-0.89%</b>
<b>Office Supplies</b>						
63100	Books & Publications					
63105	Office Supplies	10,000	6,548	12,000	12,000	0.00%
63110	Computer Supplies	12,000	7,158	12,000	12,000	0.00%
63115	Copy Supplies	2,200	939	2,200	2,200	0.00%
63120	Other Reports-Printing		414			
63125	Office Supplies-Printed	2,000	653	2,200	2,200	0.00%
63130	Misc Materials & Supplies					
63135	Postage Expense		16			
63999	<b>Total Office Supplies</b>	<b>26,200</b>	<b>15,728</b>	<b>28,400</b>	<b>28,400</b>	<b>0.00%</b>
<b>Communications and Public Relations</b>						
64575	Other Communication Expenses	1,000	122	1,000	1,000	0.00%
64999	<b>Total Communications and Public Relations</b>	<b>1,000</b>	<b>122</b>	<b>1,000</b>	<b>1,000</b>	<b>0.00%</b>
<b>Employee Development</b>						
66400	Subscriptions	350	491	350	500	42.86%
66450	Memberships	600	535	600	600	0.00%
66500	Continuing Education	5,000	170	3,000	2,000	-33.33%
66550	Professional Development	5,000	-	3,000	3,000	0.00%
66560	Other Licenses	200	-	200	200	0.00%
66600	Seminars and Conferences	4,500	3,675	7,500	7,500	0.00%

**FY 2016 Proposed Operating Budget  
Financial Services**

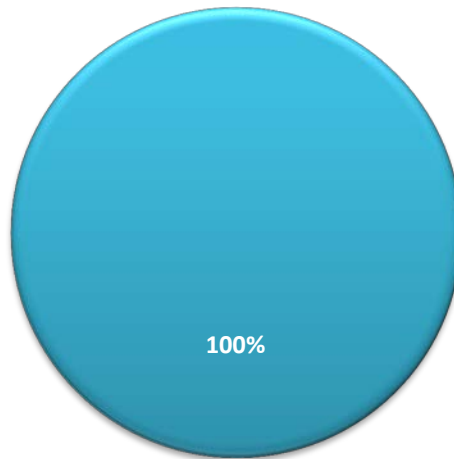
Account Number	Account Name	Budget Amount FY 2014	FY 2015 Actual as of 4/30/2015	Budget Amount FY 2015	Proposed Budget FY 2016	% Change From Prior Year
66700	Travel	10,000	7,355	10,000	10,000	0.00%
66999	Total Employee Development	25,650	12,226	24,650	23,800	-3.45%
<b>Financing and Banking Fees</b>						
68100	Trustee Fees	8,000	10,213	16,000	16,000	0.00%
68105	Bank Fee Expense	8,000	4,348	10,000	8,000	-20.00%
68110	Continuing Disclosure	4,000	9,441	8,500	10,000	17.65%
68115	Arbitrage Rebate Calculation	6,000	7,970	7,000	8,000	14.29%
68120	Loan Fee Expense	5,000	-	5,000	5,000	0.00%
68125	Rating Agency Expense	50,000	46,500	50,000	50,000	0.00%
68999	Total Financing and Banking Fees	81,000	78,472	96,500	97,000	0.52%
<b>Total Administrative</b>		850,450	705,599	1,044,850	1,036,500	-0.80%
<b>Operations and Maintenance</b>						
<b>Operations and Maintenance Consulting</b>						
71905	Traffic and Revenue Consultant	5,000	32,515	60,000	60,000	0.00%
71999	Total Operations and Maintenance Consulting	5,000	32,515	60,000	60,000	0.00%
<b>Toll Operations Expense</b>						
74120	Fire and Burglar Alarm	600	-	-	-	
74145	Telecommunications		364			
74155	Electricity	5,000				
74999	Total Toll Operations	5,600	364			
<b>Total Operations and Maintenance</b>		10,600	32,880	60,000	60,000	0.00%
<b>Other Expenses</b>						
<b>Special Projects and Contingencies</b>						
81200	Contingency	35,000	-	35,000	35,000	0.00%
81999	Total Special Projects and Contingencies	35,000	-	35,000	35,000	0.00%
<b>Non Cash Expenses</b>						
85025	Amortization Expense	25,000	222,210	120,000	275,000	129.17%
85050	Amort Expense - Refund Savings	-	856,550	1,300,000	1,030,000	
85100	Dep Exp- Furniture & Fixtures	14,000		14,000	5,000	-64.29%
85150	Dep Expense - Equipment	17,000	6,657	15,000	15,000	0.00%
85200	Dep Expense - Autos & Trucks	7,000	5,749	7,000	10,000	42.86%
85250	Dep Expense-Buildng & Toll Fac	100,000	147,596	200,000	200,000	0.00%
85300	Dep Expense-Highways & Bridges	9,000,000	13,844,237	19,000,000	20,000,000	5.26%
85350	Dep Expense-Communic Equip	175,000	163,429	200,000	250,000	25.00%
85400	Dep Expense-Toll Equipment	986,000	2,285,699	1,860,000	3,000,000	61.29%
85450	Dep Expense - Signs	175,000	268,643	350,000	350,000	0.00%
85500	Dep Expense-Land Improvemts	160,000	729,154	600,000	900,000	50.00%
85550	Depreciation Expense-Computers	11,000	21,997	28,000	28,000	0.00%
85999	Total Non Cash	10,670,000	18,551,920	23,694,000	26,063,000	10.00%
<b>Total Other Expenses</b>		10,705,000	18,551,920	23,729,000	26,098,000	9.98%
<b>Non Operating Expenses</b>						
90150	Bond issuance expense	400,000	177,924	50,000	200,000	300.00%
<b>Total Non Operating Expense</b>		400,000	177,924	50,000	200,000	300.00%
<b>Total Expenses</b>		12,613,318	19,988,897	25,581,106	28,138,220	10.00%

### Debt Service

**Summary of Expenses:**

	FY 2014 Budget	FY 2015 Budget	FY 2016 Proposed Budget	Increase (Decrease)
Salaries and Benefits	\$ -	\$ -	\$ -	0.00%
Administrative Expenses	-	-	-	0.00%
Operations and Maintenance	-	-	-	0.00%
Other Expenses	-	-	-	0.00%
Non Operating Expenses	20,796,755	44,384,714	44,660,046	0.62%
<b>Total Expenses</b>	<b>20,796,755</b>	<b>44,384,714</b>	<b>44,660,046</b>	<b>0.62%</b>

### FY 2016 Proposed Expenses by Category



■ Non Operating Expenses

**FY 2016 Proposed Operating Budget  
Debt Service**

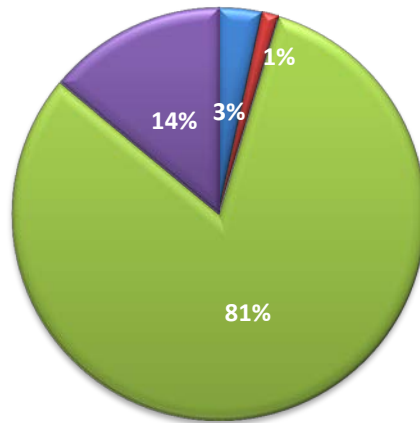
Account Name	Budget Amount FY 2014	FY 2015 Actual as of 4/30/2015	Budget Amount FY 2015	Proposed Budget FY 2016	% Change From Prior Year
<b>Non Operating Expenses</b>					
Interest Expense	20,796,755	34,369,558	44,384,714	44,660,046	0.62%
<b>Total Non Operating Expense</b>	20,796,755	34,369,558	44,384,714	44,660,046	0.62%
<b>Total Expenses</b>	20,796,755	34,369,558	44,384,714	44,660,046	0.62%

## Toll Operations

### Summary of Expenses:

	FY 2014 Budget	FY 2015 Budget	FY 2016 Proposed Budget	Increase (Decrease)
Salaries and Benefits	\$ 405,471	\$ 427,520	\$ 416,262	-2.63%
Administrative Expenses	42,775	44,200	160,575	263.29%
Operations and Maintenance	5,507,756	7,793,210	10,055,409	29.03%
Other Expenses	1,734,000	2,725,000	1,730,000	-36.51%
Non Operating Expenses	-	-	-	0.00%
<b>Total Expenses</b>	<b>7,690,002</b>	<b>10,989,930</b>	<b>12,362,246</b>	<b>12.49%</b>

### FY 2016 Proposed Expenses by Category



■ Salaries and Benefits     
 ■ Administrative Expenses     
 ■ Operations and Maintenance  
■ Other Expenses     
 ■ Non Operating Expenses

### Authorized Personnel:

	Positions		
	FY 2014 Adopted	FY 2015 Proposed	FY 2016 Proposed
Operations Director	1	1	1
Customer Service and Toll Operations Manager	1	1	1
Administrative Assistant	1	1	1
Intern/Part time position*	0	1	0
Information Technology Director*	0	0	1
Administrative Assistant (shared with Finance)	0	0	0.5
<b>Total Positions - Toll Operations</b>	<b>3</b>	<b>4</b>	<b>4.5</b>

\*Not currently filled

**FY 2016 Proposed Operating Budget  
Toll Operations**

Account Name	Budget Amount FY 2014	FY 2015 Actual as of 4/30/2015	Budget Amount FY 2015	Proposed Budget FY 2016	% Change From Prior Year
<b>Salaries and Benefits</b>					
<b>Salaries &amp; Wages</b>					
Salary Expense-Regular	283,232	237,431	292,840	295,768	1.00%
Part Time Salary Expense			15,000		
<b>Total Salaries</b>	<b>283,232</b>	<b>237,431</b>	<b>307,840</b>	<b>295,768</b>	<b>-3.92%</b>
<b>Benefits</b>					
TCDRS	41,069	33,039	42,462	42,886	1.00%
FICA	13,881	10,417	14,252	14,415	1.14%
FICA MED	4,107	3,375	4,246	4,289	1.01%
Health Insurance Expense	40,680	18,137	35,616	35,616	0.00%
Life Insurance Expense	765	490	791	799	1.01%
Other Benefits	19,577	11,869	20,153	20,329	0.87%
<b>Total Benefits</b>	<b>120,079</b>	<b>77,327</b>	<b>117,520</b>	<b>118,334</b>	<b>0.69%</b>
<b>Payroll Taxes</b>					
Unemployment Taxes	2,160	(11)	2,160	2,160	0.00%
<b>Total Payroll Taxes</b>	<b>2,160</b>	<b>(11)</b>	<b>2,160</b>	<b>2,160</b>	<b>0.00%</b>
<b>Total Salaries and Benefits</b>	<b>405,471</b>	<b>314,747</b>	<b>427,520</b>	<b>416,262</b>	<b>-2.63%</b>
<b>Administrative</b>					
<b>Administrative and Office Expenses</b>					
IT Services				55,000	
Internet	5,000	412	5,000	-	-100.00%
Software Licenses				55,400	
Cell Phones	1,200	800	1,800	1,800	0.00%
Analog Telephone Service	15,000	2,455	15,000	3,000	-80.00%
Copy Machine	-	-	500	-	-100.00%
Meeting Expense	200	1,350	200	1,000	400.00%
Toll Tag Expense	300	239	150	300	100.00%
Parking	25	48	50	75	50.00%
Mileage Reimbursement	1,500	695	1,500	1,500	0.00%
<b>Total Administrative and Office Expenses</b>	<b>23,225</b>	<b>5,999</b>	<b>24,200</b>	<b>118,075</b>	<b>387.91%</b>
<b>Office Supplies</b>					
Office Supplies		328			
Computer Supplies		2,273		3,000	
Misc Materials & Supplies	2,000	538	2,000	2,000	0.00%
Postage Expense	50		-		
<b>Total Office Supplies</b>	<b>2,050</b>	<b>3,139</b>	<b>2,000</b>	<b>5,000</b>	<b>150.00%</b>
<b>Communications and Public Relations</b>					
Research Services		15			
Advertising Expense		490		5,200	
Promotional Items				7,500	
Direct Mail Printing				6,300	
Other Communication Expenses		427		500	
<b>Total Communications and Public Relations</b>	<b>-</b>	<b>932</b>	<b>-</b>	<b>19,500</b>	
<b>Employee Development</b>					
Subscriptions					
Memberships	3,500	2,497	5,000	5,000	0.00%
Continuing Education	1,500		1,500	1,500	0.00%

**FY 2016 Proposed Operating Budget  
Toll Operations**

Account Name	Budget Amount FY 2014	FY 2015 Actual as of 4/30/2015	Budget Amount FY 2015	Proposed Budget FY 2016	% Change From Prior Year
Professional Development	1,500		1,500	1,500	0.00%
Other Licenses		166			
Seminars and Conferences	4,000	1,520	3,000	3,000	0.00%
Travel	7,000	2,868	7,000	7,000	0.00%
<b>Total Employee Development</b>	<b>17,500</b>	<b>7,051</b>	<b>18,000</b>	<b>18,000</b>	<b>0.00%</b>
<b>Total Administrative</b>	<b>42,775</b>	<b>17,121</b>	<b>44,200</b>	<b>160,575</b>	<b>263.29%</b>

**Operations and Maintenance**

***Operations and Maintenance Consulting***

General Engineering Consultant	50,000		-		
GEC-Toll Ops Support			60,000	20,000	-66.67%
General System Consultant	175,000	111,927	175,000	175,000	0.00%
<b>Total Ops and Maintenance Consulting</b>	<b>225,000</b>	<b>111,927</b>	<b>235,000</b>	<b>195,000</b>	<b>-17.02%</b>

***Road Operations and Maintenance***

Landscape Maintenance		1,757			
Maintenance Supplies-Roadway	9,175	-	-	-	
Electricity - Roadways	175,000	108,438	150,000	160,000	6.67%
<b>Total Road Operations and Maintenance</b>	<b>184,175</b>	<b>110,195</b>	<b>150,000</b>	<b>160,000</b>	<b>6.67%</b>

***Toll Processing and Collection Expense***

Image Processing	1,260,000	1,898,229	3,000,791	4,527,740	50.88%
Tag Collection Fees	2,013,000	1,803,858	2,318,079	2,823,744	21.81%
Court Enforcement Costs	15,000	20,955	45,000	30,000	-33.33%
DMV Look-up Fees	-	2,754	7,000	4,000	-42.86%
<b>Total Toll Processing and Collections</b>	<b>3,288,000</b>	<b>3,725,795</b>	<b>5,370,870</b>	<b>7,385,484</b>	<b>37.51%</b>

***Toll Operations Expense***

Facility maintenance	-	67	-		
Generator Maintenance	20,000	6,300	27,700	10,000	-63.90%
Generator Fuel	9,000	749	6,000	6,000	0.00%
Fire and Burglar Alarm	3,060	370	-	500	
Elevator Maintenance	2,640	290	2,800	2,800	0.00%
Refuse	780	599	800	800	0.00%
Pest Control	1,536	1,988	1,600	1,600	0.00%
Custodial	4,440	2,581	5,440	2,000	-63.24%
Telecommunications	30,000	66,663	40,000	80,000	100.00%
Water	7,500	3,490	7,500	8,000	6.67%
ETC spare parts expense	30,000		130,000	-	-100.00%
Repair & Maintenance Toll Equip	5,000		5,000	500,000	9900.00%
Law Enforcement	250,000	188,888	257,500	265,225	3.00%
ETC Maintenance Contract	1,291,625	910,358	1,368,000	1,368,000	0.00%
ETC Development	125,000	-	125,000	-	-100.00%
ETC Testing	30,000	-	60,000	70,000	16.67%
<b>Total Toll Operations</b>	<b>1,810,581</b>	<b>1,182,344</b>	<b>2,037,340</b>	<b>2,314,925</b>	<b>13.62%</b>
<b>Total Operations and Maintenance</b>	<b>5,507,756</b>	<b>5,130,261</b>	<b>7,793,210</b>	<b>10,055,409</b>	<b>29.03%</b>

**Other Expenses**

***Special Projects and Contingencies***



**FY 2016 Proposed Operating Budget  
Toll Operations**

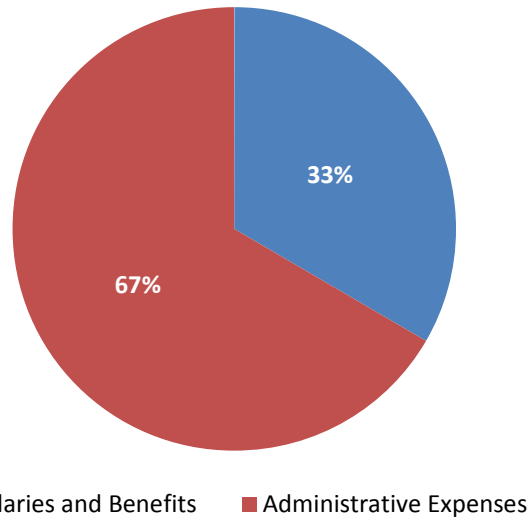
Account Name	Budget Amount FY 2014	FY 2015 Actual as of 4/30/2015	Budget Amount FY 2015	Proposed Budget FY 2016	% Change From Prior Year
HERO	1,629,000	1,063,904	1,400,000	1,400,000	0.00%
Special Projects	-	429,757	1,190,000	200,000	-83.19%
Other Contractual Svcs	-	-	30,000	30,000	0.00%
Contingency	105,000		105,000	100,000	-4.76%
<b>Total Special Projects and Contingencies</b>	<b>1,734,000</b>	<b>1,493,662</b>	<b>2,725,000</b>	<b>1,730,000</b>	<b>-36.51%</b>
<b>Total Other Expenses</b>	<b>1,734,000</b>	<b>1,493,662</b>	<b>2,725,000</b>	<b>1,730,000</b>	<b>-36.51%</b>
<b>Total Expenses</b>	<b>7,690,002</b>	<b>6,955,790</b>	<b>10,989,930</b>	<b>12,362,246</b>	<b>12.49%</b>

## Communications

### Summary of Expenses:

	FY 2014 Budget	FY 2015 Budget	FY 2016 Proposed Budget	Increase (Decrease)
Salaries and Benefits	\$ 216,043	\$ 148,433	\$ 395,878	166.70%
Administrative Expenses	431,700	698,300	789,300	13.03%
Operations and Maintenance	-	-	-	0.00%
Other Expenses	-	-	-	0.00%
Non Operating Expenses	-	-	-	0.00%
<b>Total Expenses</b>	<b>647,743</b>	<b>846,733</b>	<b>1,185,178</b>	<b>39.97%</b>

### FY 2016 Proposed Expenses by Category



### Authorized Personnel:

	Positions		
	FY 2014 Adopted	FY 2015 Proposed	FY 2016 Proposed
Communications Director	0	0	1
Community Relations Director**	1	1	1
Communications and Manager***	1	1	1
Communications and Specialist	1	0	0
Public Involvement Manager	1	1	1
Intern*	1	1	1
<b>Total Positions - Communications</b>	<b>5</b>	<b>4</b>	<b>5</b>

\*Not currently filled

\*\*This position is funded through project budgets

\*\*\*Position moved from Administration to Communications in FY 2016

**FY 2016 Proposed Operating Budget  
Communications Department**

<b>Account Name</b>	<b>Budget Amount FY 2014</b>	<b>FY 2015 Actual as of 4/30/2015</b>	<b>Budget Amount FY 2015</b>	<b>Proposed Budget FY 2016</b>	<b>% Change From Prior Year</b>
<b>Salaries and Benefits</b>					
<b>Salaries &amp; Wages</b>					
Salary Expense-Regular	155,400	72,521	94,500	312,251	230.42%
Part Time Salary Expense	-	-	9,000	9,000	
<b>Total Salaries</b>	<b>155,400</b>	<b>72,521</b>	<b>103,500</b>	<b>321,251</b>	<b>210.39%</b>
<b>Benefits</b>					
TCDRS	22,533	10,240	13,703	23,526	71.69%
FICA	10,174	4,525	5,859	10,060	71.70%
FICA MED	2,253	1,059	1,370	2,353	71.75%
Health Insurance Expense	14,284	11,993	16,421	25,206	53.50%
Life Insurance Expense	420	157	255	438	71.76%
Other Benefits	10,259	542	6,605	11,604	75.69%
<b>Total Benefits</b>	<b>59,923</b>	<b>28,516</b>	<b>44,213</b>	<b>73,187</b>	<b>65.53%</b>
<b>Payroll Taxes</b>					
Unemployment Taxes	720	10	720	1,440	100.00%
<b>Total Payroll Taxes</b>	<b>720</b>	<b>10</b>	<b>720</b>	<b>1,440</b>	<b>100.00%</b>
<b>Total Salaries and Benefits</b>	<b>216,043</b>	<b>101,047</b>	<b>148,433</b>	<b>395,878</b>	<b>166.70%</b>
<b>Administrative</b>					
<b>Administrative and Office Expenses</b>					
IT Services	-	1,773	-	-	
Software Licenses	-	1,601	-	-	
Cell Phones	600	909	600	600	0.00%
Local Delivery Services	500	-	500	500	0.00%
Community/Meeting/ Events	5,000	-	5,000	2,000	-60.00%
Meeting Expense	500	30	500	500	0.00%
Public Notices	2,000	-	2,000	2,000	0.00%
Toll Tag Expense	100	-	100	100	0.00%
Parking	-	57	-	-	
Mileage Reimbursement	1,000	172	1,000	1,000	0.00%
<b>Total Administrative and Office Expenses</b>	<b>9,700</b>	<b>4,541</b>	<b>9,700</b>	<b>6,700</b>	<b>-30.93%</b>
<b>Office Supplies</b>					
Books & Publications	-	18	150	150	0.00%
Office Supplies	-	1,101	-	-	
Other Reports-Printing	10,000	139	13,000	13,000	0.00%
Postage Expense	5,000	-	5,000	5,000	0.00%
<b>Total Office Supplies</b>	<b>15,000</b>	<b>1,258</b>	<b>18,150</b>	<b>18,150</b>	<b>0.00%</b>
<b>Communications and Public Relations</b>					
Graphic Design Services	40,000	5,546	50,000	50,000	0.00%
Website Maintenance and Redesign	35,000	4,385	65,000	100,000	53.85%
Research Services	50,000	3,866	50,000	50,000	0.00%
Communications and Marketing	140,000	122,838	150,000	250,000	66.67%
Advertising Expense	60,000	53,298	260,000	220,000	-15.38%
Direct Mail	5,000	420	5,000	10,000	100.00%
Video Production	20,000	-	30,000	20,000	-33.33%
Photography	10,000	-	10,000	10,000	0.00%
Radio/broadcast	10,000	-	10,000	10,000	0.00%
Other Public Relations	2,500	-	2,500	2,500	0.00%
Promotional Items	10,000	6,979	10,000	10,000	0.00%
Displays	5,000	159	5,000	5,000	0.00%

**FY 2016 Proposed Operating Budget  
Communications Department**

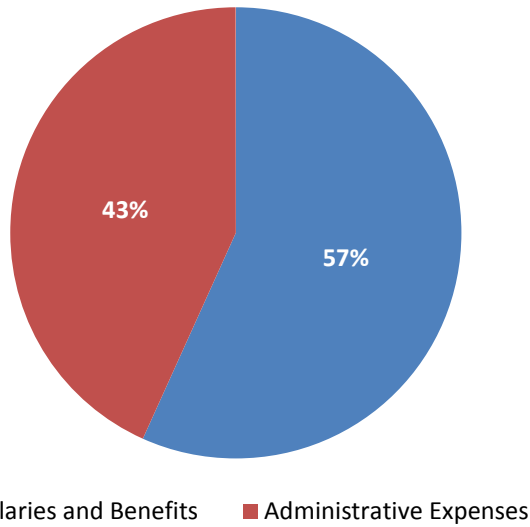
Account Name	Budget Amount FY 2014	FY 2015 Actual as of 4/30/2015	Budget Amount FY 2015	Proposed Budget FY 2016	% Change From Prior Year
Annual Report printing	7,000		10,000	14,000	40.00%
Direct Mail Printing	5,000		5,000	5,000	0.00%
Other Communication Expenses	-	290	-		
<b>Total Communications and Public Relations</b>	<b>399,500</b>	<b>197,780</b>	<b>662,500</b>	<b>756,500</b>	<b>14.19%</b>
<b>Employee Development</b>					
Subscriptions	500	806	500	500	0.00%
Memberships	1,000		1,000	1,000	0.00%
Continuing Education	-		250	250	0.00%
Professional Development	-		200	200	0.00%
Seminars and Conferences	3,000	950	3,000	3,000	0.00%
Travel	3,000		3,000	3,000	0.00%
<b>Total Employee Development</b>	<b>7,500</b>	<b>1,756</b>	<b>7,950</b>	<b>7,950</b>	<b>0.00%</b>
<b>Total Administrative</b>	<b>431,700</b>	<b>205,334</b>	<b>698,300</b>	<b>789,300</b>	<b>13.03%</b>
<b>Total Expenses</b>	<b>647,743</b>	<b>306,381</b>	<b>846,733</b>	<b>1,185,178</b>	<b>39.97%</b>

### Legal Services

**Summary of Expenses:**

	FY 2014 Budget	FY 2015 Budget	FY 2016 Proposed Budget	Increase (Decrease)
Salaries and Benefits	\$ 308,979	\$ 318,737	\$ 321,684	0.92%
Administrative Expenses	278,800	348,800	245,100	-29.73%
Operations and Maintenance	-	-	-	0.00%
Other Expenses	700	700	-	-100.00%
Non Operating Expenses	-	-	-	0.00%
<b>Total Expenses</b>	<b>588,479</b>	<b>668,237</b>	<b>566,784</b>	<b>-15.18%</b>

### FY 2016 Proposed Expenses by Category



**Authorized Personnel:**

	Positions		
	FY 2014 Adopted	FY 2015 Proposed	FY 2016 Proposed
Legal Counsel	1	1	1
Legal Assistant/Records Manager	1	1	1
<b>Total Positions - Legal</b>	<b>2</b>	<b>2</b>	<b>2</b>

**FY 2016 Proposed Operating Budget  
Legal Services**

Account Name	Budget Amount FY 2014	FY 2015 Actual as of 4/30/2015	Budget Amount FY 2015	Proposed Budget FY 2015	% Change From Prior Year
<b>Salaries and Benefits</b>					
<b>Salaries &amp; Wages</b>					
Salary Expense-Regular	223,906	177,009	230,591	232,897	1.00%
<b>Total Salaries</b>	<b>223,906</b>	<b>177,009</b>	<b>230,591</b>	<b>232,897</b>	<b>1.00%</b>
<b>Benefits</b>					
TCDRS	32,466	25,936	33,436	33,770	1.00%
FICA	10,490	7,924	10,797	10,926	1.19%
FICA MED	3,247	2,685	3,344	3,377	0.99%
Health Insurance Expense	21,905	16,591	23,185	23,185	0.00%
Life Insurance Expense	605	358	623	629	0.96%
Other Benefits	14,920	8,009	15,321	15,460	0.91%
<b>Total Benefits</b>	<b>83,633</b>	<b>61,503</b>	<b>86,706</b>	<b>87,347</b>	<b>0.74%</b>
<b>Payroll Taxes</b>					
Unemployment Taxes	1,440	(20)	1,440	1,440	0.00%
<b>Total Payroll Taxes</b>	<b>1,440</b>	<b>(20)</b>	<b>1,440</b>	<b>1,440</b>	<b>0.00%</b>
<b>Total Salaries and Benefits</b>	<b>308,979</b>	<b>238,491</b>	<b>318,737</b>	<b>321,684</b>	<b>0.92%</b>
<b>Administrative</b>					
<b>Administrative and Office Expenses</b>					
Legal	250,000	128,672	320,000	220,000	-31.25%
IT Services	8,000	4,760	8,000	8,000	0.00%
Software Licenses	200	157	200	700	250.00%
Cell Phones	600	450	600	600	0.00%
Overnight Delivery Services	200	-	200	100	-50.00%
Local Delivery Services	100	4	100	100	0.00%
Meeting Expense	5,000	191	5,000	2,000	-60.00%
Public Notices	-	-	-	-	
Toll Tag Expense	-	-	-	-	
Parking	50	87	50	100	100.00%
Mileage Reimbursement	250	28	250	100	-60.00%
<b>Total Administrative and Office Expenses</b>	<b>264,400</b>	<b>134,348</b>	<b>334,400</b>	<b>231,700</b>	<b>-30.71%</b>
<b>Office Supplies</b>					
Books, Publications, & Online Research	6,000	1,953	6,000	5,300	-11.67%
Computer Supplies				700	
Postage Expense	100		100	100	0.00%
<b>Total Office Supplies</b>	<b>6,100</b>	<b>1,953</b>	<b>6,100</b>	<b>6,100</b>	<b>0.00%</b>
<b>Employee Development</b>					
Memberships	2,000	605	2,000	2,000	0.00%
Continuing Education	800		800	800	0.00%
Seminars and Conferences	2,500	1,150	2,500	2,500	0.00%
Travel	3,000	866	3,000	2,000	-33.33%
<b>Total Employee Development</b>	<b>8,300</b>	<b>2,622</b>	<b>8,300</b>	<b>7,300</b>	<b>-12.05%</b>
<b>Total Administrative</b>	<b>278,800</b>	<b>138,923</b>	<b>348,800</b>	<b>245,100</b>	<b>-29.73%</b>

**FY 2016 Proposed Operating Budget  
Legal Services**

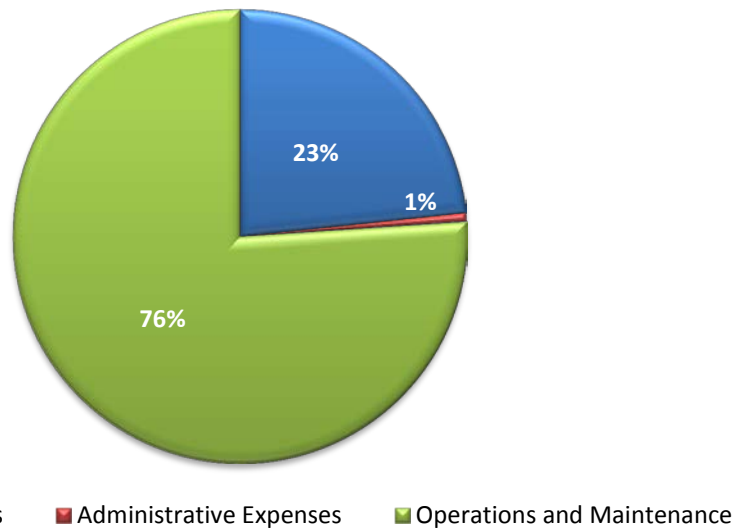
Account Name	Budget Amount FY 2014	FY 2015 Actual as of 4/30/2015	Budget Amount FY 2015	Proposed Budget FY 2015	% Change From Prior Year
<b>Other Expenses</b>					
<i>Special Projects and Contingencies</i>					
Other Contractual Svcs	200	-	200	-	-100.00%
Contingency	500	-	500	-	-100.00%
<b>Total Special Projects and Contingencies</b>	<b>700</b>	<b>-</b>	<b>700</b>	<b>-</b>	<b>-100.00%</b>
<b>Total Other Expenses</b>	<b>700</b>	<b>-</b>	<b>700</b>	<b>-</b>	<b>-100.00%</b>
<b>Total Expenses</b>	<b>588,479</b>	<b>377,414</b>	<b>668,237</b>	<b>566,784</b>	<b>-15.18%</b>

## Engineering Services

### Summary of Expenses:

	FY 2014 Budget	FY 2015 Budget	FY 2016 Proposed Budget	Increase (Decrease)
Salaries and Benefits	\$ 563,526	\$ 711,567	\$ 910,152	27.91%
Administrative Expenses	16,700	20,600	23,350	13.35%
Operations and Maintenance	2,216,500	2,247,500	2,963,750	31.87%
Other Expenses	-	-	-	0.00%
Non Operating Expenses	-	-	-	0.00%
<b>Total Expenses</b>	<b>2,796,726</b>	<b>2,979,667</b>	<b>3,897,252</b>	<b>30.79%</b>

### FY 2016 Proposed Expenses by Category



### Authorized Personnel:

	Positions		
	FY 2014 Adopted	FY 2015 Proposed	FY 2016 Proposed
Engineering Director	1	1	1
Project Management Director	0	1	1
Engineering Manager	1	1	1
Maintenance Position*	0	0	1
Construction and Maintenance Manager	1	1	1
Administrative Assistant	1	1	1
<b>Total Positions - Engineering</b>	<b>4</b>	<b>5</b>	<b>6</b>

\*Not currently filled



**FY 2016 Proposed Operating Budget  
Engineering Services**

<b>Account Name</b>	<b>Budget Amount FY 2014</b>	<b>FY 2015 Actual as of 4/30/2015</b>	<b>Budget Amount FY 2015</b>	<b>Proposed Budget FY 2016</b>	<b>% Change From Prior Year</b>
<b>Salaries and Benefits</b>					
<b>Salaries &amp; Wages</b>					
Salary Expense-Regular	401,857	376,873	511,016	671,077	31.32%
Contractual Employees Expense	5,000	-	-	-	
<b>Total Salaries</b>	<b>406,857</b>	<b>376,873</b>	<b>511,016</b>	<b>671,077</b>	<b>31.32%</b>
<b>Benefits</b>					
TCDRS	58,269	53,158	74,597	86,431	15.86%
FICA	20,922	20,372	26,312	30,379	15.46%
FICA MED	5,827	5,489	7,460	8,643	15.86%
Health Insurance Expense	40,922	49,250	60,878	69,299	13.83%
Life Insurance Expense	1,085	737	1,110	1,609	44.95%
Other Benefits	26,764	15,418	27,314	39,114	43.20%
<b>Total Benefits</b>	<b>153,789</b>	<b>144,424</b>	<b>197,671</b>	<b>235,475</b>	<b>19.12%</b>
<b>Payroll Taxes</b>					
Unemployment Taxes	2,880	8	2,880	3,600	25.00%
<b>Total Payroll Taxes</b>	<b>2,880</b>	<b>8</b>	<b>2,880</b>	<b>3,600</b>	<b>25.00%</b>
<b>Total Salaries and Benefits</b>	<b>563,526</b>	<b>521,306</b>	<b>711,567</b>	<b>910,152</b>	<b>27.91%</b>
<b>Administrative</b>					
<b>Administrative and Office Expenses</b>					
Human Resources		750	-		
Cell Phones	2,500	3,777	4,000	5,500	37.50%
Overnight Delivery Services		22	-		
Repair & Maintenance-General		1,491	-		
Meeting Expense	100	-	500	500	0.00%
Toll Tag Expense	2,000	676	1,000	1,000	0.00%
Parking	100	101	100	100	0.00%
Mileage Reimbursement	2,000	1,168	3,000	3,000	0.00%
<b>Total Administrative and Office Expenses</b>	<b>6,700</b>	<b>7,983</b>	<b>8,600</b>	<b>10,100</b>	<b>17.44%</b>
<b>Office Supplies</b>					
Computer Supplies		2,221	-	1,500	
Office Supplies-Printed		154	-		
Misc Materials & Supplies	500	138	500	-	-100.00%
<b>Total Office Supplies</b>	<b>500</b>	<b>2,512</b>	<b>500</b>	<b>1,500</b>	<b>200.00%</b>
<b>Communications and Public Relations</b>					
Other Communication Expenses	-	4,800	-	-	
<b>Total Communications and Public Relations</b>	<b>-</b>	<b>4,800</b>	<b>-</b>	<b>-</b>	
<b>Employee Development</b>					
Continuing Education		100	-		
Professional Development	-	4,743	-	-	
Other Licenses	500	240	500	750	50.00%
Seminars and Conferences	3,000	4,245	3,000	5,000	66.67%
Travel	6,000	1,946	8,000	6,000	-25.00%
<b>Total Employee Development</b>	<b>9,500</b>	<b>11,274</b>	<b>11,500</b>	<b>11,750</b>	<b>2.17%</b>
<b>Total Administrative</b>	<b>16,700</b>	<b>26,570</b>	<b>20,600</b>	<b>23,350</b>	<b>13.35%</b>
<b>Operations and Maintenance</b>					
<b>Operations and Maintenance Consulting</b>					
General Engineering Consultant	625,000	-	520,500	250,000	-51.97%

**FY 2016 Proposed Operating Budget  
Engineering Services**

<b>Account Name</b>	<b>Budget Amount FY 2014</b>	<b>FY 2015 Actual as of 4/30/2015</b>	<b>Budget Amount FY 2015</b>	<b>Proposed Budget FY 2016</b>	<b>% Change From Prior Year</b>
GEC-Trust Indenture Support	75,000	134,488	69,500	142,000	104.32%
GEC-Financial Planning Support	50,000	7,179	47,000	10,000	-78.72%
GEC-Toll Ops Support	5,000	7,522	-	-	
GEC-Roadway Ops Support	200,000	270,274	187,000	261,000	39.57%
GEC-Technology Support	35,000	-	150,000	15,000	-90.00%
GEC-Public Information Support	10,000	738	1,000	-	-100.00%
GEC-General Support	200,000	288,234	225,000	318,000	41.33%
Traffic and Revenue Consultant	-	11,248	-	-	
<b>Total Ops and Maintenance Consulting</b>	<b>1,200,000</b>	<b>719,682</b>	<b>1,200,000</b>	<b>996,000</b>	<b>-17.00%</b>
<b>Road Operations and Maintenance</b>					
Roadway Operations					
Roadway Maintenance	750,000	420,523	750,000	1,800,000	140.00%
Landscape Maintenance	250,000	136,261	250,000	110,000	-56.00%
Signal & Illumination Maint	-	63,365	-	20,000	
Maintenance Supplies-Roadway		251		30,000	
Tools & Equipment Expense	500	227	500	250	-50.00%
Gasoline	5,500	1,965	6,000	6,000	0.00%
Repair & Maintenance-Vehicles	500	2,558	1,000	1,500	50.00%
Electricity - Roadways	-		30,000	-	
<b>Total Road Operations and Maintenance</b>	<b>1,006,500</b>	<b>625,151</b>	<b>1,037,500</b>	<b>1,967,750</b>	<b>89.66%</b>
<b>Toll Operations Expense</b>					
Facility maintenance	-		-	-	
Emergency Maintenance	10,000		10,000	-	-100.00%
<b>Total Toll Operations</b>	<b>10,000</b>	<b>-</b>	<b>10,000</b>	<b>-</b>	<b>-100.00%</b>
<b>Total Operations and Maintenance</b>	<b>2,216,500</b>	<b>1,344,832</b>	<b>2,247,500</b>	<b>2,963,750</b>	<b>31.87%</b>
<b>Other Expenses</b>					
<b>Special Projects and Contingencies</b>					
Contingency	-	-	-	-	
<b>Total Special Projects and Contingencies</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Other Expenses</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Expenses</b>	<b>2,796,726</b>	<b>1,892,708</b>	<b>2,979,667</b>	<b>3,897,252</b>	<b>30.79%</b>

## Consolidated Staffing Schedule

**Authorized Personnel:**

	<b>Positions</b>		
	<b>FY 2014 Adopted</b>	<b>FY 2015 Adopted</b>	<b>FY 2016 Proposed</b>
<b><u>Administration</u></b>			
Executive Director	1	1	1
Deputy Director	1	1	1
Assistant to Executive Director	1	1	1
Receptionist	1	1	1
Intern*	1	1	1
<b><u>Financial Services</u></b>			
CFO	1	1	1
Controller	1	1	1
Fiscal Analyst	1	1	1
Administrative Assistant (shared with Operations)*	0	0	0.5
<b><u>Toll Operations</u></b>			
Operations Director	1	1	1
Customer Service and Toll Operations Manager	1	1	1
Administrative Assistant	1	1	1
Information Technology Director*	0	0	1
Administrative Assistant (shared with Finance)*	0	0	0.5
Intern/Part-time position*	0	1	0
<b><u>Communications and Marketing</u></b>			
Communications Director	0	0	1
Community Relations Director**	1	1	1
Communications Manager	1	1	1
Public Outreach Manager	1	1	1
Communications and Marketing Specialist	1	0	0
Intern*	1	1	1
<b><u>Legal</u></b>			
Legal Counsel	1	1	1
Administrative Assistant	1	1	1
<b><u>Engineering</u></b>			
Engineering Director	1	1	1
Project Management Director	0	1	1
Engineering Manager	1	1	1
Maintenance*	0	0	1
Construction and Maintenance Manager	1	1	1
Administrative Assistant	1	1	1
<b>Total Positions</b>	<b>22</b>	<b>23</b>	<b>26</b>

\*Positions currently not filled

\*\*This position is funded through the MoPac Improvement Project

**Central Texas Regional Mobility Authority  
FY 2016 Proposed Budget**

**Capital Budget**

Vehicle for Maintenance	\$ 25,000
Replace Phone System (total project \$45,000)	\$ 32,000
	<u>\$ 57,000</u>

**Renewal and Replacement Fund**

Beginning Balance July 1, 2015	\$ 511,000
Ending Balance - June 30, 2016	<u>\$ 511,000</u>

**183A/183 Intersection Project**

Balance July 1, 2015	\$ -
Transfer in from other RMA sources	2,300,000
183A/183 Intersection Project	(2,300,000)
Ending Balance - June 30, 2016	<u>\$ -</u>

**Central Texas Regional Mobility Authority  
FY 2016 Proposed Budget**

**System Operating Costs**

Toll Operations	Operating Expenses	\$ 12,362,246
Finance Department	Insurance Expense	180,000
Finance Department	Trustee Expense	16,000
Finance Department	Salaries	286,128
Finance Department	Rent	525,000
Finance Department	Contractual	131,500
Finance Department	Materials and Supplies	21,300
Legal	Salaries	128,674
Legal	Contractual	110,000
Communications	Salaries	197,939
Communications	Contractual	265,000
Communications	Materials and Supplies	11,100
Engineering	Salaries	273,046
Engineering	Contractual	318,800
Administration	Salaries	530,987
 <b>Total System Operating Costs</b>		 <u><u>\$ 15,357,719</u></u>

**Central Texas Regional Mobility Authority  
FY 2016 Proposed Budget**

**Debt Service Schedule  
Fiscal Year 2016**

	Principal	Regular Interest	Accreted Interest	Capitalized Interest
<b>2013 Senior Lien Refunding Bonds</b>				
1/1/2016	4,675,000	3,813,875		
7/1/2016		3,697,000		
<b>2013 Put Bonds*</b>				
1/1/2016		450,000		
7/1/2016		582,750		
<b>2013 Subordinate Lien Refunding Bonds</b>				
1/1/2016	500,000	2,563,250		
7/1/2016		2,550,750		
<b>2010 Senior Lien CABs</b>				
1/1/2016			1,974,036	
7/1/2016			2,049,576	
<b>2010 Senior Lien Current Interest Bonds</b>				
1/1/2016		1,721,550		
7/1/2016		1,721,550		
<b>2011 Senior Lien</b>				
1/1/2016		8,946,606		
7/1/2016		8,946,606		
<b>2011 Senior Lien CABs</b>				
1/1/2016			402,499	
7/1/2016			414,998	
<b>2011 Subordinated Lien</b>				
1/1/2016		2,362,500		
7/1/2016		2,362,500		
<b>2011 Regions Loan</b>		100,000		
 <b>Total Debt Service</b>				
	<u>\$ 5,175,000</u>	<u>\$ 39,818,937</u>	<u>\$ 4,841,109</u>	<u>\$ -</u>

\*Bonds to be refunded in FY 2016



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #4 SUMMARY

---

Approve the minutes for the April 22, 2015,  
Regular Board Meeting.

Department: Law  
Funding Source: None  
Board Action Required: Yes (by Motion)  
Description of Matter:

Approve the Minutes for the April 22, 2015, Regular Board Meeting.

Staff will provide a transcript (edited for clarity) of comments made by members of the public at the beginning of the April 22, 2015, meeting.

Reference: Draft Minutes, April 22, 2015, Regular Board Meeting

Contact: Andrew Martin, General Counsel

## MINUTES

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

Wednesday, April 22, 2015  
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 April 17, 2015 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.

**An audio recording of this meeting is available  
at: <https://soundcloud.com/mobilityauthority>**

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

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

#### **2. Opportunity for Public Comment.**

The Board heard public comment from Brigid Shea, Wendi Hunley, David King, Roger Baker, Amy Patillo, Bill Bunch, Roy Whaley, Barbara Rush, and Kevin Keim.

Chairman Ray Wilkerson presented Items 3 through 5 for Board consideration as the consent agenda:

- 3. Authorize negotiation and execution of a project development agreement with the Texas Department of Transportation for the Bergstrom Expressway 183 South Project.**
- 4. Authorize negotiation and execution of an agreement with the Texas Department of Transportation for Mobility Authority maintenance of non-tolled TxDOT facilities in roadway corridors shared with Mobility Authority toll facilities.**
- 5. Approve a landscape license agreement with Crescent Leander TX, LLC for an entry monument to its development project on 183A.**

Mr. David Singleton moved for approval of the consent agenda, and Mr. David Armbrust seconded the motion. The motion carried unanimously, 4-0, and the resolutions for Items 3 through 5 passed on the consent agenda were approved as drafted.



**6. Approve the minutes for the March 25, 2015, Regular Board Meeting.**

Chairman Ray Wilkerson presented for Board consideration the minutes for the March 25, 2015 Regular Board Meeting. Mr. David Armbrust moved to approve the minutes as drafted, and Mr. Charles Heimsath seconded the motion. The motion carried unanimously 4-0, and the minutes were approved as drafted.

**7. Approve the financial statements for March 2015.**

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

Mr. Charles Heimsath moved for approval, and Mr. David Singleton seconded the motion. The motion carried unanimously, 4-0, and the resolution was approved as drafted.

**8. Authorize a traffic engineering analysis and a traffic impact report by the Center for Transportation research at the University of Texas at Austin on northbound traffic from the proposed Loop 1 South express lanes exiting to West Cesar Chavez Street.**

Mr. Wes Burford presented this item. In 2012, in connection with the review of the MoPac Improvement Project, staff asked the Network Modeling Center of the Center for Transportation Research at The University of Texas at Austin (“CTR”) to study the potential impact of traffic exiting from MoPac Express Lanes onto César Chavez and 5<sup>th</sup> Streets. That study contributed to the discussions with stakeholders on the MoPac Improvement Project and guided Mobility Authority decisions.

As the environmental review for the MoPac South project continues, questions have been raised about the traffic impact from northbound traffic exiting the proposed MoPac South Express Lanes to West César Chavez Street and how that will affect area streets. With Board authorization, the Executive Director will engage CTR to study and report on traffic exiting the MoPac South Express Lanes onto West César Chavez Street and its impact on the downtown grid.

Mr. Charles Heimsath moved for approval, and Mr. David Armbrust seconded the motion. The motion carried unanimously, 4-0, and the traffic engineering analysis was authorized.

**9. Amend the Policy Code to prohibit a vehicle with more than two axles from using a tolled lane on the MoPac Improvement Project unless the Policy Code exempts that vehicle from paying toll charges.**

Mr. Tim Reilly presented this item. The proposed Policy Code amendment will restrict the use of the MoPac Express Lanes to vehicles that have no more than two axles. It also prohibits use of the express lanes by a vehicle towing another vehicle.

A vehicle that is exempt from paying a toll under Section 301.044 of the Policy Code is not subject to this restriction. The MoPac Express Lanes may be used by authorized emergency vehicles (police, fire, EMS), military vehicles, and Capital Metropolitan Transportation Authority or Capital Area Rural Transportation System vehicles that are used to provide public transit services.

Mr. David Singleton moved for approval, and Mr. Charles Heimsath seconded the motion. The motion carried unanimously, 4-0, and the resolution was approved as drafted.

**10. Amend the Policy Code relating to toll exemptions on Mobility Authority toll facilities for vehicles providing public transit.**

Mr. Mario Espinoza presented this item. The proposed Policy Code amendment amends the toll exemption previously established by the Board of Directors for certain public transit vehicles operated by the Capital Metropolitan Transportation Authority and the Capital Area Rural Transportation System. The current exemption applies to “public transportation vehicles with a carrying capacity of 16 or more individuals that are owned or operated on behalf of the Capital Metropolitan Transportation Authority or the Capital Area Rural Transportation System.”

The amended exemption applies to “a vehicle used exclusively to provide transportation to a member of the public under a transit program established and managed by the Capital Metropolitan Transportation Authority or the Capital Area Rural Transportation System.” This amendment is consistent with CAMPO toll policies related to toll-free access for paratransit vehicles as proposed in the 2040 CAMPO Plan. As drafted, the exemption applies not just to buses and other larger vehicles, but also to vehicles with a capacity of less than 16 persons, including smaller vehicles used by CapMetro for the MetroAccess program (for persons with disabilities) and for its Vanpool & Carpool program for commuters. The amended toll exemption does not apply to a taxi or other vehicle used to transport someone through the CapMetro “Access-A-Ride” or “Guaranteed Ride Home” or similar programs, unless that vehicle is used exclusively for transportation under those programs.

Mr. Charles Heimsath moved for approval, and Mr. David Armbrust seconded the motion. The motion carried unanimously, 4-0, and the resolution was approved as drafted.

**11. Briefing and appropriate action on a proposal to live stream on the internet meetings of the Mobility Authority Board of Directors.**

Mr. Rick L’Amie presented this item. Staff has identified a qualified vendor that has experience with government entities and provides equipment and services at a fair market value. Staff requests authorization for the Executive Director to negotiate and execute a contract with the identified vendor for equipment, installation and ongoing support services to produce and distribute the meetings.

Mr. Charles Heimsath moved to approve the requested authorization, and Mr. David Singleton seconded the motion. The motion carried unanimously, 4-0, and the Board authorized staff to proceed as requested.

**Briefing and discussion on the following:**

**12. Quarterly briefing on the MoPac Improvement Project.**

Heather Reavey, HNTB, and Craig Martel, CH2M Hill, presented this item. There has been much preparation work for the foundations and drill shafts to prepare for installation of sound wall panels. There is a sound wall near 10<sup>th</sup> Street that has been completed. We have now received all of the environmental clearances for the 42-inch water line pipe relocation near 35<sup>th</sup> Street and Camp Mabry, as well as all the right of entries and required easements to move forward with that portion of the work. There has been progress on the pedestrian bridge that has been set over the UP Railroad line in the northern section of the project. Three of the borings have been complete. The fourth one is underway right now, and we anticipate it being completed by the end of this week or early next week. Then the contractor will be able to begin on the fifth and final boring. Right now we anticipate that the last bore will take approximately a month to be completed. There will be a temporary planned closure on the project as the Lake Austin Boulevard exit ramp will be temporarily closed for at least 30 days beginning Sunday, April 26. During the reporting period, the contractor did receive approval for three job requests that totaled almost \$11 million, and the amount paid to the contractor to date is just over \$55.5 million. The contractor is required to meet a disadvantaged business enterprise participation goal on the project of 11.7 percent both for the design phase of the project, as well as the construction phase. The contractor has exceeded the goal on the design portion of the project, and has achieved almost 29 percent of the goal for the construction portion. At this time, we don't have any concerns about their ability to meet the goal because we do know of commitments they've made to DBE subcontractors for work that will come later in the project. As of the end of March, the project supported 493 positions and that number will continue to rise.

Steve Pustelnyk provided information about a tree giveaway event hosted in partnership with the non-profit group TreeFolks. He also gave an update on the MoPac courtesy patrol service, discussed trends regarding public inquiries about the project, and spoke about an ice cream giveaway event targeted at residents living along MoPac. Mr. Pustelnyk also updated the Board regarding an informational campaign that is getting underway to inform drivers about the MoPac Express Lanes and how they will work.

**13. Quarterly briefing on projects in environmental review.**

Mr. Wes Burford and Ms. Melissa Hurst presented this item. There is a design consultant on board and staff has issued a limited notice to proceed for the SH 45 SW Project, and they are in the very early stages of final design. We are anticipating in December 2015 to have the

completion of that final design and in the spring of 2016 to give a notice to proceed to a contractor to begin construction. The environmental process concluded with the issuance of a record of decision, and staff has entered into the final design phase.

The 183 South project is in the procurement phase now, and staff has been working with three design-build developer teams that were previously short listed. Since this is a design-build project, the developer is going to submit a lump sum bid that is going to include their efforts to do the final design and build this project. We have received the detailed proposals with the management plan as well as the cost proposals from the short listed developers. The proposals are being split into pieces and assigned to different teams for evaluation, and staff will bring a recommendation the Board. We are anticipating a notice to proceed in August of this year.

The 183 North Project had its third open house on March 10<sup>th</sup>, and staff launched a virtual open house as well. Between the open house and the virtual open house, we reach 380 individuals about the project. We are on schedule to have an environmental decision on this project in early 2016.

The MoPac South Project environmental study has been extended an additional 4 to 6 months to allow for additional community input. We've had 280 stakeholders weigh in on the study at this point and continue to look at multiple alternatives in terms of design concepts, specifically those providing access to and from downtown. Staff anticipates having the next open house later this summer.

The Oak Hill Parkway team, including staff from the Mobility Authority, TxDOT, and Atkins participated in a Williamson Creek cleanup project at the "Y" in Oak Hill. The team pulled over 34 full bags of trash after a few hours of work. There were some very large items, including tires and shopping carts. The work was messy and dirty but the team was happy to contribute their time to improve the creek.

## **11. Executive Director's report.**

Mr. Mike Heiligenstein mentioned that staff would be looking at concept design alternatives to the MoPac South Project. He also provided an update on proceedings before the Capital Area Metropolitan Planning Organization.

Mr. Steve Pustelnyk provided an update on the Express Lanes education program.

## **14. Report on legislative issues and possible action to revise the Mobility Authority legislative program for the 84<sup>th</sup> Texas Legislature.**

Mr. Brian Cassidy provided an update of legislative issues.

Chairman Ray Wilkerson declared the meeting adjourned at 11:38 a.m. with unanimous consent.



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #5 SUMMARY

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Accept the financial statements for April 2015.

Department: Finance

Funding Source: None

Board Action Required: Yes

Description of Matter:

Presentation and acceptance of the monthly financial statements for April 2015

Reference: Draft Resolution  
Draft Financial Statements for April 2015

Contact: Bill Chapman, Chief Financial Officer  
Cindy Demers, Controller

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

**RESOLUTION NO. 15-\_\_\_**

**ACCEPT THE FINANCIAL STATEMENTS FOR APRIL 2015.**

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 April 2015, and has caused Financial Statements to be prepared and attached to this resolution as Exhibit 1.

**NOW THEREFORE, BE IT RESOLVED**, that the Board of Directors accepts the Financial Statements for April 2015, attached as Exhibit 1.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27<sup>th</sup> day of May, 2015.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin, General Counsel

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors

**Exhibit 1**

**Financial Statements for April 2015**

# Central Texas Regional Mobility Authority

## Balance Sheet

	as of 04/30/2015	as of 04/30/2014	
<b>Assets</b>			
<b>Current Assets</b>			
<b>Cash</b>			
Regions Operating Account	\$ 807,981	\$ 769,051	
Cash In TexSTAR	681,097	2,909,985	
Regions Payroll Account	140,408	110,212	
<b>Restricted Cash</b>			
Fidelity Govt MMA	226,900,926	171,354,321	
Restricted Cash-TexStar	7,552,399	9,165,782	
Overpayments account	77,589	39,444	
<b>Total Cash and Cash Equivalents</b>	236,160,399	184,348,795	
<b>Accounts Receivable</b>			
Accounts Receivable	176,193	20,967	
Due From TTA	514,960	196,618	
Due From NTTA	296,913	221,529	
Due From HCTRA	283,345	169,015	
Due From TxDOT	1,693,931	947,335	
Interest Receivable	45,387	106,241	
<b>Total Receivables</b>	3,010,730	1,661,705	
<b>Short Term Investments</b>			
Certificates of Deposit	-		
Agencies	49,723,006	53,982,802	
<b>Total Short Term Investments</b>	49,723,006	53,982,802	
<b>Total Current Assets</b>	288,894,135	239,993,302	
<b>Total Construction In Progress</b>	129,535,348	403,034,236	
<b>Fixed Assets (Net of Depreciation)</b>			
Computers	59,528	86,083	
Computer Software	968,594	398,352	
Equipment	4,214	13,820	
Autos and Trucks	1,725	8,623	
Buildings and Toll Facilities	5,685,180	5,862,295	
Highways and Bridges	608,151,340	319,733,098	
Communication Equipment	408,573	604,688	
Toll Equipment	20,334,067	11,013,585	
Signs	11,495,104	8,626,720	
Land Improvements	12,340,653	6,872,910	
Right of Way	85,152,004	46,642,851	
Leasehold Improvements	182,910	171,208	
<b>Total Fixed Assets</b>	744,783,892	406,742,501	
<b>Other Assets</b>			
Intangible Assets	13,071,733	15,032,168	
2005 Bond Insurance Costs	4,964,067	5,177,575	
Prepaid Insurance	38,550	38,069	
<b>Total Other Assets</b>	18,074,350	20,247,812	
<b>Total Assets</b>	<b>\$ 1,181,287,725</b>	<b>\$ 1,070,017,851</b>	



as of 04/30/2015

as of 04/30/2014

**Liabilities****Current Liabilities**

Accounts Payable	1,081,839	87,498
Construction Payable-Maha Loop	5,979,245	1,294,600
Overpayments	79,438	40,962
Interest Payable	13,278,492	11,962,802
TCDRS Payable	41,010	45,535
Due to Other Entities	526,379	475,315

<b>Total Current Liabilities</b>	<u>20,986,402</u>	<u>13,906,712</u>
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**Long Term Liabilities**

Accrued Vac & Sick Leave Payable	<u>189,089</u>	<u>189,089</u>
<b>Total Long Term Payables</b>	<u>189,089</u>	<u>189,089</u>

**Bonds Payable**

Senior Lien Revenue Bonds		
Senior Lien Revenue Bonds 2010	111,087,397	107,538,719
Senior Lien Revenue Bonds 2011	308,556,138	307,858,673
Senior Refunding Bonds 2013	182,555,000	185,810,000
Sn Lien Rev Bnd Prem/Disc 2010	59,755	99,734
Sn Lien Rev Bnd Prem/Disc 2011	(3,459,433)	(3,600,809)
Sn Lien Rev Bnd Prem/Disc 2013	14,627,025	17,292,388
<b>Total Senior Lien Revenue Bonds</b>	<u>613,425,882</u>	<u>614,998,705</u>

Sub Lien Revenue Bonds		
Subordinated Lien Bond 2011	70,000,000	70,000,000
Sub Refunding Bnds 2013	102,530,000	103,960,000
Sub Lien Bond 2011 Prem/Disc	(1,805,371)	(1,903,352)
Sub Refunding 2013 Prem/Disc	3,382,103	3,876,480
<b>Tot Sub Lien Revenue Bonds</b>	<u>174,106,732</u>	<u>175,933,128</u>

**Other Obligations**

2011 Regions Draw Down Note	1,730,258	3,049,820
2013 American Bank Loan	<u>5,300,000</u>	<u>5,300,000</u>
<b>Total Other Obligations</b>	<u>7,030,258</u>	<u>8,349,820</u>

<b>Total Long Term Liabilities</b>	<u>794,751,961</u>	<u>799,470,742</u>
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<b>Total Liabilities</b>	<u><b>815,738,363</b></u>	<u><b>813,377,454</b></u>
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**Net Assets**

Contributed Capital	35,847,060	18,734,896
Net Assets Beginning	263,492,792	153,384,277
Current Year Operations	<u>66,209,511</u>	<u>84,521,224</u>
<b>Total Net Assets</b>	<u><b>365,549,362</b></u>	<u><b>256,640,397</b></u>

<b>Total Liabilities and Net Assets</b>	<u><b>\$ 1,181,287,725</b></u>	<u><b>\$ 1,070,017,851</b></u>
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**Central Texas Regional Mobility Authority**  
**Income Statement**  
**All Operating Departments**

Account Name	Budget Amount FY 2015	Actual Year to Date 4/30/2015	Percent of Budget	Actual Prior Yr to Date 4/30/2014
<b>Revenue</b>				
<b>Operating Revenue</b>				
Toll Revenue-TxTag-183A	22,080,350	22,211,481	100.59%	20,082,195
Toll Revenue-HCTRA-183A	1,089,491	1,300,598	119.38%	1,014,961
Toll Revenue-NTTA-183A	1,041,069	852,755	81.91%	793,271
Toll Revenue-TxTag-Manor	8,341,268	6,557,180	78.61%	1,844,035
Toll Revenue-HCTRA Manor	1,542,774	1,372,455	88.96%	268,736
Toll Revenue-NTTA-Manor	401,121	310,769	77.48%	81,458
Video Tolls 183A	8,414,300	5,891,402	70.02%	4,785,932
Video Tolls Manor Expressway	4,548,325	2,071,688	45.55%	610,362
Fee revenue 183A	2,660,832	1,710,293	64.28%	1,914,974
Fee revenue Manor Expressway	1,520,242	773,972	50.91%	437,793
<b>Total Operating Revenue</b>	<b>51,639,772</b>	<b>43,052,593</b>	<b>83.37%</b>	<b>31,833,717</b>
<b>Other Revenue</b>				
Interest Income	180,000	296,790	164.88%	152,352
Grant Revenue	2,399,600	87,647,808	3653%	83,363,066
Misc Revenue	-	15,959		3,187,761
<b>Total Other Revenue</b>	<b>2,579,600</b>	<b>87,960,557</b>	<b>3410%</b>	<b>86,703,179</b>
<b>Total Revenue</b>	<b>\$ 54,219,372</b>	<b>\$ 131,013,150</b>	<b>241.64%</b>	<b>\$ 118,536,896</b>
<b>Expenses</b>				
<b>Salaries and Wages</b>				
Salaries & Wages				
Salary Expense-Regular	2,286,142	1,816,154	79.44%	1,831,513
Part Time Salary Expense	51,000	-	0.00%	-
Overtime Salary Expense	3,000	-	0.00%	-
Salary Reserve	40,000	-	0.00%	-
TCDRS	334,167	246,333	73.72%	255,146
FICA	104,780	76,450	72.96%	79,076
FICA MED	33,417	26,549	79.45%	26,709
Health Insurance Expense	223,733	155,275	69.40%	158,298
Life Insurance Expense	5,903	3,142	53.23%	2,517
Auto Allowance Expense	10,200	2,125	20.83%	5,100
Other Benefits	190,809	117,995	61.84%	86,988
Unemployment Taxes	12,960	3	0.03%	4,011
<b>Total Salaries and Wages</b>	<b>3,296,111</b>	<b>2,444,027</b>	<b>74.15%</b>	<b>2,449,358</b>

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

Account Name	Budget Amount FY 2015	Actual Year to Date 4/30/2015	Percent of Budget	Actual Prior Yr to Date 4/30/2014
<b>Administrative</b>				
<b>Administrative and Office Expenses</b>				
Accounting	5,000	6,026	120.51%	8,648
Auditing	70,000	51,888	74.13%	51,480
Human Resources	50,000	81,853	163.71%	6,021
IT Services	63,000	42,017	66.69%	27,780
Internet	6,700	1,236	18.44%	961
Software Licenses	20,200	18,938	93.75%	18,958
Cell Phones	12,100	9,301	76.87%	9,799
Local Telephone Service	25,000	11,129	44.52%	12,824
Overnight Delivery Services	1,700	132	7.77%	282
Local Delivery Services	1,150	-	0.00%	324
Copy Machine	8,000	9,280	115.99%	6,596
Repair & Maintenance-General	500	3,060	612.01%	1,050
Meeting Facilities	250	-	0.00%	-
Community Meeting/ Events	5,000	-	0.00%	-
Meeting Expense	17,700	8,545	48.28%	5,270
Public Notices	2,000	-	0.00%	100
Toll Tag Expense	1,550	927	59.79%	226
Parking	3,400	2,660	78.22%	2,302
Mileage Reimbursement	9,750	4,008	41.11%	4,110
Insurance Expense	180,000	76,678	42.60%	81,597
Rent Expense	490,000	310,076	63.28%	258,766
Legal Services	320,000	118,966	37.18%	153,538
<b>Total Administrative and Office Expenses</b>	<b>1,293,000</b>	<b>756,719</b>	<b>58.52%</b>	<b>650,632</b>
<b>Office Supplies</b>				
Books & Publications	6,650	2,122	31.92%	2,077
Office Supplies	12,000	7,977	66.48%	11,454
Computer Supplies	12,500	11,652	93.22%	8,048
Copy Supplies	2,200	939	42.67%	959
Other Reports-Printing	13,000	553	4.26%	-
Office Supplies-Printed	2,700	1,073	39.73%	840
Misc Materials & Supplies	3,500	676	19.30%	1,122
Postage Expense	5,600	523	9.33%	507
<b>Total Office Supplies</b>	<b>58,150</b>	<b>25,514</b>	<b>43.88%</b>	<b>25,007</b>

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

Account Name	Budget Amount FY 2015	Actual Year to Date 4/30/2015	Percent of Budget	Actual Prior Yr to Date 4/30/2014
<b>Communications and Public Relations</b>				
Graphic Design Services	50,000	5,546	11.09%	15,394
Website Maintenance	65,000	4,385	6.75%	38,277
Research Services	50,000	3,898	7.80%	9,301
Communications and Marketing	150,000	122,838	81.89%	128,916
Advertising Expense	260,000	53,813	20.70%	45,819
Direct Mail	5,000	420	8.40%	75
Video Production	30,000	-	0.00%	6,704
Photography	10,000	-	0.00%	9,146
Radio	10,000	-	0.00%	-
Other Public Relations	27,500	-	0.00%	-
Promotional Items	10,000	6,979	69.79%	2,214
Displays	5,000	159	3.18%	-
Annual Report printing	10,000	-	0.00%	13
Direct Mail Printing	5,000	-	0.00%	-
Other Communication Expenses	1,000	5,640	563.98%	664
<b>Total Communications and Public Relations</b>	<b>688,500</b>	<b>203,676</b>	<b>29.58%</b>	<b>256,523</b>
<b>Employee Development</b>				
Subscriptions	1,850	1,297	70.12%	1,197
Memberships	37,100	31,198	84.09%	29,218
Continuing Education	5,550	3,520	63.42%	596
Professional Development	12,200	4,743	38.88%	501
Other Licenses	700	457	65.28%	470
Seminars and Conferences	39,000	26,177	67.12%	22,207
Travel	91,000	24,488	26.91%	67,327
<b>Total Employee Development</b>	<b>187,400</b>	<b>91,880</b>	<b>49.03%</b>	<b>121,516</b>
<b>Financing and Banking Fees</b>				
Trustee Fees	16,000	10,213	63.83%	16,125
Bank Fee Expense	10,000	4,348	43.48%	4,457
Continuing Disclosure	8,500	19,147	225.26%	3,500
Arbitrage Rebate Calculation	7,000	7,970	113.86%	6,630
Loan Fee Expense	5,000	-	0.00%	-
Rating Agency Expense	50,000	46,500	93.00%	37,000
<b>Total Financing and Banking Fees</b>	<b>96,500</b>	<b>88,178</b>	<b>91.38%</b>	<b>67,712</b>
<b>Total Administrative</b>	<b>2,323,550</b>	<b>1,165,968</b>	<b>50.18%</b>	<b>1,121,390</b>

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

Account Name	Budget Amount FY 2015	Actual Year to Date 4/30/2015	Percent of Budget	Actual Prior Yr to Date 4/30/2014
<b>Operations and Maintenance</b>				
<b>Operations and Mtce Consulting</b>				
General Engineering Consultant	520,500		0.00%	8,862
GEC-Trust Indenture Support	69,500	134,488	193.51%	84,814
GEC-Financial Planning Support	47,000	7,179	15.28%	50,021
GEC-Toll Ops Support	60,000	7,522	12.54%	879
GEC-Roadway Ops Support	187,000	270,274	144.53%	260,873
GEC-Technology Support	150,000	-	0.00%	98,639
GEC-Public Information Support	1,000	738	73.76%	461
GEC-General Support	225,000	288,234	128.10%	200,934
General System Consultant	175,000	111,927	63.96%	72,723
Traffic and Revenue Consultant	60,000	43,763	72.94%	36,068
<b>Total Operations and Mtce Consulting</b>	<b>1,495,000</b>	<b>864,124</b>	<b>57.80%</b>	<b>814,274</b>
<b>Road Operations and Maintenance</b>				
Roadway Maintenance	700,000	420,523	60.07%	437,657
Landscape Maintenance	250,000	138,018	55.21%	78,880
Signal & Illumination Maint	-	63,365		64,574
Maintenance Supplies-Roadway	-	251		36
Tools & Equipment Expense	500	227	45.36%	43
Gasoline	6,000	1,965	32.75%	2,590
Repair & Maintenance-Vehicles	1,000	2,558	255.83%	1,012
Roadway Operations	50,000	-	0.00%	-
Electricity - Roadways	150,000	98,272	65.51%	-
<b>Total Road Operations and Maintenance</b>	<b>1,157,500</b>	<b>725,179</b>	<b>62.65%</b>	<b>584,792</b>
<b>Toll Processing and Collection Expense</b>				
Image Processing	3,000,791	1,898,229	63.26%	1,150,035
Tag Collection Fees	2,318,079	1,803,858	77.82%	1,338,750
Court Enforcement Costs	45,000	20,955	46.57%	7,050
DMV Lookup Fees	7,000	2,754	39.35%	-
<b>Total Toll Processing and Collections</b>	<b>5,370,870</b>	<b>3,725,795</b>	<b>69.37%</b>	<b>2,495,835</b>
<b>Toll Operations Expense</b>				
Facility maintenance	-	67		5,827
Emergency Maintenance	10,000	-	0.00%	-

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

Account Name	Budget Amount FY 2015	Actual Year to Date 4/30/2015	Percent of Budget	Actual Prior Yr to Date 4/30/2014
Generator Maintenance	27,700	6,300	22.74%	-
Generator Fuel	6,000	749	12.48%	1,573
Fire and Burglar Alarm	-	370		123
Elevator Maintenance	2,800	290	10.36%	3,037
Refuse	800	599	74.91%	446
Pest Control	1,600	1,988	124.25%	3,284
Custodial	5,440	2,581	47.44%	1,360
Fiber Optic System	40,000	67,027	167.57%	67,713
Water	7,500	3,490	46.54%	4,603
Electricity	30,000	10,166	33.89%	84,611
ETC spare parts expense	130,000	-	0.00%	2,545
Repair & Maintenance Toll Equip	5,000	-	0.00%	164
Law Enforcement	257,500	188,888	73.35%	218,685
ETC Maintenance Contract	1,368,000	910,358	66.55%	839,585
ETC Development	125,000	-	0.00%	-
ETC Testing	60,000	-	0.00%	-
<b>Total Toll Operations</b>	<b>2,077,340</b>	<b>1,192,874</b>	<b>57.42%</b>	<b>1,233,556</b>
<b>Total Operations and Maintenance</b>	<b>10,100,710</b>	<b>6,507,972</b>	<b>64.43%</b>	<b>5,128,457</b>
<b>Other Expenses</b>				
<b>Special Projects and Contingencies</b>				
HERO	1,400,000	1,063,904	75.99%	1,016,505
Special Projects	1,190,000	429,757	36.11%	396,922
Other Contractual Svcs	130,200	46,609	35.80%	-
Contingency	170,500	-	0.00%	16,114
<b>Total Special Projects and Contingencies</b>	<b>2,890,700</b>	<b>1,540,271</b>	<b>53.28%</b>	<b>1,429,541</b>
<b>Non Cash Expenses</b>				
Amortization Expense	120,000	222,210	185.17%	85,930
Amort Expense - Refund Savings	1,300,000	856,550	65.89%	856,550
Dep Exp- Furniture & Fixtures	14,000	-	0.00%	-
Dep Expense - Equipment	15,000	6,657	44.38%	17,364
Dep Expense - Autos & Trucks	7,000	5,749	82.12%	5,749
Dep Expense-Buildng & Toll Fac	200,000	147,596	73.80%	147,596
Dep Expense-Highways & Bridges	19,000,000	13,844,237	72.86%	7,505,188
Dep Expense-Communic Equip	200,000	163,429	81.71%	163,429
Dep Expense-Toll Equipment	1,860,000	2,285,699	122.89%	1,288,730

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

Account Name	Budget Amount FY 2015	Actual Year to Date 4/30/2015	Percent of Budget	Actual Prior Yr to Date 4/30/2014
Dep Expense - Signs	350,000	268,643	76.76%	202,307
Dep Expense-Land Improvmts	600,000	729,154	121.53%	438,389
Depreciation Expense-Computers	28,000	21,997	78.56%	21,699
<b>Total Non Cash Expenses</b>	<b>23,694,000</b>	<b>18,551,920</b>	<b>78.30%</b>	<b>10,732,931</b>
<b>Total Other Expenses</b>	<b>26,584,700</b>	<b>20,092,191</b>	<b>75.58%</b>	<b>12,162,472</b>
<b>Non Operating Expenses</b>				
<b>Non Operating Expense</b>				
Bond issuance expense	50,000	177,924	355.85%	182,245
Interest Expense	44,384,714	34,369,558	77.44%	12,916,749
Community Initiatives	65,000	46,000	70.77%	55,000
<b>Total Non Operating Expense</b>	<b>44,499,714</b>	<b>34,593,482</b>	<b>77.74%</b>	<b>13,153,994</b>
<b>Total Expenses</b>	<b>\$ 86,804,785</b>	<b>\$ 64,803,639</b>	<b>74.65%</b>	<b>\$ 34,015,671</b>
<b>Net Income</b>	<b>\$ (32,585,413)</b>	<b>\$ 66,209,511</b>		<b>\$ 84,521,225</b>

**Central Texas Regional Mobility Authority**  
**Statement of Cash Flows - FY 2015**  
as of April, 2015

<b>Cash flows from operating activities:</b>	
Receipts from Department of Transportation	\$ 63,855,416
Receipts from toll fees	65,946,394
Receipts from other fees	-
Receipts from interest income	419,988
Receipts from other sources	14,291,779
Payments to vendors	(10,046,749)
Payments to employees and benefits	(2,590,858)
Net cash flows used in operating activities	<u>131,875,971</u>
<b>Cash flows from capital and related financing activities:</b>	
Payments on interest	(39,962,756)
Payment on Bonds/Notes	(4,794,562)
Acquisitions of property and equipment	(21,677)
Acquisitions of construction in progress	(68,587,143)
Reduction of Construction Payable (Maha Loop)	(7,872,639)
Proceeds from Loans and Notes	-
Net cash flows used in capital and related financing activities	<u>(121,238,777)</u>
<b>Cash flows from investing activities:</b>	
Purchase of investments	(34,977,780)
Proceeds from sale or maturity of investments	39,148,188
Net cash flows provided by investing activities	<u>4,170,408</u>
Net increase in cash and cash equivalents	14,807,603
Cash and cash equivalents at beginning of July 2014	221,352,797
Cash and cash equivalents at end of April 2015	<u>\$ 236,160,399</u>



**INVESTMENTS by FUND**

		Balance April 30, 2015		
<b>Renewal &amp; Replacement Fund</b>				
<b>TexSTAR</b>	3,107.46		<b>TexSTAR</b>	8,233,496.00
<b>Regions Sweep</b>	786,002.75		<b>CD's</b>	-
<b>Agencies</b>		789,110.21	<b>Regions Sweep</b>	221,091,192.45
			<b>Agencies</b>	49,723,005.52
<b>TxDOT Grant Fund</b>				
<b>TexSTAR</b>	82,221.58			
<b>Regions Sweep</b>	5,734,904.59			
<b>CD's</b>				
<b>Agencies</b>	3,706,647.19	9,523,773.36		
				\$ 279,047,693.97
<b>Senior Debt Service Reserve Fund</b>				
<b>TexSTAR</b>	590,225.80			
<b>Regions Sweep</b>	7,809,286.88			
<b>Agencies</b>	39,957,024.83	48,356,537.51		
<b>2010 Senior Lien DSF</b>				
<b>Regions Sweep</b>	1,145,257.00			
<b>TexSTAR</b>	-	1,145,257.00		
<b>2011 Debt Service Acct</b>				
<b>Regions Sweep</b>	7,920,342.78	7,920,342.78		
<b>2013 Sr Debt Service Acct</b>				
<b>Regions Sweep</b>	4,401,852.88	4,401,852.88		
<b>2013 Sub Debt Service Account</b>				
<b>Regions Sweep</b>	1,875,984.67	1,875,984.67		
<b>2011 Sub Debt DSRF</b>				
<b>Regions Sweep</b>	7,063,324.90			
<b>CD's</b>		7,063,324.90		
<b>2011 Sub DSF</b>				
<b>Regions Sweep</b>	1,575,848.88	1,575,848.88		
<b>Operating Fund</b>				
<b>TexSTAR</b>	681,096.77			
<b>TexSTAR-Trustee</b>	2,670,334.58			
<b>Regions Sweep</b>	-	3,351,431.35		
<b>Revenue Fund</b>				
<b>TexSTAR</b>	1.00			
<b>Regions Sweep</b>	2,858,939.92	2,858,940.92		
<b>General Fund</b>				
<b>TexSTAR</b>	53.78			
<b>Regions Sweep</b>	24,004,396.26			
<b>Agencies</b>	1,000,239.13	25,004,689.17		
<b>2013 Sub Debt Service Reserve Fund</b>				
<b>Regions Sweep</b>	3,382,220.95			
<b>Agencies</b>	5,059,094.37	8,441,315.32		
<b>MoPac Construction Fund</b>				
<b>Regions Sweep</b>	92,959,535.21	92,959,535.21		
<b>2010-1 Sub Lien Projects Fund</b>				
<b>TexSTAR</b>	34,166.11			
<b>Regions Sweep</b>	-	34,166.11		
<b>2010 Senior Lien Construction Fund</b>				
<b>Regions Sweep</b>	49,488.60	49,488.60		
<b>2011 Sub Debt Project fund</b>				
<b>TexSTAR</b>	4,172,288.92			
<b>Agencies</b>				
<b>Regions Sweep</b>	20,978,244.18	25,150,533.10		
<b>2011 Sr Financial Assistance Fund</b>				
<b>Regions Sweep</b>	24,299,621.83	24,299,621.83		
<b>2011 Senior Lien Project Fund</b>				
<b>Regions Sweep</b>	298,935.25			
<b>Agencies</b>		298,935.25		
<b>45SW Trust Account Hays County</b>				
<b>Regions Sweep</b>	405,435.57	405,435.57		
<b>45SW Trust Account Travis County</b>				
<b>Regions Sweep</b>	13,541,569.35	13,541,569.35		
		<u>\$ 279,047,693.97</u>		

**CTRMA INVESTMENT REPORT**

Month Ending 4/30/2015						
Balance 4/1/2015	Additions	Discount Amortization	Accrued Interest	Withdrawals	Balance 4/30/2015	Rate Apr 15
<b>Amount in Trustee TexStar</b>						
2011 Sub Lien Construction Fund	4,172,048.52		240.40		4,172,288.92	0.071%
2010-1 Sub Liens Projects	34,434.41		1.98	270.28	34,166.11	0.071%
General Fund	53.78				53.78	0.071%
Trustee Operating Fund	3,670,152.85		181.73	1,000,000.00	2,670,334.58	0.071%
Renewal and Replacement	3,107.23		0.23		3,107.46	0.071%
TxDOT Grant Fund	82,216.83		4.75		82,221.58	0.071%
Revenue Fund	1.00				1.00	0.071%
Senior Lien Debt Service Reserve Fund	590,191.79		34.01		590,225.80	0.071%
<b>8,552,206.41</b>	<b>0.00</b>		<b>463.10</b>	<b>1,000,270.28</b>	<b>7,552,399.23</b>	
<b>Amount in TexStar Operating Fund</b>						
<b>681,056.48</b>	<b>1,000,000.00</b>		<b>40.29</b>	<b>1,000,000.00</b>	<b>681,096.77</b>	<b>0.071%</b>
<b>Regions Sweep Money Market Fund</b>						
Operating Fund	0.00				0.00	0.100%
45SW Trust Account Travis County	13,540,414.50		1,154.85		13,541,569.35	0.100%
45SW Trust Account Hays County	405,397.36		38.21		405,435.57	0.100%
2010 Senior Lien Project Acct	49,482.64		5.96		49,488.60	0.100%
2010-1 Sub Lien Projects Fund	0.00	270.28		270.28	0.00	0.100%
2011 Sub Lien Project Acct	21,208,976.53		1,808.38	232,540.73	20,978,244.18	0.100%
2011 Senior Lien Project Acct	298,910.20		25.05		298,935.25	0.100%
2011 Sr Financial Assistance Fund	24,298,054.92		1,566.91		24,299,621.83	0.100%
2010 Senior DSF	859,012.21	286,184.22	60.57		1,145,257.00	0.100%
2011 Senior Lien Debt Service Acct	7,405,895.95	513,846.51	600.32		7,920,342.78	0.100%
2011 Sub Debt Service Fund	1,182,370.92	393,394.57	83.39		1,575,848.88	0.100%
2013 Senior Lien Debt Service Acct	3,301,666.71	1,099,953.37	232.80		4,401,852.88	0.100%
2013 Subordinate Debt Service Acct	1,407,169.72	468,715.73	99.22		1,875,984.67	0.100%
TxDOT Grant Fund	4,718,009.05	1,000,000.00	16,895.54		5,734,904.59	0.100%
Renewal and Replacement	786,995.40		76.93	1,069.58	786,002.75	0.100%
Revenue Fund	2,267,974.78	6,220,154.98	179.07	5,629,368.91	2,858,939.92	0.100%
General Fund	19,139,302.56	6,649,756.67	12,099.22	1,796,762.19	24,004,396.26	0.100%
2011 Sub Debt Service Reserve Fund	7,062,732.79		592.11		7,063,324.90	0.100%
Senior Lien Debt Service Reserve Fund	7,806,605.20		2,681.68		7,809,286.88	0.100%
2013 Sub Debt Service Reserve Fund	3,381,940.39		280.56		3,382,220.95	0.100%
MoPac Managed Lane Construction Fund	100,264,783.05		7,453.92	7,312,701.76	92,959,535.21	0.100%
<b>219,385,694.88</b>	<b>16,632,276.33</b>	<b>0.00</b>	<b>45,934.69</b>	<b>14,972,713.45</b>	<b>221,091,192.45</b>	

**CTRMA INVESTMENT REPORT**

Rate  
Apr 15

**Amount in Fed Agencies and Treasuries**

Amortized Principal

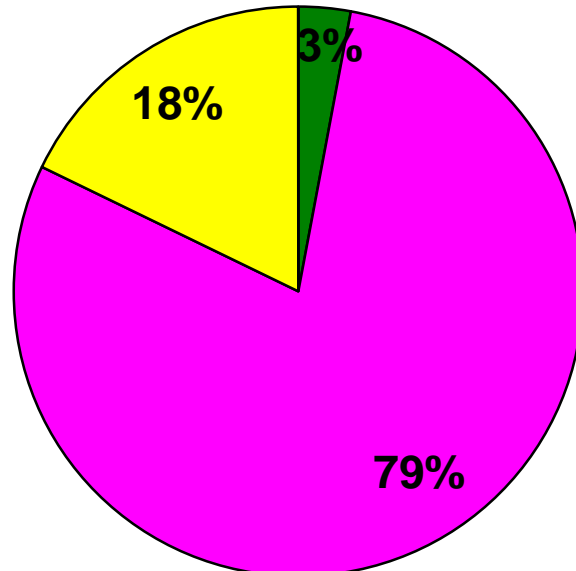
Month Ending 4/30/2015					
Balance 4/1/2015	Additions	Discount Amortization	Accrued Interest	Withdrawals	Balance 4/30/2015
					0.00
54,730,861.23		(7,855.71)		5,000,000.00	49,723,005.52
54,730,861.23	0.00				49,723,005.52
					0.00
9,233,262.89	1,000,000.00		503.39	2,000,270.28	8,233,496.00
219,385,694.88	16,632,276.33		45,934.69	14,972,713.45	221,091,192.45
54,730,861.23	0.00	(7,855.71)		5,000,000.00	49,723,005.52
<b>Total Invested</b>	<b>17,632,276.33</b>	<b>(7,855.71)</b>	<b>46,438.08</b>	<b>21,972,983.73</b>	<b>279,047,693.97</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 April 30, 2015

Agency	CUSIP #	COST	Book Value	Market Value	Yield to Maturity	Purchased	Matures	FUND
Federal Home Loan Bank	313378LX7	Matured	Matured	Matured	0.0267%	1/9/2014	4/30/2015	General
Federal Home Loan Bank	313378M57	1,004,065.22	1,000,239.13	1,000,350.00	0.0028%	1/9/2014	5/29/2015	General
Freddie Mac	3137EADD8	Matured	Matured	Matured	0.2290%	12/3/2012	4/17/2015	TxDOT Grant Fund
Federal Home Loan Bank	313371KG0	1,019,000.00	1,005,181.82	1,006,340.00	0.3912%	1/9/2014	10/28/2015	TxDOT Grant Fund
Fannie Mae	3135G0QB2	1,001,990.00	1,000,542.73		0.0381%	1/9/2014	10/22/2015	TxDOT Grant Fund
Fannie Mae	3135G0QB2	1,703,383.00	1,700,922.64	2,704,320.00	0.0381%	1/9/2014	10/22/2015	TxDOT Grant Fund
Fannie Mae	3135G0VA8	5,003,500.00	5,001,480.77	5,009,400.00	0.0468%	1/23/2014	3/1/2016	Senior DSRF
Federal Home loan Bank	3130A4MN9	2,499,600.00	2,499,650.00	2,500,825.00	0.3650%	3/11/2015	4/6/2016	Senior DSRF
Farmer Mac	31315PV55	2,501,200.00	2,501,100.00	2,503,150.00	0.7751%	3/11/2015	2/23/2017	Senior DSRF
Federal Farm Credit	3133ECA79	4,959,250.00	4,960,381.94	4,964,100.00	1.2155%	3/11/2015	3/19/2018	Senior DSRF
Federal Home loan Bank	3130A4HH8	4,999,250.00	4,999,281.25	5,005,000.00	0.8826%	3/24/2015	3/24/2017	Senior DSRF
Federal Home loan Bank	3130A4JX1	4,998,750.00	4,998,784.72	5,007,950.00	1.4085%	3/26/2015	3/26/2018	Senior DSRF
Freddie Mac	3134G6JF1	4,996,250.00	4,996,346.15	5,008,800.00	1.4239%	3/26/2015	6/26/2018	Senior DSRF
Freddie Mac	3134G6MC4	5,000,000.00	5,000,000.00	5,007,950.00	1.3000%	3/30/2015	12/29/2017	Senior DSRF
Federal Home loan Bank	3130A4JR4	2,500,000.00	2,500,000.00	2,500,650.00	0.6250%	3/30/2015	9/30/2016	Senior DSRF
Federal Home loan Bank	3130A4KF8	2,500,000.00	2,500,000.00	2,500,150.00	0.4100%	3/30/2015	3/30/2016	Senior DSRF
Federal Home Loan Bank	31398A3T7	5,164,996.34	5,059,094.37	5,061,232.26	0.3660%	1/9/2014	9/21/2015	2013 Sub DSRF
			49,723,005.52	49,780,217.26				

Agency	CUSIP #	COST	Cummulative Amortization	4/30/2015		Interest Income April 30, 2015		
				Book Value	Maturity Value	Accrued Interest	Amortization	Interest Earned
Federal Home Loan Bank	313378LX7	Matured	Matured	Matured	Matured	1,766.67	(859.64)	907.03
Federal Home Loan Bank	313378M57	1,004,065.22	3,826.09	1,000,239.13	1,000,000.00	475.00	(239.13)	235.87
Freddie Mac	3137EADD8	Matured	Matured	Matured	Matured	416.67	(164.67)	252.00
Federal Home Loan Bank	313371KG0	1,019,000.00	13,818.18	1,005,181.82	1,000,000.00	1,208.33	(863.64)	344.69
Fannie Mae	3135G0QB2	1,001,990.00	1,447.27	1,000,542.73	1,000,000.00	416.67	(90.45)	326.22
Fannie Mae	3135G0QB2	1,703,383.00	2,460.36	1,700,922.64	1,700,000.00	708.33	(153.77)	554.56
Fannie Mae	3135G0VA8	5,003,500.00	2,019.23	5,001,480.77	5,000,000.00	2,083.33	(134.62)	1,948.71
Federal Home loan Bank	3130A4MN9	2,499,600.00	(50.00)	2,499,650.00	2,500,000.00	638.02	25.00	663.02
Farmer Mac	31315PV55	2,501,200.00	100.00	2,501,100.00	2,500,000.00	1,666.67	(50.00)	1,616.67
Federal Farm Credit	3133ECA79	4,959,250.00	(1,131.94)	4,960,381.94	5,000,000.00	3,916.67	1,131.94	5,048.61
Federal Home loan Bank	3130A4HH8	4,999,250.00	(31.25)	4,999,281.25	5,000,000.00	3,645.83	31.25	3,677.08
Federal Home loan Bank	3130A4JX1	4,998,750.00	(34.72)	4,998,784.72	5,000,000.00	5,833.33	34.72	5,868.05
Freddie Mac	3134G6JF1	4,996,250.00	(96.15)	4,996,346.15	5,000,000.00	5,833.33	96.15	5,929.48
Freddie Mac	3134G6MC4	5,000,000.00	-	5,000,000.00	5,000,000.00	5,416.67		5,416.67
Federal Home loan Bank	3130A4JR4	2,500,000.00	-	2,500,000.00	2,500,000.00	130.21		130.21
Federal Home loan Bank	3130A4KF8	2,500,000.00	-	2,500,000.00	2,500,000.00	854.17		854.17
Federal Home Loan Bank	31398A3T7	5,164,996.34	105,901.97	5,059,094.37	5,026,000.00	8,376.67	(6,618.87)	1,757.80
		49,851,234.56	128,229.04	49,723,005.52	49,726,000.00	43,386.57	(7,855.73)	35,530.84

April 30, 2015

Certificates of Deposit Outstanding

Bank	CUSIP #	COST	Yield to Maturity	Purchased	Matures	April 30, 2015 Interest	FUND
		- =====				\$ - =====	

**Travis County Escrow account**

Balance		Accrued		Balance
4/1/2015	Additions	Interest	Withdrawals	4/30/2015
\$ 5,809,208.59		\$ 524.65		\$ 5,809,733.24



## Monthly Newsletter - April 2015

### Performance

#### As of April 30, 2015

Current Invested Balance	\$5,578,041,120.52
Weighted Average Maturity (1)	55 Days
Weighted Average Maturity (2)	75 Days
Net Asset Value	1.000079
Total Number of Participants	793
Management Fee on Invested Balance	0.05%*
Interest Distributed	\$541,825.74
Management Fee Collected	\$225,666.48
% of Portfolio Invested Beyond 1 Year	1.34%
Standard & Poor's Current Rating	AAAm

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

#### April Averages

Average Invested Balance	\$5,491,070,554.27
Average Monthly Yield, on a simple basis	0.0701%
Average Weighted Average Maturity (1)*	52 Days
Average Weighted Average Maturity (2)*	74 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 April:

★ City of Selma

### Holiday Reminder

In observance of **Memorial Day, TexSTAR will be closed on Monday, May 25, 2015**. All ACH transactions initiated on Friday, May 22nd will settle on Tuesday, May 26th. 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

April was largely positive for most asset classes, but succumbed to market nerves in the final days. Worries over global growth continue to plague investors, with weaker GDP reports in the UK, US and China and central banks continuing to ease monetary policy in response to low inflation rates. The earnings season in Europe and the US has been mixed, but given the low level of analyst expectations, even moderate misses were treated positively by markets. Meanwhile, we saw stabilization in oil and iron ore prices during the month. The turnaround in the Eurozone credit cycle is well underway and loans to the private sector increased by 0.1% year on year—the first positive figure in three years. The April deadline for agreement on Greek reforms passed, and with no new funds from the international lenders forthcoming, the odds of a Greek default have increased. The FOMC met at the end of April and kept policy unchanged, in line with market expectations. The Committee acknowledged the weakness in the activity data, but stated that the weakness is transitory.

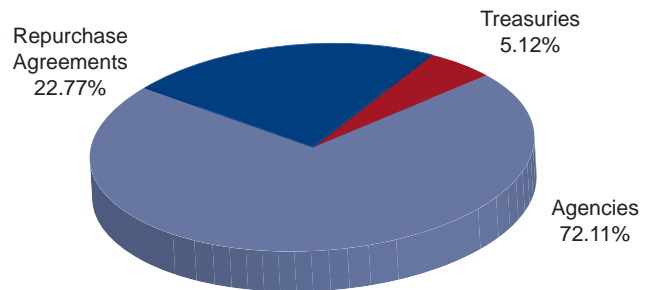
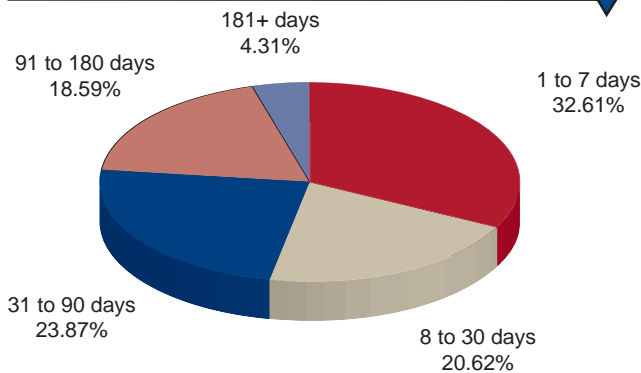
After a disappointing Q1, economic activity in the US is poised to accelerate in the second quarter. Personal consumption is likely to grow in line with income growth on a forward basis as the savings rate has reached very elevated nominal levels and confidence has reached new cycle highs. Early signs of wage pressures are emerging in the labor markets and it is expected that this trend will continue alongside consistent payroll growth. Access to credit, improving labor markets, higher real incomes, an increase in household formations and higher confidence amongst the under 35 age cohort imply an upside surprise from housing activity this year and especially in Q2 and Q3. Trade remains a challenging sector over the next few quarters as the impact from the stronger dollar will have varying degrees of lagged effects. The Fed was expected to tighten policy in the middle of the year, but a weak first quarter has pushed the probability of a Fed hike to September and it is anticipated that the pace of tightening should initially be slow and gradual. Financial asset price volatility is expected to remain higher during this transition period. However, real economic activity should remain buoyant and, as the economic activity accelerates in later years, the Fed will be forced to increase the pace of tightening.

This information is an excerpt from an economic report dated April 2015 provided to TexSTAR by JP Morgan Asset Management, Inc., the investment manager of the TexSTAR pool.

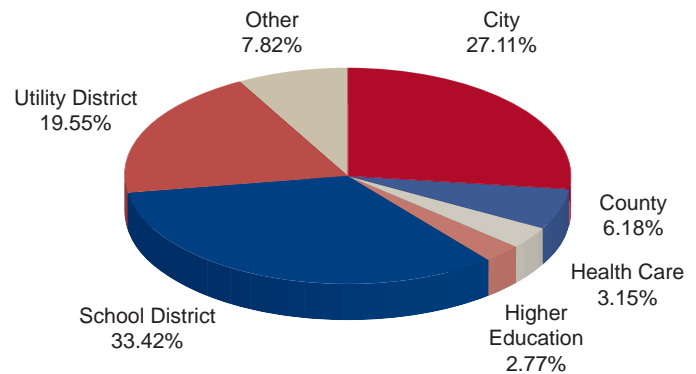
**For more information about TexSTAR, please visit our web site at [www.texstar.org](http://www.texstar.org).**

# Information at a Glance

## Portfolio by Type of Investment As of April 30, 2015



## Portfolio by Maturity As of April 30, 2015



## Distribution of Participants by Type As of April 30, 2015

# Historical Program Information

Month	Average Rate	Book Value	Market Value	Net Asset Value	WAM (1)*	WAM (2)*	Number of Participants
Apr 15	0.0701%	\$5,578,041,120.52	\$5,578,486,668.16	1.000079	52	74	793
Mar 15	0.0604%	5,532,363,738.20	5,532,642,521.32	1.000050	52	76	792
Feb 15	0.0548%	6,025,452,923.84	6,025,900,171.82	1.000073	49	74	792
Jan 15	0.0542%	5,795,866,262.14	5,796,287,813.37	1.000076	50	77	791
Dec 14	0.0501%	5,158,234,676.14	5,158,405,384.45	1.000037	51	80	790
Nov 14	0.0387%	4,453,961,626.26	4,454,149,924.27	1.000042	52	84	790
Oct 14	0.0385%	4,433,918,584.81	4,434,061,738.75	1.000043	50	82	788
Sep 14	0.0317%	4,479,282,436.21	4,479,598,265.68	1.000070	50	80	788
Aug 14	0.0350%	4,815,579,162.38	4,815,792,254.70	1.000043	52	83	788
Jul 14	0.0323%	4,816,487,266.54	4,816,599,027.29	1.000023	52	81	788
Jun 14	0.0322%	4,682,201,994.16	4,682,381,855.14	1.000038	50	76	788
May 14	0.0273%	5,188,136,060.86	5,188,307,944.39	1.000034	52	74	786

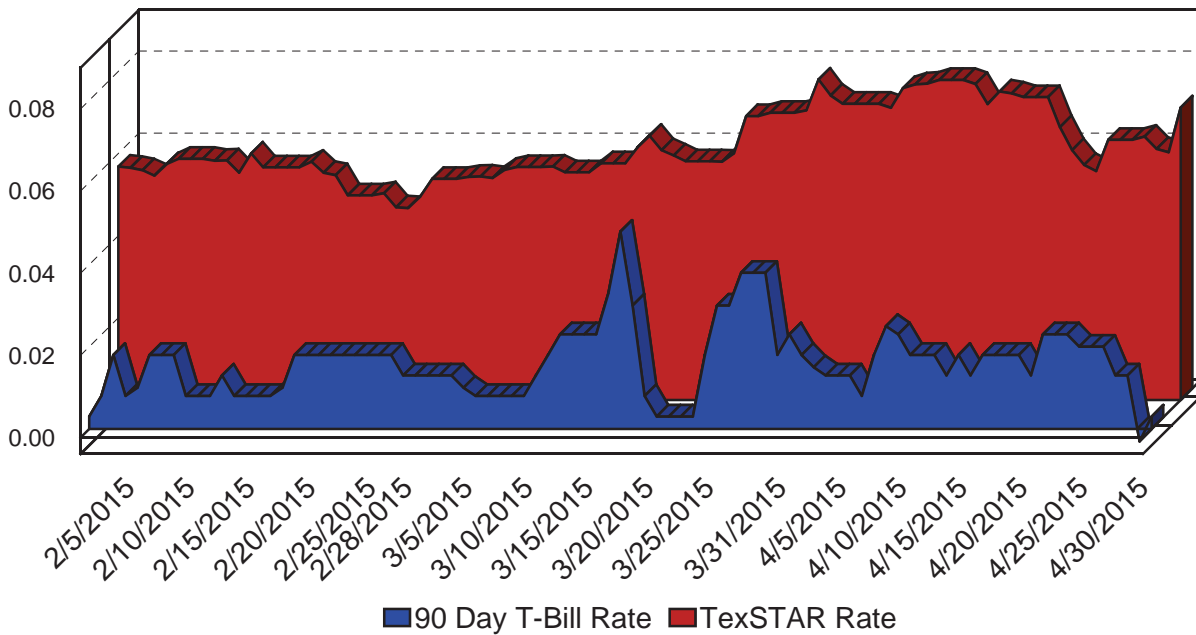
# Portfolio Asset Summary as of April 30, 2015

	Book Value	Market Value
Uninvested Balance	\$ 7,056.65	\$ 7,056.65
Accrual of Interest Income	629,256.96	629,256.96
Interest and Management Fees Payable	(612,631.33)	(612,631.33)
Payable for Investment Purchased	0.00	0.00
Repurchase Agreement	1,270,231,999.93	1,270,231,999.93
Government Securities	4,307,785,438.31	4,308,230,985.95
<b>Total</b>	<b>\$ 5,578,041,120.52</b>	<b>\$ 5,578,486,668.16</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 April 2015

Date	Mny Mkt Fund Equiv. [SEC Std.]	Daily Allocation Factor	TexSTAR Invested Balance	Market Value Per Share	WAM Days (1)*	WAM Days (2)*
4/1/2015	0.0741%	0.000002029	\$5,532,811,944.41	1.000048	52	75
4/2/2015	0.0721%	0.000001974	\$5,455,894,007.94	1.000054	52	75
4/3/2015	0.0721%	0.000001974	\$5,455,894,007.94	1.000054	52	75
4/4/2015	0.0721%	0.000001974	\$5,455,894,007.94	1.000054	52	75
4/5/2015	0.0721%	0.000001974	\$5,455,894,007.94	1.000054	52	75
4/6/2015	0.0711%	0.000001947	\$5,426,641,269.51	1.000064	52	75
4/7/2015	0.0759%	0.000002079	\$5,377,149,278.71	1.000073	52	75
4/8/2015	0.0768%	0.000002104	\$5,399,518,047.18	1.000069	55	77
4/9/2015	0.0770%	0.000002109	\$5,409,063,434.02	1.000072	55	78
4/10/2015	0.0779%	0.000002134	\$5,476,132,010.71	1.000064	52	75
4/11/2015	0.0779%	0.000002134	\$5,476,132,010.71	1.000064	52	75
4/12/2015	0.0779%	0.000002134	\$5,476,132,010.71	1.000064	52	75
4/13/2015	0.0769%	0.000002107	\$5,485,303,801.19	1.000068	52	74
4/14/2015	0.0720%	0.000001972	\$5,449,512,589.90	1.000085	51	73
4/15/2015	0.0751%	0.000002058	\$5,468,294,712.08	1.000079	51	73
4/16/2015	0.0746%	0.000002043	\$5,468,896,770.95	1.000076	50	72
4/17/2015	0.0737%	0.000002020	\$5,442,267,720.47	1.000071	51	73
4/18/2015	0.0737%	0.000002020	\$5,442,267,720.47	1.000071	51	73
4/19/2015	0.0737%	0.000002020	\$5,442,267,720.47	1.000071	51	73
4/20/2015	0.0664%	0.000001818	\$5,411,881,928.14	1.000062	51	73
4/21/2015	0.0608%	0.000001666	\$5,417,260,617.46	1.000070	53	74
4/22/2015	0.0572%	0.000001568	\$5,435,640,178.69	1.000078	53	73
4/23/2015	0.0557%	0.000001525	\$5,637,019,289.12	1.000067	52	72
4/24/2015	0.0633%	0.000001735	\$5,649,096,467.41	1.000070	52	71
4/25/2015	0.0633%	0.000001735	\$5,649,096,467.41	1.000070	52	71
4/26/2015	0.0633%	0.000001735	\$5,649,096,467.41	1.000070	52	71
4/27/2015	0.0641%	0.000001756	\$5,505,627,488.56	1.000071	53	73
4/28/2015	0.0611%	0.000001674	\$5,612,360,421.02	1.000065	52	72
4/29/2015	0.0603%	0.000001653	\$5,591,029,109.25	1.000081	55	75
4/30/2015	0.0712%	0.000001952	\$5,578,041,120.52	1.000079	55	75
Average	0.0701%	0.000001921	\$5,491,070,554.27		52	74

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



## **TexSTAR Board Members**

<i>William Chapman</i>	<i>Central Texas Regional Mobility Authority</i>	<i>Governing Board President</i>
<i>Nell Lange</i>	<i>City of Frisco</i>	<i>Governing Board Vice President</i>
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<i>Becky Brooks</i>	<i>Government Resource Associates, LLC</i>	<i>Advisory Board</i>

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**J.P.Morgan**  
Asset Management



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #6 SUMMARY

---

Approve an updated and restated list of firms authorized to provide investment banking services to the Mobility Authority.

Department: Finance

Associated Costs: None

Funding Source: N/A

Board Action Required: Yes

Description of Matter:

At the September 2014 Board meeting, the Board authorized issuing a request for qualifications to solicit responses from investment banking firms to provide investment banking services to the Mobility Authority on an “as needed” basis. After reviewing the responses to the RFQ, the Executive Director, Chief Financial Officer, and Controller recommend adding three new firms to the existing pool of investment banking firms. The recommendations are based on each firm’s reputation, financial capabilities, and knowledge of bond transactions similar to the Authority’s needs. The three recommended firms are Academy Securities; Blaylock Veal Van, LLC; and FTN Financial. Two firms previously in the pool, Morgan Keegan and Southwest Securities, have merged with Ramond James & Associates and Southwest Capital Markets, Inc., respectively.

The attached draft resolution updates and restates all firms in the pool. Firms in the pool are assessed for their potential inclusion in a syndicate at the time a financing needed.

Backup: Draft Resolution

Contact: Bill Chapman, Chief Financial Officer  
Cindy Demers, Controller

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

**RESOLUTION NO. 15-\_\_\_**

**APPROVING AN UPDATED AND RESTATED LIST OF FIRMS AUTHORIZED TO  
PROVIDE INVESTMENT BANKING SERVICES TO THE MOBILITY AUTHORITY.**

WHEREAS, in accordance with Mobility Authority procurement policies, by Resolution No. 14-063 approved on September 24, 2014, the Board of Directors authorized issuing a request for qualifications from firms interested in providing investment banking services to the Mobility Authority (the “RFQ”), to be added to the pool of investment banking firms previously approved by the Board of Directors; and

WHEREAS, the Mobility Authority’s Chief Financial Officer, Controller, and its financial advisors have received and evaluated responses received to the RFQ and recommend that the firms identified on Exhibit 1 constitute the restated pool of all investment banking firms qualified and available to provide investment banking services to the Mobility Authority.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby approves the investment banking firms listed on Exhibit 1 as the pool of such firms qualified to provide investment banking services to the Mobility Authority.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27<sup>th</sup> day of May, 2015.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin, General Counsel

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors

**EXHIBIT 1 to Resolution No. 15-\_\_\_**

**INVESTMENT BANKING**

**UNDERWRITING POOL**

Academy Securities

Bank America/Merrill Lynch

Barclays

Blaylock Beal Van, LLC

BOSC, Inc.

Citigroup

Coastal Securities, Inc.

Estrada Hinojosa & Company

Fidelity Investments

FTN Financial

Goldman Sachs

Hutchinson, Shockey, Erley & Co.

Jefferies & Company, Inc.

JP Morgan

Loop Capital Markets, L.L.C.

Mesirow Financial, Inc.

Morgan Stanley

Piper Jaffray & Co.

Ramirez & Company

Raymond James & Associates

RBC Dain Rauscher, Inc.

Rice Financial Products Company

Samco Capital Markets

Siebert Brandford, Shank & Company, L.L.C.

Southwest Capital Markets, Inc.

Stifel, Nicolaus & Company

Wells Fargo Securities



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #7 SUMMARY

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Approve an amendment to the contract with Crosswind Communications, LLC, for communication and marketing services.

Strategic Plan Relevance: Regional Mobility, Innovation

Department: Communications

Associated Costs: Supplements not to exceed \$300,000 per Contract Extension

Funding Source: Operating fund, and Capital Funds of the MoPac Improvement Project, Bergstrom Expressway, Oak Hill Parkway, 183 North, SH 45 SW, and MoPac South Projects

Board Action Required: Approval of Contract Extension Supplement

Description of Matter:

On January 28, 2015, the Board approved a resolution authorizing the Executive Director to execute an amendment to the contract with Crosswind Communications, LLC, to extend the contract termination date from July, 31 2015 to December 31, 2015. To provide ongoing marketing and public relations services and support for ongoing operations and projects under development and construction, the Executive Director recommends amending the contract to provide additional funding for services provided under the contract, in an amount not to exceed \$300,000 for the extension ending December 31, 2015.

Reference: Draft Amendment  
Draft Resolution

Contact: Mario Espinoza, Deputy Executive Director  
Rick L'Amie, Communications Manager

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

**RESOLUTION NO. 15-\_\_\_**

**APPROVING AN AMENDMENT TO THE CONTRACT WITH  
CROSSWIND COMMUNICATIONS, LLC, FOR COMMUNICATION  
AND MARKETING CONSULTING SERVICES.**

WHEREAS, by Resolution No. 11-099 enacted on July 28, 2011, the Board awarded a contract to Crosswind Communications, LLC, (“Crosswind”) to provide communications and marketing consulting services to the Mobility Authority (the “Contract”); and

WHEREAS, the Contract has been amended pursuant to Resolution No. 13-026, enacted on April 24, 2013, and pursuant to Resolution No. 15-006, enacted January 28, 2015, and will terminate on December 31, 2015; and

WHEREAS, at the request of the Mobility Authority, under the Contract as amended Crosswind has provided and continues to provide ongoing public relations and marketing support as well as communications services for the MoPac Improvement, Manor Expressway, Oak Hill Parkway, Bergstrom Expressway, 183 North, SH 45 SW, and MoPac South Projects; and

WHEREAS, the Executive Director recommends amending the Contract to provide additional compensation for necessary services until the Contract terminates on December 31, 2015.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby approves and authorizes the Executive Director to execute an amendment to the Contract with Crosswind Communications, LLC, to increase the compensation payable under the Contract by an amount not to exceed \$300,000 for the Contract period previously extended to December 31, 2015.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27<sup>th</sup> day of May, 2015.

Submitted and reviewed by:

Approved:

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Andrew Martin, General Counsel

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Ray A. Wilkerson  
Chairman, Board of Directors



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #8 SUMMARY

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Approve an interlocal agreement with The University of Texas at Austin (Center for Transportation Research) for dynamic traffic modeling services.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: \$500,000

Funding Source: Project Funds, as budgeted

Board Action Required: Yes

Description of Matter:

Through this Interlocal Cooperation Contract, The University of Texas at Austin (Center for Transportation Research) will provide technical services as requested by the Mobility Authority. These activities will include developing and maintaining advanced modeling tools for use in the Austin region, and applying those tools to answer questions related to the planning and/or operations of roadway and transit services.

Reference: Draft Resolution  
Draft Interlocal Agreement

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



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

**RESOLUTION NO. 15-\_\_\_**

**APPROVING AN INTERLOCAL AGREEMENT WITH THE UNIVERSITY OF TEXAS  
AT AUSTIN (CENTER FOR TRANSPORTATION RESEARCH) FOR DYNAMIC  
TRAFFIC MODELING SERVICES.**

WHEREAS, the Mobility Authority has a need for technical services that include developing and maintaining advanced traffic modeling tools for use in the Austin region, and applying those tools to answer questions related to the planning and operations of its transportation projects; and

WHEREAS, The University of Texas at Austin (Center for Transportation Research) (“CTR”) has previously provided these services to the Mobility Authority through existing agreements with the Texas Department of Transportation, and having a direct contractual relationship with CTR will facilitate engaging its services when needed in the future; and

WHEREAS, a copy of the proposed interlocal agreement has been provided to the Board as agenda backup information for this resolution, and the Executive Director recommends approval of the proposed agreement in the form or substantially in the form provided to the Board.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors approves the proposed interlocal agreement with The University of Texas at Austin (Center for Transportation Research) for dynamic traffic modeling services, and authorizes the Executive Director to finalize and execute the agreement in the form or substantially in the form provided to the Board as agenda backup information.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27<sup>th</sup> day of May, 2015.

Submitted and reviewed by:

Approved:

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Andrew Martin, General Counsel

---

Ray A. Wilkerson  
Chairman, Board of Directors



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #9 SUMMARY

Approve an amendment to the agreement with Gila Corporation, d/b/a/Municipal Service Bureau for violation processing and debt collection services.

Department: Operations

Associated Costs: None

Funding Source: None

Board Action Required: Yes

Description of Matter:

The Mobility Authority's Agreement for Violation Processing and Debt Collection Services with Gila Corporation, d/b/a Municipal Services Bureau ("MSB") will terminate on January 14, 2016. Article 3 of that Agreement specifically states that the expiration date may be extended "upon the agreement of both parties." The Agreement also provides for periodic adjustment of the charges MSB collects from Mobility Authority customers as compensation for its services, as set forth in the Schedule of Rates attached as Exhibit B to the Agreement.

The proposed amendment will lower the charges for image review associated with Pay-By-Mail (video) tolls from \$.095 to \$.070 (per image) starting June 1, 2015, through December 31, 2015, and then further reduced to \$.045 per image on and after January 1, 2016. The reduction in image review charges will increase Mobility Authority's net revenues. MSB also agrees to cap, at \$2,000 per license plate, the administrative fees it charges to a registered owner of a vehicle if toll charges are not timely paid. The amendment establishes a new expiration date for the Agreement of January 14, 2018, extending the Agreement for two additional years. All other terms and provisions of the Agreement remain in place.

Reference: Draft Resolution

Contact: Tim Reilly, Director of Operations

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

**RESOLUTION NO. 15-\_\_\_**

**APPROVING AN AMENDMENT TO THE AGREEMENT WITH GILA LLC,  
d/b/a MUNICIPAL SERVICES BUREAU FOR VIOLATION PROCESSING  
AND DEBT COLLECTION SERVICES.**

WHEREAS, pursuant to Resolution No. 07-71, adopted by the Board of Directors on December 7, 2007, the Mobility Authority executed an Agreement for Violation Processing and Debt Collection Services effective January 15, 2008, (the "Agreement") with Gila Corporation, a Texas corporation subsequently converted to Gila LLC, a Texas limited liability company, d/b/a Municipal Services Bureau ("MSB"); and

WHEREAS, the Agreement will terminate on January 14, 2016; and

WHEREAS, if the Agreement is extended, MSB has agreed to its reduce image review charges to the Mobility Authority and establish a \$2,000 cap per license plate on administrative fees it charges to a registered owner who does not timely pay a toll charge; and

WHEREAS, the Executive Director and MSB have discussed and recommend a proposed amendment to the Agreement attached as Exhibit 1 to this resolution, and the Executive Director recommends that the Board approve the proposed amendment in the form or in substantially the form as attached as Exhibit 1.

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves the proposed amendment to the Agreement, and authorizes the Executive Director to finalize and execute the amendment in the form or in substantially the form attached as Exhibit 1 to this resolution.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27<sup>th</sup> day of May, 2015.

Submitted and reviewed by:

Approved:

---

Andrew Martin, General Counsel

---

Ray A. Wilkerson  
Chairman, Board of Directors

**Exhibit 1 to Resolution No. 15-**

**AMENDMENT TO  
AGREEMENT FOR VIOLATION PROCESSING  
AND DEBT COLLECTION SERVICES  
BETWEEN  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY  
AND  
GILA CORPORATION, d/b/a  
MUNICIPAL SERVICES BUREAU**

This Amendment is effective on June 1, 2015, and amends that certain Agreement For Violation Processing and Debt Collection Services Between Central Texas Regional Mobility Authority (“CTRMA”) and Gila Corporation, d/b/a Municipal Services Bureau (the “Consultant” or “MSB”), dated to be effective January 15, 2008 (the “Agreement”), as that agreement has been subsequently amended.

Pursuant to the authority granted by the CTRMA Board of Directors in Resolution No. 15-\_\_\_\_, dated May 27, 2015, the parties to this Amendment agree as follows:

1. Article 3 (TIME OF PERFORMANCE) of the Agreement is hereby amended to read in its entirety as follows:

**ARTICLE 3  
TIME OF PERFORMANCE**

The term of this Agreement shall be ten (10) years, commencing January 15, 2008, and concluding January 14, 2018 (the “Expiration Date”), subject to the earlier termination of this Agreement pursuant to Article 4 (TERMINATION FOR DEFAULT) or Article 5 (OPTIONAL TERMINATION) below or to a further extension of this Agreement upon agreement of both parties. If at any time during the contract term the Consultant cannot provide the requested Services within the time required by the CTRMA or for any other reason, the Authority reserves the unilateral right to procure the Services from any other source it deems capable of providing those Services.

2. Pursuant to the rate adjustment procedure set forth in **Appendix B – Schedule of Rates** of the Agreement, Appendix B of the Agreement is hereby amended to read in its entirety as follows:

**Appendix B – Schedule of Rates**

The following are the amounts the Consultant will receive for all items paid by customers in the various stages of video billing and violation enforcement. The CTRMA and the Consultant will review the rates on at least an annual basis and make adjustments as are mutually agreed upon. The rates paid to the Consultant have no influence on the amount of administrative fees the CTRMA may charge violators.

<b>Violation process item</b>	<b>Amount Consultant receives for each paid item</b>
Video bill	12% of each toll (including, without limitation, electronic toll collections) and \$1.00 handling fee for each mailing
Violation Notice	\$10.00 per paid Notice
Collections	\$20.00 all collection activities per unpaid Notice (MSB will cap all fees at \$2,000.00 per license plate)
Court packets	\$25.00 flat fee per packet requested
Image review	<p>\$0.070 per transaction image accurately processed for transactions occurring on and after June 1, 2015, through December 31, 2015.</p> <p>\$0.045 per transaction image accurately processed for transactions occurring on and after January 1, 2016.</p> <p>No charge for an image review of a toll-exempt vehicle.</p>

All other provisions of the Agreement, as amended, remain unchanged.

By their signatures below, CTRMA and the MSB evidence their agreement to the amendment set forth above.

GILA CORPORATION, d/b/a  
MUNICIPAL SERVICES BUREAU

CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY

By: \_\_\_\_\_

By: \_\_\_\_\_

Name: Bruce Cummings

Name: Mike Heiligenstein

Title: President

Title: Executive Director



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #10 SUMMARY

---

Authorize negotiation and execution of a contract for public involvement services for the Bergstrom Expressway Project.

Strategic Plan Relevance: Regional Mobility  
Department: Communications /Engineering  
Associated Costs: TBD  
Funding Source: Bond Sale Funds  
Board Action Required: Yes

Description of Matter: On February 25, 2015, the Board authorized issuing a request for proposals (RFP) from teams interested in providing public involvement services for the Bergstrom Expressway Project. The RFP was issued on April 3, 2015. Four responses were received on April 24, 2015. Responses included a cost proposal of hourly rates, and the selected proposer will be compensated based on the submitted rates.

A Selection Committee of Mobility Authority staff and consultants and led by Justin Word, P.E., Director of Project Management, evaluated the proposals against the criteria established by the RFP. The committee reviewed and scored the responses and recommended to the Executive Director the proposer whose proposal provides the best value to the Mobility Authority.

The Executive Director recommends Board approval of the proposer (to be recommended at the Board meeting), and Board approval to negotiate and execute a contract with the selected proposer for the requested public involvement services in an amount not to exceed \$3 million.

Reference: Draft Resolution  
Contact: Justin Word, P.E., Director of Project Management

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

**RESOLUTION NO. 15-\_\_\_**

**AUTHORIZING NEGOTIATION AND EXECUTION OF A  
CONTRACT FOR PUBLIC INVOLVEMENT SERVICES FOR  
THE BERGSTROM EXPRESSWAY PROJECT.**

WHEREAS, the Bergstrom Expressway Project is the largest transportation project undertaken by the Mobility Authority to date; and

WHEREAS, successful oversight of the numerous and complex activities needed to successfully complete the Bergstrom Expressway Project will require the efforts of many firms providing specialized services to the Mobility Authority; and

WHEREAS, by Resolution No. 14-014, dated February 25, 2015, the Board of Directors authorized the Executive Director to procure public involvement services for the Bergstrom Expressway Project; and

WHEREAS, in accordance with the Mobility Authority Procurement Policies and the request for proposals for public involvement services issued April 3, 2015 (the "RFP"), the Executive Director recommends selection of \_\_\_\_\_ as the proposer who provides the requested goods and services at the best value for the Mobility Authority, based on the evaluation and selection criteria set forth in the RFP.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors hereby determines that \_\_\_\_\_ is the proposer who provides the requested goods and services at the best value for the Mobility Authority; and

BE IT FURTHER RESOLVED that the Executive Director is authorized to negotiate and execute on behalf of the Mobility Authority a contract for public involvement services with \_\_\_\_\_, consistent with the proposer's response to the RFP, the RFP, and the Mobility Authority's Procurement Policies.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27<sup>th</sup> day of May, 2015.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin, General Counsel

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #11 SUMMARY

---

Approve decision to discontinue study on the VPPP 183A Downstream Impacts Program.

Strategic Plan Relevance: Regional Mobility

Department: Operations

Associated Costs: N/A

Funding Source: N/A

Board Action Required: Yes (by motion)

Description of Matter: The Board approved the Mobility Authority to enter into an Advanced Funding Agreement with TxDOT at their April 25, 2012 meeting for implementation and oversight of this Program.

The Program has completed Task 1 - Stated Preference Survey and Task 2 - Origin and Destination Study. The Program has been evaluated and the results indicate that the desired and required outcomes will not be achieved. It is being recommended that the Board approve the No-Go decision to discontinue the study.

Reference: Rand's Report - The Impact of Adopting Time-of-Day Tolling  
Stantec's Memo

Contact: Tim Reilly, Director of Operations



---

To: Tim Reilly, CTRMA  
Kris Keith, HNTB

From: William Ihlo  
Ann Hughitt

Date: November 3, 2014

---

**Reference: Time-of-Day Tolling Study on 183A**

Stantec has reviewed the draft report *The Impact of Adopting Time-of-day Tolling on 183A* (RAND, August, 2014) and participated in a presentation of the draft results by RAND. There were two focus areas of the study. One was to see if moving from a flat-rate toll to a time-of-day tolling strategy on 183A would be revenue neutral. The other was to see if implementing such a policy would reduce congestion, especially downstream on MoPac. The time-of-day tolling strategy would lower the off-peak tolls in an attempt to shift traffic from the peak to the off-peak shoulder hour; however there would be no offsetting increase in the peak tolls. Based on our review of the information contained in the draft report it is the opinion of Stantec that adopting a time-of-day tolling strategy as tested in the RAND study for 183A would not result in a revenue neutral condition or a shift in congestion.

RAND's study focused on southbound travel between the hours of 5am and noon. A discrete choice model was developed and calibrated based on 551 completed responses to an online stated preference survey. Traffic and speed data collected in 2013 (by HNTB), as well as transaction data were also used in the analysis. Respondents were asked a series of questions based on their most recent southbound trip. The questions were designed to elicit the driver's willingness to shift travel departure time and/or route choice based on changes in tolls on 183A. Two route choices were offered – 183A and US 183. Drivers were asked to consider total trip time and fuel costs in making their choices. The analysis was limited to through trips (i.e., drivers that used all 3 mainline toll plazas). It should be noted that if a third route choice, Parmer Lane/Ronald Reagan Boulevard, was provided, different results might have been obtained.

Data analyzed by RAND indicated the majority of trips using 183A during peak periods are commuter trips headed to downtown Austin and other surrounding areas of employment. Based on this, trip purposes were modeled separately. Mandatory trips were defined as work, employer business and school related. Non-mandatory trips were defined as shopping, personal business, recreation, health care, and social. The implied value of time for mandatory trips was \$12.13 per hour. The implied value of time for non-mandatory trips was \$6.89 (for single occupant vehicles).

These values of time are significantly lower than what Stantec uses in its toll diversion model. The weighted average value of time used in our traffic and revenue forecasts for CTRMA is \$16.35/hour. When developing the value of time Stantec discovered that for home-based work trips and non-home based work trips the value of time was a function of household median income. As part of the 2013 investment grade study for CTRMA, Stantec conducted a sensitivity which lowered the value of time by 50% (\$8.18/hr weighted average). The result was more than a 40% loss in revenue on 183A compared to the base case (model year 2025).

RAND found that respondents reported sensitivity to even small changes in toll rates. They estimated the current price elasticity of demand of 183A users is -0.85. RAND also found that the current cost of traveling through all 3 toll plazas, \$2.91, is almost at the top of the revenue curve. As part of the

**Reference: Time-of-Day Tolling Study on 183A**

2013 study mentioned above Stantec tested a series of alternative toll rates on 183A. These tests indicated a toll elasticity in the range of -0.40 to -0.50 with current toll rates set well below the optimum level.

Although approximately 59% of survey respondents reported some level of flexibility with their work hours, only 40% of the respondents indicated they had the flexibility to change their departure time. This analysis seems to indicate even if there was perceived cost or time savings travelers don't have the flexibility to change their trip making patterns. This has a direct bearing on one of the study focuses – shifting congestion downstream.

Notwithstanding any differences noted above, Stantec concurs with the major conclusions stated in the summary of the RAND report as restated below:

- 1) Modest reductions in off-peak tolls on 183A will result in small reductions in toll revenues;
- 2) Reducing off-peak tolls is likely to have little effect on peak period traffic;
- 3) Along with reductions in off-peak tolls, modest increases in peak tolls would be required in order to remain revenue-neutral.



# The Impact of Adopting Time-of-Day Tolling

Case Study of 183A in Austin, Texas

Thomas Light, Sunil Patil, Gregory D. Erhardt, Flavia Tsang, Peter Burge,  
Paul Sorensen, Mia Zmud

For more information on this publication, visit [www.rand.org/t/rr969](http://www.rand.org/t/rr969)

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## Preface

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Through a grant from the Federal Highway Administration's Value Pricing Pilot Program, the Central Texas Regional Mobility Authority (CTRMA) asked RAND to evaluate time-of-day pricing on the 183A Turnpike in Texas. RAND was tasked with studying the implications for traffic congestion on the broader highway network, of both tolled and nontolled roads. To conduct the analysis, a stated preference survey was administered and model estimation and scenario testing were conducted to understand how motorists would respond to alternative tolling arrangements. This report summarizes the approach and findings from RAND's analysis and is intended to inform decisionmakers at CTRMA as well as the broader transportation research community.

Related RAND research includes the following:

- Thomas Light, "High Occupancy Toll Lane Performance Under Alternative Pricing Policies," *Journal of the Transportation Research Forum*, Vol. 51, No. 2, Summer 2012, pp. 61–82.
- Liisa Ecola and Thomas Light, *Equity and Congestion Pricing: A Review of the Evidence*, Santa Monica, Calif.: RAND Corporation, TR-680-EDF, 2009.

## The RAND Transportation, Space, and Technology Program

The research reported here was conducted in the RAND Transportation, Space, and Technology Program, which addresses topics relating to transportation systems, space exploration, information and telecommunication technologies, nano- and biotechnologies, and other aspects of science and technology policy. Program research is supported by government agencies, foundations, and the private sector.

This program is part of RAND Justice, Infrastructure, and Environment, a division of the RAND Corporation dedicated to improving policy and decisionmaking in a wide range of policy domains, including civil and criminal justice, infrastructure protection and homeland security, transportation and energy policy, and environmental and natural resource policy.

Questions or comments about this report should be sent to the project leader, Thomas Light (Thomas\_Light@rand.org). For more information about the Transportation, Space, and Technology Program, see <http://www.rand.org/transportation> or contact the director at [tst@rand.org](mailto:tst@rand.org).

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## Summary

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This project evaluates the traffic and revenue impacts of moving from a fixed toll rate on the 183A Turnpike in Texas to a toll structure that varies by time of day. By shifting to a toll structure that varies by time of day, the Central Texas Regional Mobility Authority (CTRMA) hopes to encourage motorists to shift their departure times to off-peak periods to reduce congestion elsewhere in the transportation network. At the same time, CTRMA is constrained in its ability to raise toll rates or implement changes in the toll rate structure that would reduce the financial viability of the facility. CTRMA asked RAND to evaluate whether it is possible to reduce 183A tolls in off-peak periods so as to reduce downstream traffic congestion (on the Missouri-Pacific [MoPac] Expressway) while maintaining or exceeding the current revenue level.

To facilitate this research, a survey was conducted in 2014 to collect information on current and potential users of 183A and to elicit information on their travel preferences. Discrete choice models were developed from the survey data. These formed the basis of a prediction tool developed by the study team to quantify how motorists' departure times and route choices may change in response to changes in the 183A tolling structure. The tool has been calibrated to transaction data for 183A and license plate reader (LPR) data collected from the 183/183A corridor to facilitate estimation of traffic and revenue impacts associated with modifying the current toll structure between 5 a.m. and noon in the southbound direction.

Our findings suggest that shifting to time-of-day tolling on 183A is not likely to meet CTRMA's objectives, given the constraints it faces. Specifically, we find that:

- Reducing off-peak toll levels on 183A will reduce revenues, although the losses are likely to be small for modest reductions in off-peak toll levels.
- Charging lower off-peak toll rates causes a very small portion of trips to shift from peak to off-peak travel. Rather than shifting departure times, motorists are more likely to shift from the parallel, untolled roadway (183) to the tolled 183A when off-peak toll rates are reduced. Consequently, reducing off-peak toll rates has little effect on peak-period traffic conditions on 183 or on downstream facilities, such as MoPac.
- To remain revenue neutral, modest reductions in off-peak toll levels will need to be accompanied by modest increases in peak toll rates.

## Acknowledgments

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## Abbreviations

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CTRMA	Central Texas Regional Mobility Authority
LPR	license plate reader
ML	mainline
MoPac	Missouri-Pacific
TIFIA	Transportation Infrastructure Finance and Innovation Act
TxDOT	Texas Department of Transportation

# 1. Introduction

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This project evaluates the traffic and revenue impacts of moving from a fixed toll rate on the 183A Turnpike in Texas to a toll structure that varies by time of day. By adopting a toll structure that varies by time of day, the Central Texas Regional Mobility Authority (CTRMA) hopes to encourage motorists to shift their departure times from peak to off-peak periods, in order to reduce congestion elsewhere in the transportation network. At the same time, decisionmakers are constrained in their ability to raise toll rates or implement changes in the toll rate structure that would reduce the financial viability of the facility.

Our findings suggest that shifting to time-of-day tolling on 183A is not likely to meet CTRMA's objectives, given the constraints it faces. Specifically, we find that:

- Reducing off-peak toll levels on 183A will reduce revenues, although the losses are likely to be small for modest reductions in off-peak toll levels.
- Charging lower off-peak toll rates causes a very small portion of trips to shift from peak to off-peak travel. Rather than shifting departure times, motorists are more likely to shift from using the parallel, untolled roadway (183) to the tolled 183A when off-peak toll rates are reduced. Consequently, reducing off-peak toll rates has little effect on peak-period traffic conditions on 183 or on downstream facilities, such as the Missouri-Pacific (MoPac) Expressway.
- To remain revenue neutral, modest reductions in off-peak toll levels will need to be accompanied by modest increases in peak toll rates.

To facilitate this research, the study team conducted a survey in 2014 to collect information on current and potential users of 183A and elicit information on their travel preferences. Using the survey data, the study team developed a prediction tool to quantify how motorists' departure times and route choices change in response to changes in the 183A tolling structure. The tool has been calibrated to other data collected from the 183/183A corridor to facilitate the estimation of traffic and revenue impacts associated with modifying the current toll structure. The study focuses on modeling the traffic impacts between 5 a.m. and noon in the southbound direction.

## Background

Like many other urban areas around the United States, Austin's transportation system primarily consists of its highway and street network, with some tolled facilities but many more nontolled roads. Because of political and legislative constraints, transportation agencies in Texas have limited near-term flexibility to address increasing congestion by pricing the most heavily congested roads and corridors. At the same time, local sustainability goals and physical space limitations have made adding new capacity very difficult.

The 183A Turnpike is located in southwestern Williamson County. The turnpike traverses the cities of Leander and Cedar Park, as well as the northern border of Austin, generally parallel to and east of U.S. 183. U.S. 183 is not tolled. Users of the 183/183A corridor can choose between either route. 183A offers faster travel through the corridor than 183 but requires that motorists pay tolls. Over the past eight years, Williamson County has been ranked as either the second- or third-fastest growing county in the state. Routes 183 and 183A connect to several nontolled roads that feed into central and south Austin. Several of the roads between the 183/183A corridor and Austin become very congested during the a.m. and p.m. commute periods.

The 183A Turnpike, CTRMA's first transportation improvement project, opened to traffic in March 2007, and traffic and revenue have consistently exceeded forecasts since the first year of operation. It is an 11.6-mile toll highway facility serving regions northwest of Austin, Texas, and it is being implemented in phases. The initial phase, which was completed in 2007, consists of 4.5 miles of a six-lane tolled highway with intermittent frontage roads, along with 7.1 miles of two-lane frontage roads extending to the northerly limits of the project. The second phase, which was completed in 2012, consists of a 5.1-mile extension for the six-lane tolled highway, with associated access ramps connecting to the existing frontage roads. The project has been funded by a combination of Texas Department of Transportation (TxDOT), federal, and local mechanisms, including a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, as well as toll revenue bonds.

The toll paid by 183A users varies depending on where motorists enter and leave the facility. The toll also depends on whether the motorist pays for use electronically with a TxTag device or via mail.<sup>1</sup> Drivers who pay electronically pay 25 percent less than those that pay via mail. Furthermore, toll charges increase with the number of vehicle axles. For example, someone with a TxTag who travels the entire length of the 183A in a two-axle vehicle will be charged \$2.91. The \$2.91 charge is made up of three separate toll charges, which are assessed when the vehicle travels through the Crystal Falls, Park Street, and Lakeline toll gantries on the 183A mainline. If a two-axle vehicle using these segments of 183A paid via mail, the charge would be \$3.87.

A recent traffic survey conducted by CTRMA indicates that motorists traversing the 183/183A corridor in the southbound direction during the a.m. peak via 183A took between nine and 12.5 minutes, while using 183 took on average 18.5 minutes. That is, motorists saved between six and 9.5 minutes if they used 183A to traverse the corridor during the a.m. peak in the southbound direction (Central Texas Regional Mobility Authority, 2013).

Based on recorded traffic flow patterns on 183A, much of the population in this area commutes into Austin. With major employers, such as the University of Texas and state government facilities located in central Austin, one can assume that traffic on 183A during peak

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<sup>1</sup> TollTag and EZ TAG devices are also accepted for making electronic toll payments and are charged the same rate as TxTag customers.

periods is significantly commuter driven. The survey discussed in the next section suggests that approximately 70 percent of southbound motorists in the 183/183A corridor are traveling for work, employer business, or school.

CTRMA would like to know whether it can implement time-of-day pricing on 183A to indirectly affect traffic congestion on the broader highway network of both tolled and nontolled roads. Changes to the tolling structure on 183A must be made in the context of a number of constraints. In particular, any modification to 183A's toll structure must be approved by the facility's Revenue Bond Trustee and CTRMA's Board of Directors. Decisionmakers have indicated a strong preference for any shift to time-of-day tolls to be revenue neutral or positive. Furthermore, there is a preference to not increase tolls during any time of day above the current flat-rate level. This study was conducted for CTRMA to investigate the traffic and revenue impacts of reducing off-peak toll levels on 183A from the current flat level.

A more general aim of this study is to contribute to the literature by providing a deeper understanding of road users' behavioral responses to time-of-day pricing. Although the concept of road pricing has been around since the 1920s, the research community is still grappling with road users' complex, multidimensional behavioral responses. As explained by Holguín-Veras and Allen (2013), this lack of thorough understanding of the behavioral impacts of pricing "stems from the fact that the number of actual implementations of road pricing is very small, and that only a portion of these are the subject of behavior research." The approach taken in this study—stated preference survey and discrete choice modeling—has an important role to play in improving this behavioral understanding (see the discussions in Parsons Brinckerhoff, Inc., et al., 2013; Perez et al., 2012; and Parsons Brinckerhoff, Inc., et al., 2012). Methodologically, this study is similar to the approach undertaken in Holguín-Veras and Allen (2013) and other prior studies (e.g., Yamamoto et al., 2000). Nevertheless, the 183A Turnpike in Texas provides a unique opportunity for studying road users' behavioral response to time-of-day pricing in a choice context in which a free, close-to-parallel alternative route is available. Additionally, the somewhat unique revenue and tolling constraints facing CTRMA make analysis of time-of-day pricing on 183A interesting from a public policy perspective.

## Outline of the Remainder of This Report

This report summarizes our analytical approach and findings. Chapter Two describes our analytical approach, including the survey that was conducted, our choice modeling approach and findings, and the calibration of the traffic and revenue model that was developed to estimate the impacts of changing the toll rate structure on 183A. Chapter Three summarizes the finding from our traffic and revenue analysis. Chapter Four provides concluding remarks.

## 2. Modeling Motorists' Responses to Toll Changes

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To support our tolling analysis, users of the 183/183A corridor were contacted and asked to complete a survey. The survey collected information about respondent demographics, travel behaviors, and experiences using 183A. As part of the survey, respondents were asked to participate in two stated preference experiments. The first choice experiment elicited information about motorists' value of time by asking respondents to indicate their preferences for two travel options that differ in their travel times and monetary costs.<sup>2</sup> The second choice experiment was more complex and asked respondents to choose between different departure times and route options in the context of their most recent southbound trip in the 183/183A corridor. The responses to the second stated preference experiment were used to estimate choice models quantifying motorists' preferences for 183 and 183A under alternative time-of-day pricing schemes. The choice models were used as the basis of a traffic and revenue model tailored to 183A and 183.

This chapter describes the development of the traffic and revenue model, beginning with the development of the survey that supported the traveler choice modeling.

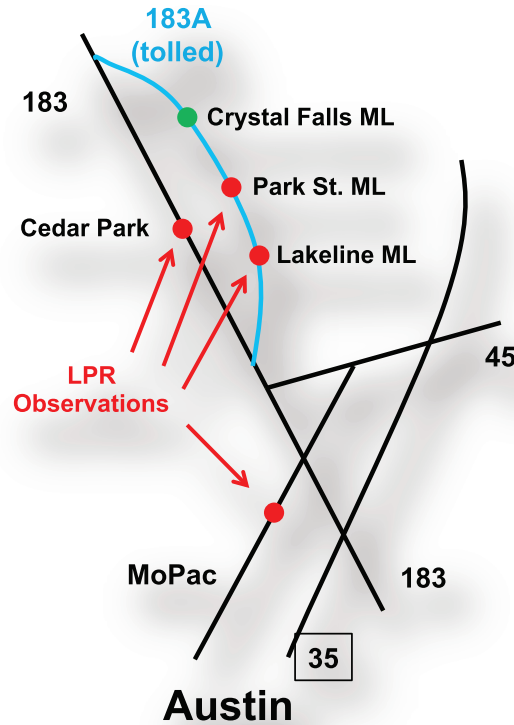
### 183/183A Travel Survey

To identify households to be contacted for the 183/183A survey, we leveraged license plate reader (LPR) data. The LPR data were collected during the a.m. peak period (approximately 6 a.m. to 10 a.m.) over the course of five weekdays during November 2012. The LPR data were collected at four locations, as shown in Figure 2.1, three of which are located in the 183/183A corridor (at the Park Street and Lakeline mainline locations on 183A and at Cedar Park on 183). From the four LPR locations, 73,192 unique license plates were recorded; 48,982 of those, or 67 percent of the total, were observed at least once at one of the three LPR locations in the 183/183A corridor.

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<sup>2</sup> The value of time represents the monetary value that travelers place on saving time spent traveling. It is useful for predicting motorists' choices between routes that differ in terms of travel times and monetary costs. It is also useful for evaluating the benefits of transportation investments that seek to improve travel times for motorists.

Figure 2.1. License Plate Reader Locations



NOTE: ML = mainline.

The set of households recruited to participate in the 183/183A survey was derived from the LPR data. Specifically, we drew a random sample of 10,000 license plates from a subset of the 48,982 unique license plates observed in the 183/183A corridor.<sup>3</sup> These license plates were then matched with addresses and phone numbers when available.<sup>4</sup> We were able to obtain phone numbers for approximately 40 percent of households in our sample.

### *Survey Execution*

The survey was administered online. A version of the survey was piloted in January 2014. In mid-February 2014 the final version of the survey was administered. Participants were contacted via mail with instructions about how to log on and take the survey, and phone messages alerting

<sup>3</sup> In deriving the sample of 10,000 license plates, we excluded vehicles registered outside of nearby counties in Texas, vehicles registered in the name of a company, and trucks.

<sup>4</sup> It is important to note that our sample excludes those who do not use the 183/183A corridor because (1) they did not make any trips to a relevant destination, (2) they were not auto users, or (3) they used more disparate routes. Because of this, our analysis does not consider the behavior of people who may switch destinations, switch modes, or change routes from outside the corridor. We assume that any destination, mode, and major route effects are small relative to the time-of-day and toll/no-toll choices induced by a change in the toll rate structure on 183A.



households to the survey were sent to those participants whom we had phone numbers for. In mid-March 2014, we sent a second mailing to the 9,868 households in our survey frame, which provided a \$10 incentive to complete the survey. Finally, at the beginning of April, follow-up phone calls were made to participants, which again alerted them of the survey and the incentive for participating. The survey was closed at the end of April 2014 with 551 completed survey responses, or a response rate of approximately 5.5 percent.

### *Respondent Demographics*

Table 2.1 summarizes key demographic variables for the respondents. Men represent a larger proportion of the survey participants than women. The majority of respondents fall in the 35-to-64 age range. Travelers in the corridor tend to have relatively high income, with more than half of respondents who reported a gross household income earning more than \$100,000 per year. As one might expect, respondents were less likely to report their incomes than their genders and ages.

**Table 2.1. Demographics for Survey Respondents**

	Number of Respondents	Share of Respondents (%)
<b>Gender</b>		
Male	315	57
Female	216	39
Prefer not to say	20	4
<b>Age</b>		
18–24	1	0
25–34	53	10
35–44	132	24
45–54	152	28
55–64	131	24
65–74	61	11
75 or over	13	2
Prefer not to say	8	1
<b>Annual gross household income (\$)</b>		
34,999 or less	16	3
35,000 to 49,999	27	5
50,000 to 74,999	74	13
75,000 to 99,999	75	14
100,000 to 199,999	188	34
200,000 or more	36	7
Prefer not to say	135	25

Fifty-nine percent of respondents reported that their employer allows flexible work hours. On average, respondents' households own 2.4 vehicles. Of respondents who reported race, 86 percent are white, 6 percent are Hispanic, 4 percent are Asian, 2 percent are black, and 2 percent are other.

The survey data show that 34 percent of respondents (187 of 551 respondents) used 183A during their last southbound trip in the corridor, which is roughly consistent with the LPR data used to develop the survey population. In addition, simple tabulation of the survey data suggests that women, younger motorists, and high-income motorists are more likely to use 183A. The statistical significance of these effects were tested in the choice model estimation (discussed in the next section).

## Stated Preference Choice Model

The stated preference experiments used the traveler's last southbound trip in the corridor as a reference and asked the traveler to consider different times and costs for making that trip. A screenshot of the first experiment for one respondent is shown in Figure 2.2. This choice experiment focused on how motorists made trade-offs between time savings and cost savings by asking the traveler to choose from two routes, each associated with different travel times and costs. Each respondent was asked to evaluate six pairs of such routes.

**Figure 2.2. Choice Experiment Designed to Obtain Information About Motorist's Value of Time**

**Central Texas Regional Mobility Authority Transportation Survey**

0%  100%

The back button of your browser does not work. Please do not use it.

If for your last Southbound trip you had the following options which one would you have chosen? Please note that these options present door-to-door travel time and cost.

	Route A	Route B
Total trip time	30 minutes	41 minutes
Toll	\$2.86	\$1.00
Fuel cost	\$3.47	\$2.27
Total trip cost	\$6.33	\$3.27
Which option would you choose?		

Next

Resume later      Exit and clear survey

An example of the screen for the second stated preference experiment is shown in Figure 2.3. This experiment focused on a combination of departure time and route choices. In this experiment, the departure time of the respondent's last southbound trip is taken as the preferred departure time, and options are given to shift from that preferred departure time for different levels of tolls and travel time on 183A. Travelers were given a choice of traveling before the peak, in the early peak shoulder, in the peak, in the late peak shoulder, or after the peak. In addition, travelers were given the option of choosing a nontolled route in the 183 corridor at their preferred departure time. Each respondent was presented with six different versions of the second choice experiment.

**Figure 2.3. Choice Experiment Designed to Obtain Information About Motorist's Value of Time and Departure Time Preferences**

**Central Texas Regional Mobility Authority Transportation Survey**

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The back button of your browser does not work. Please do not use it.

**\*If for your last trip you had the following options which one would you have chosen? *Please note the options have changed.***

	Travel using non-tolled roads in 183 Corridor	Travel using 183A Toll road				
Departure Time	Around 7:00 AM	Before 5:45 AM	Between 5:45 - 7:00 AM	Between 7:00 - 8:15 AM	Between 8:15 - 9:30 AM	After 9:30 AM
Total trip time	45 minutes	27 minutes	28 minutes	30 minutes	28 minutes	27 minutes
Fuel cost	\$3.03	\$2.87	\$2.71	\$2.55	\$2.71	\$2.87
Toll	\$0	\$1.3	\$1.6	\$3.15	\$1.6	\$1.3
Total trip cost	\$3.03	\$4.17	\$4.31	\$5.7	\$4.31	\$4.17
Which option would you choose?						

Next

Resume later    Exit and clear survey

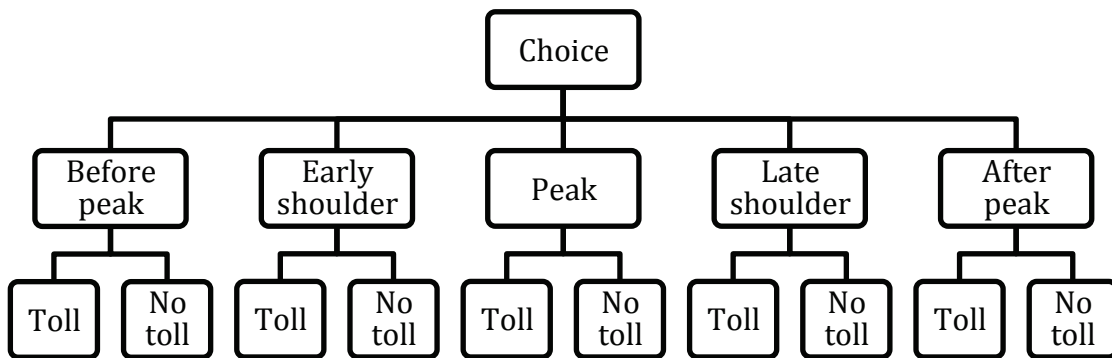
### Choice Model Estimation

Discrete choice models were developed to simultaneously predict both the traveler's departure time choice and route choice (tolled or not tolled) from the second choice experiment. The models specifically apply to southbound trips in the 183A corridor between 5 a.m. and noon. The

models were estimated as nested logit models using the structure shown in Figure 2.4.<sup>5</sup> The choices are to travel in one of five time periods, and via a toll or no-toll route, for a total of ten possible combinations. These models were estimated using the combined route and time-of-day choice experiment data (i.e., the second choice experiment). As with the design of the experiment, the model was set in the context of the traveler’s last southbound trip and took the departure time for that observed trip as the ideal departure time.

Only trips within the 5 a.m. to noon window were included in the model estimation and subsequent application. Consistent with the design of the experiment, only the no-toll alternative in the same period as the current departure time is available. The route choice is lower in the nesting structure than the time-of-day choice, indicating that the data reveal that travelers are more likely to switch routes than switch time periods.

**Figure 2.4. Model Nesting Structure for Estimation**



Separate models were estimated for mandatory versus nonmandatory trips. The survey data indicated that mandatory trips, which include work, employer business, school, and escorting others to school, cover about 70 percent of trips in the corridor. These trips are grouped because their nature implies that they are compulsory and often have limited schedule flexibility. The 30

<sup>5</sup> We tested the models with two possible nesting structures. One included the choice of time periods lower in the nesting structure, and the second included the choice of routes (toll versus no toll) lower in the nesting structure (as shown in Figure 3.4). The model with the choice of time periods lower in the nesting structure resulted in an estimated nesting coefficient of 1.01 for the mandatory trips model, which we rejected as not significantly different from a multinomial logit model. In contrast, including the route choice lower in the nesting structure revealed a nesting coefficient of approximately 0.75 (which is statistically different from 1.0 with greater than 95-percent confidence), as well as better goodness-of-fit measures, for the mandatory model. We selected this latter model as having better explanatory power. This structure means that there is a higher cross elasticity between route-choice alternatives than between time-of-day alternatives. In other words, travelers are more willing to substitute between taking the 183 versus 183A than substitute between different time-of-day alternatives. We adopted the same nesting structure for the nonmandatory trip model.

percent of nonmandatory trips include purposes such as shopping, personal business, recreation, health care, visiting others, and a range of other specific purposes. Nonmandatory trips are typically observed to have lower values of time and more schedule flexibility than mandatory trips.

**Table 2.2. Estimated Model Coefficients for Mandatory Trips**

	Mandatory Trips		Nonmandatory Trips	
	Coefficient	Standard Error	Coefficient	Standard Error
Travel time (minutes)	-0.1060**	(0.0229)	-0.0770*	(0.0428)
Cost of tolls (\$)	-0.5244**	(0.1241)	-0.6705**	(0.3034)
Cost of tolls if vehicle occupancy 2+ (additive with cost of tolls)	--		0.2209	(0.2333)
Shift earlier than current departure time to reach alternative (minutes)	-0.0582**	(0.0117)	-0.0459	(0.0357)
Shift later than current departure time to reach alternative (minutes)	-0.0502**	(0.0107)	--	
Shift earlier, segment above 60 minutes of shift	0.0481**	(0.0143)	--	
Shift later, segment above 60 minutes of shift	0.0295*	(0.0152)	--	
Shift earlier, segment above 120 minutes of shift	--		0.0276	(0.0603)
Shift later, segment above 120 minutes of shift	--		--	
Shift later, up to a maximum of 120 minutes	--		-0.0054	(0.0096)
Person is female, applied to no-toll alternative	-0.4641**	(0.2182)	-0.4456	(0.4193)
Bias toward no-toll alternative	1.333**	(0.2781)	1.4578**	(0.5463)
Time period nest	0.7254**	(0.0808)	0.7871**	(0.2269)
Observations	2,028		630	
Likelihood with zero coefficients	-3,634		-1,129	
Likelihood with constants only	-2,293		-633	
Final value of likelihood	-2083		-612	
Rho-squared with respect to zero	0.4266		0.4579	
Rho-squared with respect to constants	0.0915		0.0336	

\* Statistically significant at 90-percent confidence level.

\*\*Statistically significant at 95-percent confidence level.

NOTE: Standard errors are calculated using a bootstrap procedure.

A number of different specifications were tested in our analysis. Table 2.2 shows a summary of the mandatory and nonmandatory trip models used in our traffic and revenue model. The travel time and cost coefficients for the mandatory model imply an average value of time of \$12.13 per hour ( $-0.1060 \times 60 \text{ minutes} / -0.5244$ ). For the nonmandatory trip model, we observed enough carpool trips to allow differentiation of the value of time for single- and higher-occupancy vehicles. For single-occupancy vehicles and carpool vehicles making nonmandatory trips, the estimates of the value of time are \$6.89 per hour ( $-0.0770 \times 60 \text{ minutes} / -0.6705$ ) and \$10.28 per hour ( $-0.0770 \times 60 \text{ minutes} / [-0.6705 + 0.2209]$ ), respectively.

Estimates of value of time derived from similar studies tend to vary widely, ranging from 20 to 90 percent of the average gross wage rate among respondents (Small and Verhoef, 2007). In general, the literature has found that estimates of motorists' value of time derived from stated preference data are considerably smaller than those obtained from revealed preference data. For example, Brownstone and Small (2005) find that values of time obtained from discrete choice models estimated from stated preference data are on the order of half to a third as large as those obtained from revealed preference data. Because our analysis is based on stated preference data, we would expect that our value of time estimates to be lower than estimates obtained using revealed preference data for motorists in region.<sup>6</sup>

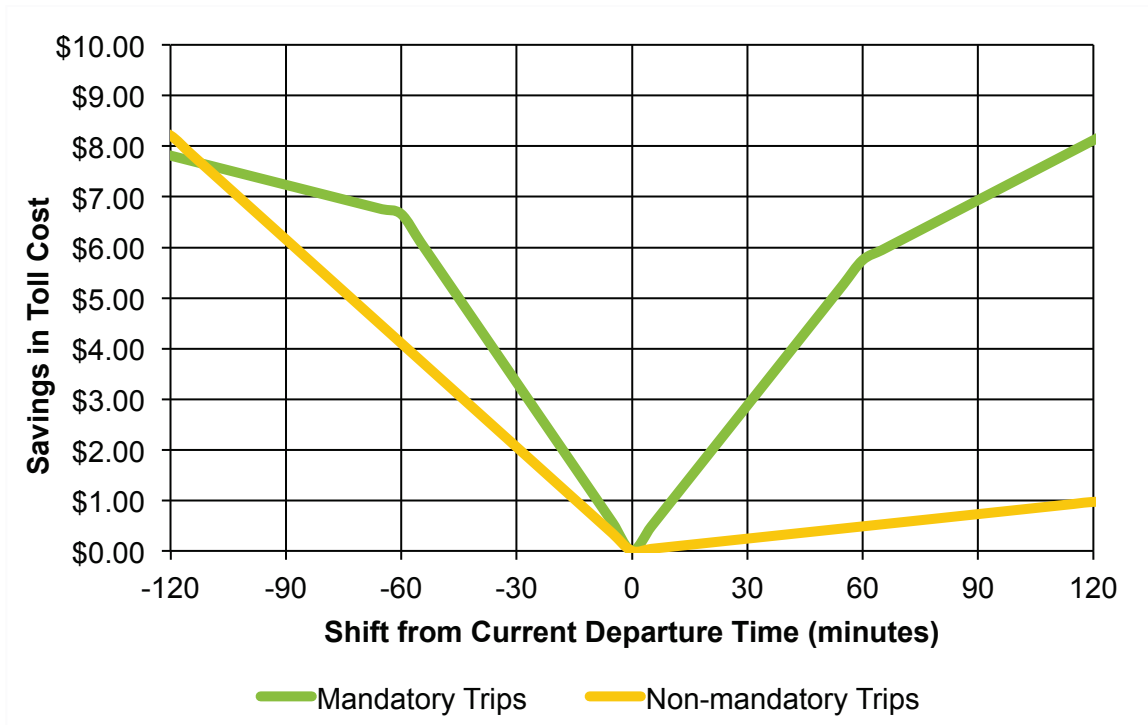
A set of time-shift variables shows the penalty travelers perceive for shifting from their ideal departure times. A number of different specifications were tried for the mandatory and nonmandatory models before a final specification was selected. The terms for shift and for the segment of shift above 60 minutes are additive. Figure 2.5 shows the total effect in equivalent dollars for both models. For example, for mandatory trips, the incentive (or cost savings) required to shift one hour earlier is \$6.66 and \$5.75 to shift one hour later. For nonmandatory trips, the incentive required to shift one hour earlier is \$4.11 and \$0.48 to shift one hour later, according to the choice model.

Tests of alternative demographics variables in the model suggest that women are more likely to use the toll road than men, all else being equal. Other demographic variables such as income, age, and education level tend to not be statistically significant predictors in both the mandatory and nonmandatory trip models.

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<sup>6</sup> This is confirmed when we compared our estimated values of time against those implicit in the regional travel demand model used by CTRMA to project future traffic. For example, in that model, single-occupancy home-based work trips have a value of time of \$18.48 per hour during peak periods and \$12.32 per hour during off-peak periods. Both these estimates fall above our mandatory trip value of \$12.18 per hour. It should also be noted that we offered a \$10 monetary incentive to some participants if they completed our survey. While we do not anticipate that this biased the participant group greatly, we acknowledge that the monetary incentive may have caused money-sensitive individuals (with lower values of time) to be more likely to participate.

Figure 2.5. Required Savings to Induce Departure Time Shift



## Traffic and Revenue Model

After estimating the choice models, the models were implemented in a spreadsheet so that alternative toll policy scenarios could be evaluated in terms of their traffic and revenue impacts.<sup>7</sup> The traffic and revenue model predicts the probability of *when* motorists will travel and *whether* they will use the untolled (183) or tolled route (183A) under different tolling schedules. For the purposes of calculating the probability of motorists' choices, we assume that respondents travel the entire corridor distance and will save approximately seven minutes in travel time if they opt to use the 183A.

The model was calibrated to the following data made available to the study team:

- the LPR data for 183 from November 2012
- half-hour transaction data for 183A from May 2014
- historical 183A transaction and revenue summary data available on CTRMA's website.

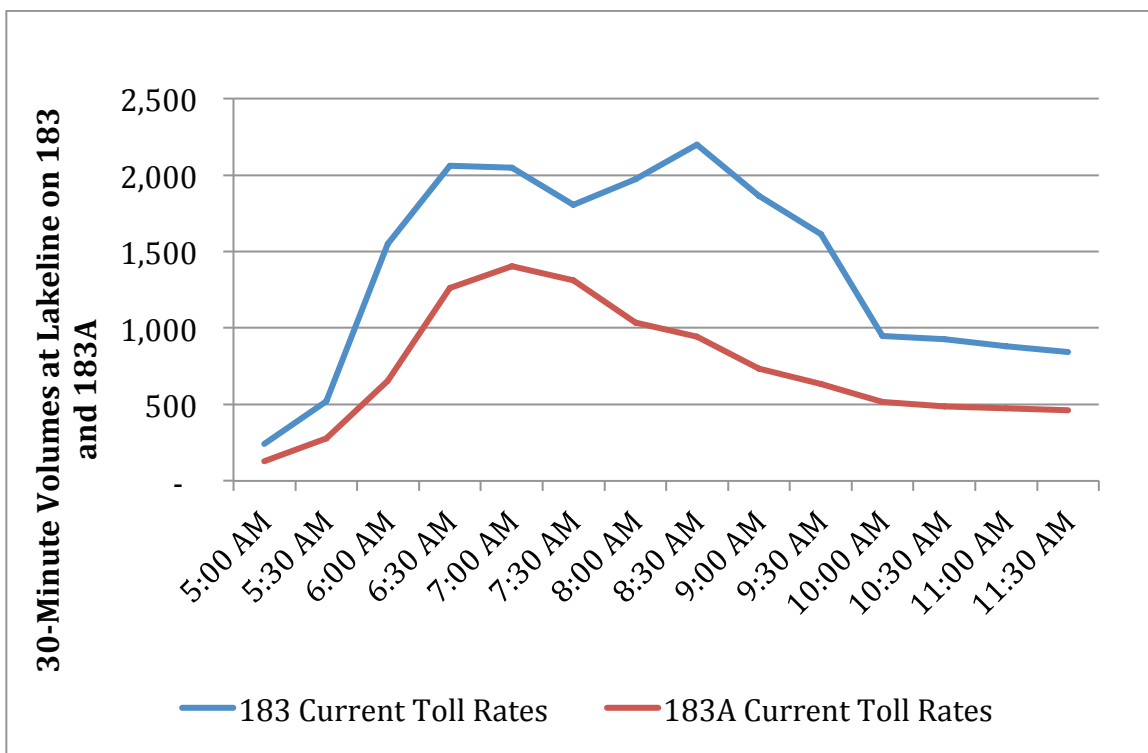
We assigned weights to each respondent such that the corridor's southbound diurnal traffic distribution in the model replicated the traffic volume observed in the LPR and 183A transaction

<sup>7</sup> In doing this, the model nesting structure was adapted so that the time-of-day nests include each of the 14 half-hour periods between 5 a.m. and noon. This structure allows us to specify toll rates in any combination for those half-hour periods to test different peak and off-peak pricing schemes, while avoiding the need to group the periods into the five more aggregate definitions used above.

data. We also adjusted the parameter representing the preference for the toll road by time period to replicate the observed route split. Figure 2.6 shows the model’s baseline traffic patterns on 183 and 183A, after calibration was performed.

For the purpose of extrapolating revenue, we scaled the revenue estimate generated by the model to account for the fact that some motorists only use part of the facility or pay via mail. This adjustment is based on the relationship between actual and projected southbound weekday a.m. revenue, which was obtained when we simulated activity during May 2014.

**Figure 2.6. Baseline Diurnal Traffic Patterns on 183 and 183A After Calibration**



The model is designed to calculate the traffic and revenue impacts on a typical weekday between 5 a.m. and noon in the southbound direction. The traffic impacts that are summarized occur on 183 and 183A at Lakeline (at the southern end of the facility). The traffic and revenue model specified the cumulative toll required to use all three mainline segments in the southbound direction by a two-axle vehicle with a TxTag in 30-minute increments. In the calibrated model, the daily weekday revenue generated in the southbound direction between 5 a.m. and noon is approximately \$29,200.



### 3. Modifying 183A Tolls

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We used the model described in the previous chapter to investigate the traffic and revenue implications of adjusting tolls on 183A. In this chapter, we first explore the implications of proportionally raising or lowering the tolls on 183A during all time periods. While this does not directly address the research question posed to us by CTRMA, it provides useful information about the overall sensitivity of users of the 183A facility to changes in the toll level. Next, we explore the effect of reducing toll levels during the off-peak periods. Finally, we identify the set of revenue neutral peak and off-peak toll combinations.

#### Varying the Flat Toll Levels

How sensitive is revenue to changes in the current flat toll rates? To analyze this question, we varied the flat-toll levels on 183A within our traffic and revenue model.

Figure 3.1 shows our model's predictions of the how demand for travel varies at the southernmost end of the facility in the southbound direction according to changes in the toll level. The elasticity of demand for 183A with respect to the toll level at current toll rates is  $-0.85$ , according to our model.<sup>8</sup> This suggests that a 10-percent increase in the toll level will lead to an 8.5-percent reduction in 183A utilization. The level of price sensitivity implied by our model is high in relation to other estimates of the price elasticity of demand for toll roads. Nevertheless, we would expect it to be higher than the elasticity observed on toll roads where motorists have few alternative travel options (see, for example, Matas and Raymond, 2003, and Hirschman et al., 1995).

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<sup>8</sup> This represents the probability weighted average impact of a toll change on respondents, derived using the choice models discussed in Chapter Two.

**Figure 3.1. Relationship Between Weekday Southbound 183A Transactions at Lakeline Between 5 A.M. and Noon and Flat Toll**

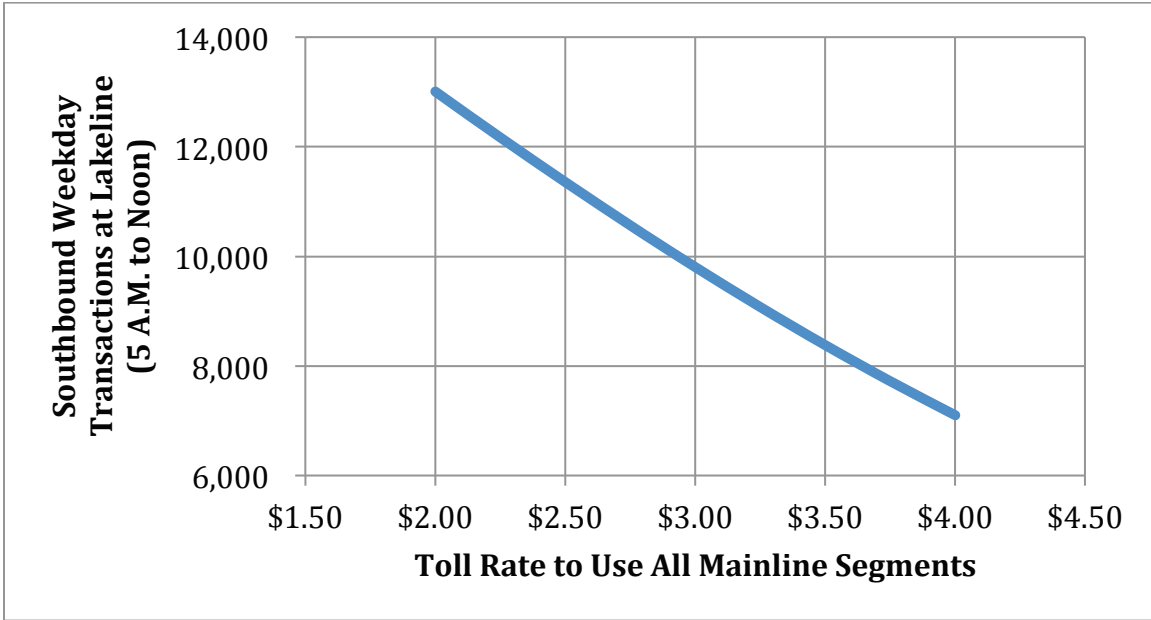
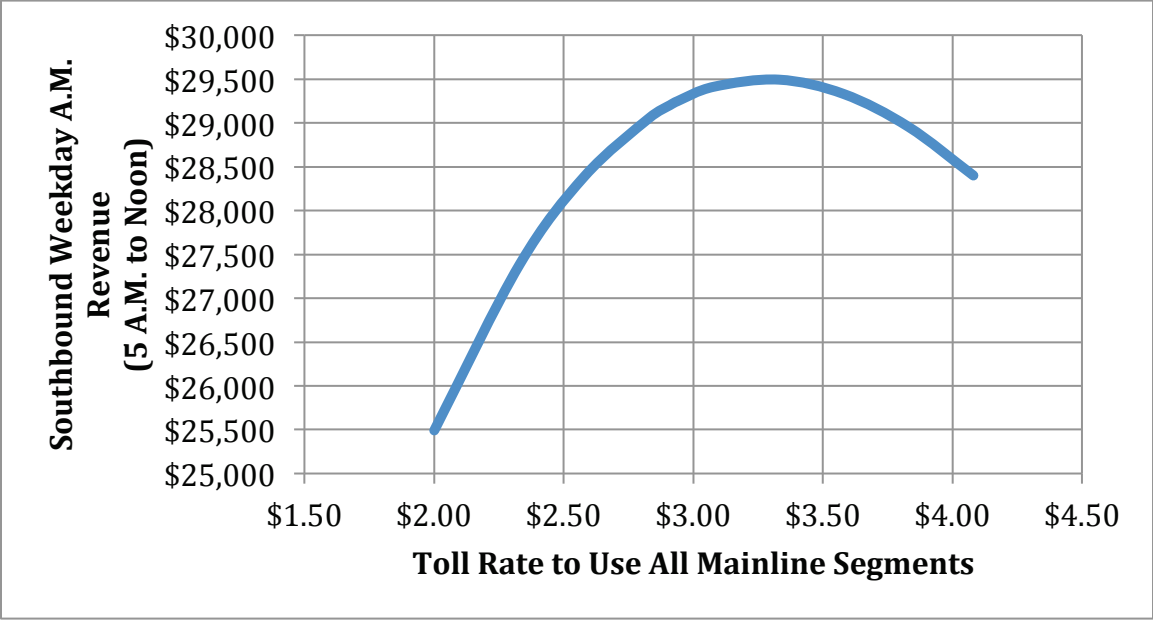


Figure 3.2 shows the changes in revenue obtained from southbound motorists between 5 a.m. and noon on weekdays as the toll level varies; this applies to motorists with a TxTag in a two-axle vehicle on all three mainline segments.<sup>9</sup> The analysis suggests that revenues will increase if tolls are raised from their current level of \$2.91 up until they reach \$3.28. After that point, revenue would start to decline as the toll rate is increased, due a growing decline in the number of toll road users.

It is important to note that raising the toll level to the revenue-maximizing level of \$3.28 will increase revenues by only 1 percent (from approximately \$29,200 to \$29,500). That is, according to our modeling, the facility is currently operating near its revenue-maximizing level—there would be only a modest increase in revenues obtained by raising rates during the a.m. peak.

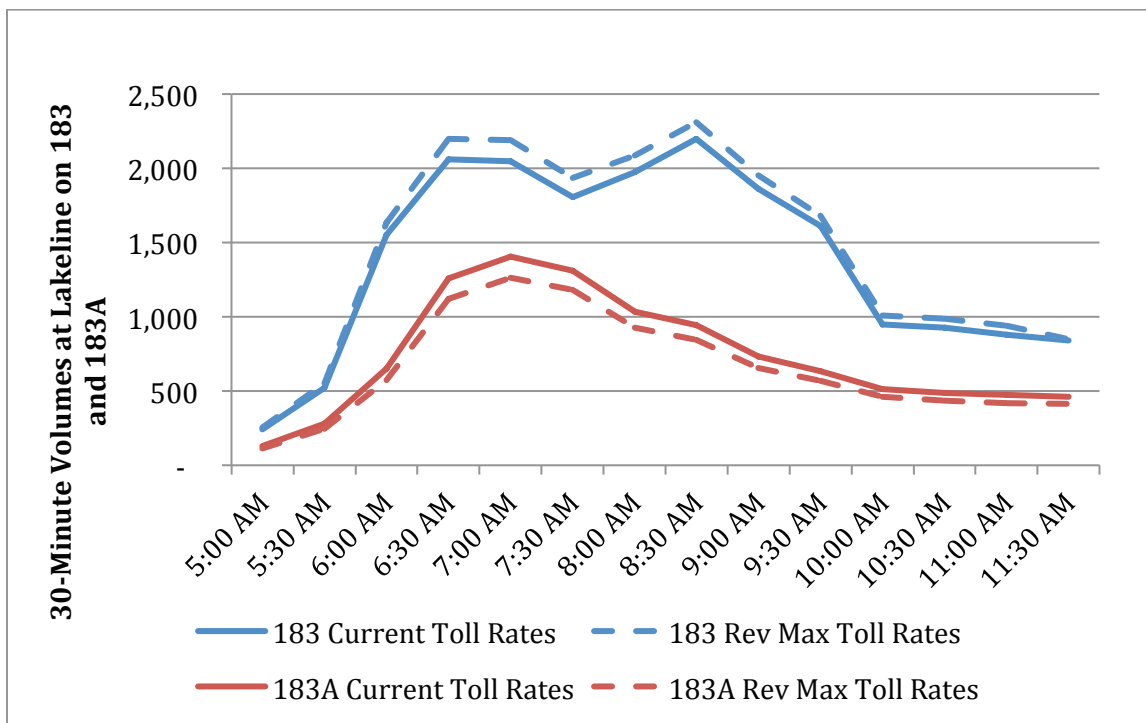
<sup>9</sup> We assume that other toll charges collected on intermediate on- and off-ramps will vary proportionally with the mainline toll charges.

**Figure 3.2. Relationship Between Daily Weekday Southbound A.M. Revenue (5 A.M. to Noon) and Flat Toll Level**



In the cases of 183A, motorists have access to 183 and other free alternative routes. In fact, a majority of corridor users avoid paying tolls on 183A by using 183. This can be seen in Figure 3.3. Overall, utilization of 183A is projected to decline by 11 percent when the flat-toll level is increased to the revenue-maximizing level.

**Figure 3.3. Change in Traffic Volumes Associated with Increasing 183A Toll Levels to Revenue-Maximizing Level**



NOTE: Current toll rate = \$2.91; revenue-maximizing toll rate = \$3.28. This applies to use of all three mainline segments with a TxTag as and a two-axle vehicle.

## Reducing Off-Peak Tolls

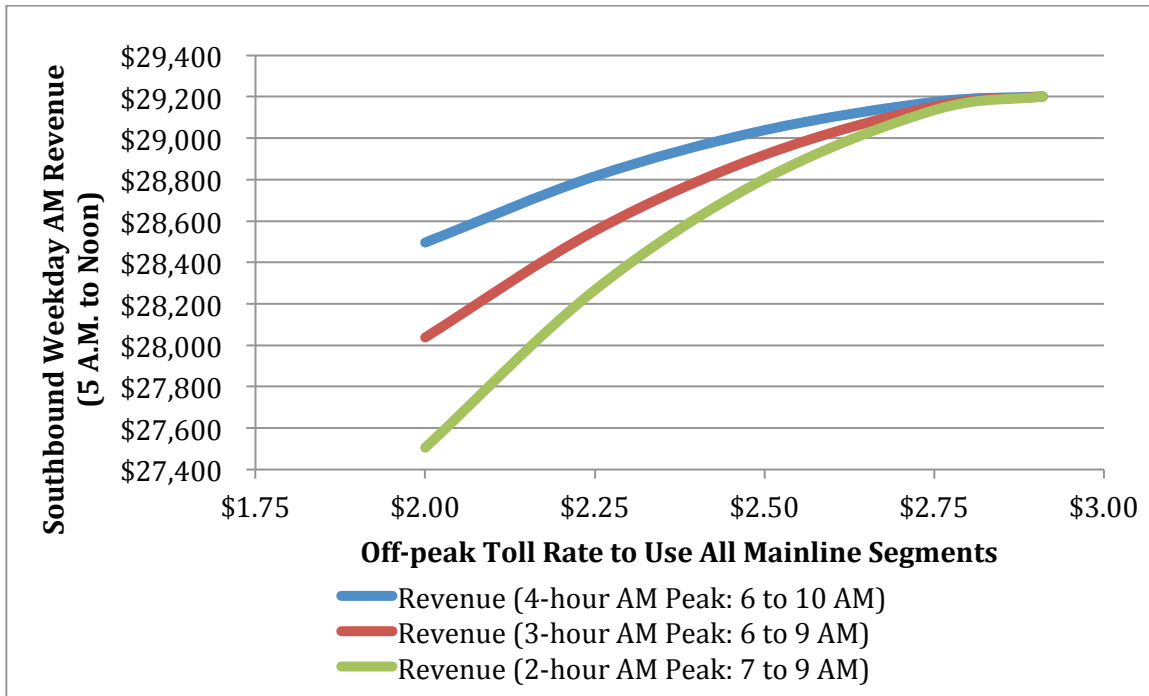
CTRMA is limited in its ability to raise toll rates. If time-of-day pricing is to be implemented, it would likely take the form of reduced off-peak rates.

In our analysis we considered three alternative definition of the a.m. peak and off-peak period. They are:

- two-hour a.m. peak from 7 to 9 a.m. (off-peak from 5 to 7 a.m. and from 9 a.m. to noon)
- three-hour a.m. peak from 6 to 9 a.m. (off-peak from 5 to 6 a.m. and from 9 a.m. to noon)
- four-hour a.m. peak from 6 to 10 a.m. (off-peak from 5 to 6 a.m. and from 10 a.m. to noon).

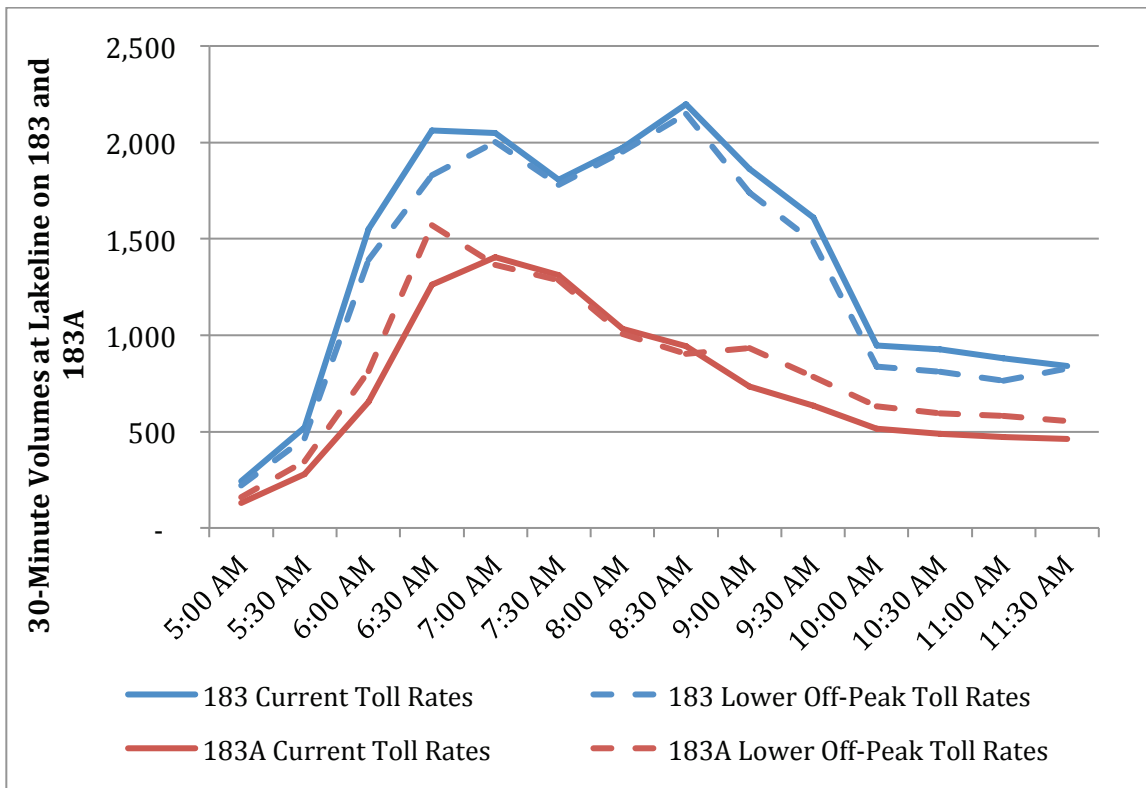
Figure 3.4 shows how revenue obtained between 5 a.m. and noon on a typical weekday would change in response to reduced off-peak toll rates. Again, we report the total toll cost to use all three mainline segments with a TxTag and assume that all toll rates would fall proportionally. As shown in the Figure 3.4, revenues will decline with a reduction in off-peak toll levels. The reductions are moderate, however. For example, reducing off-peak toll rates to \$2.00 from \$2.91 to use all three mainline segments would cause revenues to decline by between 2 and 6 percent, depending on which definition of peak and off-peak is adopted.

**Figure 3.4. Daily Weekday Southbound A.M. Revenue (5 A.M. to Noon) Impacts of Reducing Off-Peak Toll Rate**



Would reducing off-peak toll rates cause motorists to shift their departure times to off-peak periods? As an example, Figure 3.5 shows how reducing off-peak toll rates affects traffic patterns on 183 and 183A at Lakeview when a two-hour peak period is adopted (7 to 9 a.m.); in this scenario, it would cost \$2.25 to use all three mainline segments during off-peak periods. The figure suggests that peak traffic on both 183 and 183A would be relatively unaffected, but off-peak volumes would shift from 183 to 183A under the lower off-peak toll rates. This finding was robust to alternative definitions of the peak and off-peak period and to the size of the reduction in the off-peak toll level.

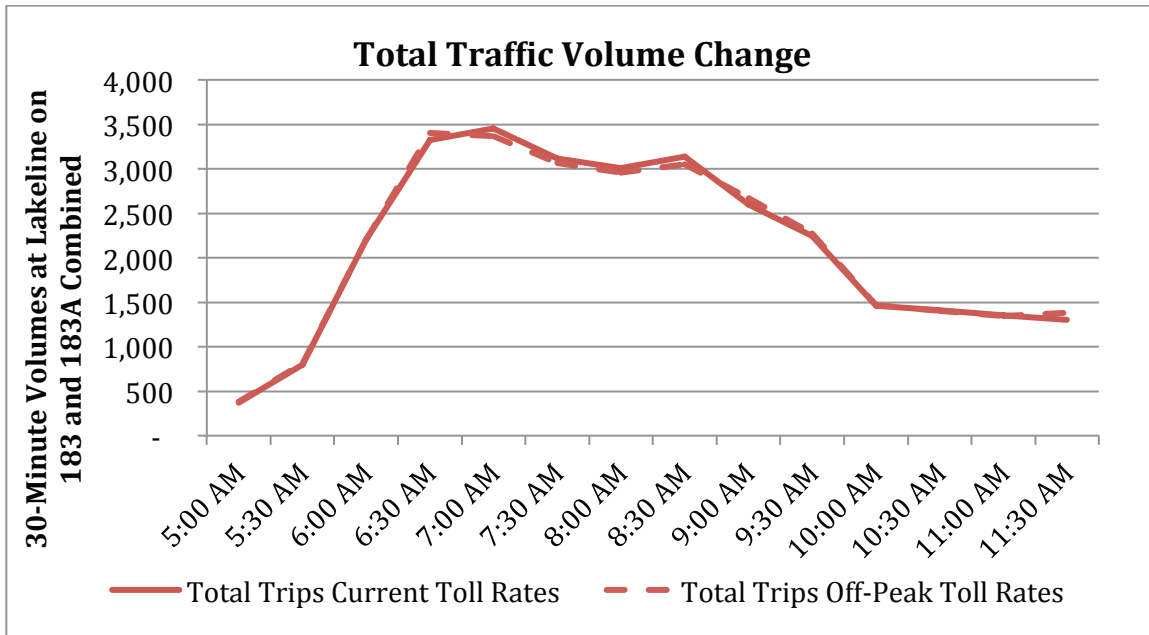
**Figure 3.5. Change in Traffic Volumes Associated with Reducing Off-Peak Toll Levels to \$2.25 to Use All Three Mainline Segments**



NOTE: Assumes two-hour a.m. peak (7 to 9 a.m.) with off-peak tolls reduced to \$2.25 to use all three mainline segments.

Figure 3.6 shows what happens to the total volume of traffic exiting the corridor by time period under a reduction of off-peak toll rates to \$2.25 and a two-hour peak definition. The figure suggests almost no change in overall traffic patterns exiting the corridor as a result of the off-peak toll reduction—the dashed line and the full line in the figure overlap almost everywhere. This suggests that the \$0.66 toll savings (\$2.91–\$2.25) to travel during the off-peak period would not be enough to induce a meaningful shift in motorists’ departure times.

**Figure 3.6. Change in 183 and 183A Traffic Volumes Associated with Reducing Off-Peak Toll Levels on 183A to \$2.25 to Use All Three Mainline Segments**



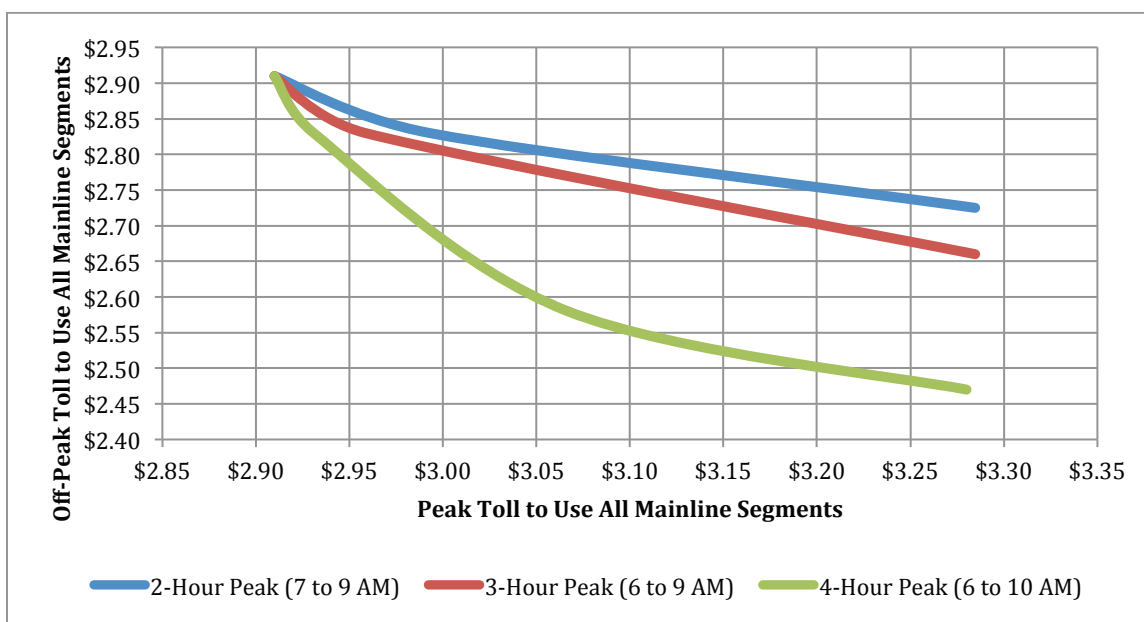
NOTE: Assumes a two-hour a.m. peak (7 to 9 a.m.) with off-peak tolls reduced to \$2.25 to use all three mainline segments.

## Revenue Neutral Time-of-Day Tolls

In the previous section, we showed that revenues would decline if off-peak toll rates are lowered. That leads us to ask, what peak and off-peak toll combinations maintain revenue neutrality?

Figure 3.7 identifies the toll combinations that maintain the current revenue level under different definitions of the a.m. peak and off-peak. For example, with a three-hour a.m. peak, a drop in the off-peak toll rate to \$2.75 to use all three mainline segments would need to be accompanied by an increase in the peak toll rate to \$3.10 to remain revenue neutral. The wider the peak period considered, the less the peak period toll must be increased to offset the revenue loss from reducing off-peak toll rates. For large reductions in the off-peak toll levels, it may not be possible to make up the lost revenues by increasing peak toll rates. For example, with a two-hour a.m. peak, if off-peak tolls drop below \$2.72 to use all three mainline segments, there is no offsetting increase in peak toll rates that can maintain revenue neutrality.

**Figure 3.7. Revenue-Neutral Peak and Off-Peak Toll Combinations**



## Caveats

In light of the findings presented in this chapter, it is useful to highlight a few important caveats.

First, early on in this analysis, CTRMA and the study team agreed to limit the scope of the analysis to the a.m. period in the southbound direction to ensure that the research could be completed in a timely fashion with available resources. While we expect that impacts for the p.m. peak and off-peak periods would be similar, they have not been analyzed and could be different. For example, the p.m. peak tends to be wider and includes more discretionary trips. This could cause results to differ from those found for the a.m. peak period.

Second, the analysis leverages modeling performed on stated preference data. One might be concerned that motorists will overstate their sensitivity to changes in the toll level in an effort to discourage the tolling authority from increasing rates. Nevertheless, if we modified our traffic and revenue model to make motorists less sensitive to changes in the toll rate (i.e., lower the elasticity of demand for travel on 183A with respect to the toll rates), we would find that reducing off-peak toll rates would lead to greater losses in revenue than reported here. That is, with more inelastic demand for 183A, reducing toll rates would draw fewer new users off of 183 and onto 183A, leading to greater losses in revenue than projected here.

Third, our modeling assumes that travel times on 183 and 183A are fixed, regardless of the number of motorists that shift between 183 and 183A. As the corridor becomes more congested, relaxing this assumption in future modeling efforts will become more important. We leave this for future research.



## 4. Conclusion

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This study has sought to inform CTRMA on the traffic and revenue impacts of shifting to time-of-day toll rates on 183A. One of the primary goals of adopting time-of-day pricing is to reduce congestion elsewhere in the transportation network by causing motorists to shift their travel from peak to off-peak periods. CTRMA is constrained in its ability to raise toll rates during any period of the day, but it can reduce toll rates if those reductions do not reduce revenues. As a result, CTRMA is interested in understanding whether off-peak toll levels on 183A could be reduced without reducing revenues.

With regard to CTRMA's question, our research implies the following:

- If off-peak tolls are reduced, revenue will decline. The size of the reduction in revenue depends on how peak and off-peak are defined in terms of time.
- Reductions in off-peak tolls cause a very small portion of trips to shift from peak to off-peak travel. Rather than shifting departure times, motorists are more likely to shift from using 183 to 183A when off-peak tolls are reduced. Consequently, reducing off-peak toll rates has little effect on peak-period traffic conditions on 183 or on downstream facilities, such as MoPac.
- To remain revenue neutral, modest reductions in off-peak toll levels would need to be accompanied with modest increases in peak toll rates.

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**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #12 SUMMARY

Briefing on design-build contract for the Bergstrom Expressway (183 South) 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 a briefing on the design-build contract for the Bergstrom Expressway (183 South) Project.

Reference documentation: None

Contact for further information:

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

# 183S Schedule of Tasks

## Week ending 5/22/15

- Finalize Traffic & Revenue sensitivity analysis for TIFIA (Transportation Infrastructure Finance and Innovation Act)
- Update schedule per Design Build contractor
- Send update schedule to Stantec (Traffic and Revenue consultant)
- Have TIFIA review Design Build contract
- Continue work on TIFIA application

## Week ending 5/29/15

- Continue work on TIFIA application
- Finish draft of Engineering report for POS (Preliminary Official Statement)
- Update Operations & Maintenance expenditures resulting from new Design Build schedule
- Release Design Build contractor information to TIFIA
- Receive new Traffic & Revenue numbers from revised Design Build schedule

## Week ending 6/5/15

- Continue work on TIFIA application
- Update model with new Traffic and Operations & Maintenance numbers
- Review draft Engineering report
- Working group conference calls

## Month of June

- Continue work on TIFIA application
- 1<sup>st</sup> reading of SIB (State Infrastructure Bank) and FAA (Financial Assistance Agreement)
- Notice to Counties for issuance of Debt
- Negotiations on TIFIA loan agreement after Credit Council approval

## Month of July-August

- Finalize bond documents; Preliminary Official Statement, General Engineering Consultants reports, Traffic and Revenue report
- Finalize financing structure
- Working group conference calls
- Rating agency meetings/ receive ratings
- Finalize investor presentation
- TIFIA meetings
- Due diligence call
- NTP 1 (Notice to Proceed)
- Arrange interim financing for TxDOT grant funds

## Month of September

- Working group conference calls
- Investor road show/site visit
- Marketing period
- Finalize TIFIA loan agreement
- Price Bonds

## Week ending 10/9/15

- Close bond issue, receive proceeds
- NTP 2

### Sec. 370.113. PAYMENT OF BONDS; STATE AND COUNTY CREDIT

(a) The principal of, interest on, and any redemption premium on bonds issued by an authority are payable solely from:

- (1) the revenue of the transportation project for which the bonds are issued;
- (2) payments made under an agreement with the commission, the department, or other governmental entity as authorized by this chapter;
- (3) money derived from any other source available to the authority, other than money derived from a transportation project that is not part of the same system or money derived from a different system, except to the extent that the surplus revenue of a transportation project or system has been pledged for that purpose;
- (4) amounts received under a credit agreement relating to the transportation project for which the bonds are issued; and
- (5) the proceeds of the sale of other bonds.

*(b) Bonds issued under this chapter do not constitute a debt of this state or of a governmental entity, or a pledge of the faith and credit of this state or of a governmental entity. Each bond must contain on its face a statement to the effect that the state, the authority, or any governmental entity is not obligated to pay the bond or the interest on the bond from a source other than the amount pledged to pay the bond and the interest on the bond, and neither the faith and credit and taxing power of this state or of any governmental entity are pledged to the payment of the principal of or interest on the bond*

(c) An authority may not incur a financial obligation that cannot be paid from revenue derived from owning or operating the authority's transportation projects or from other revenue provided by law



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #13 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. Project Updates
- B. Briefing from the Texas Transportation Institute on Express Lane Operations

Reference: Executive Director's report

Contact: Mike Heiligenstein, Executive Director



# PROJECT UPDATES

## MoPac Improvement Project



- CH2MHill mobilized a major subcontractor to assist in project delivery. A second subcontractor will be brought on for the undercrossing construction near downtown.
- Boring activities for all of the large drainage pipe associated for the undercrossings near downtown are complete.
- All drilled shaft foundations for bridge widenings are complete.
- Easements and environmental clearances have been obtained for the relocation of the city 42" waterline. Construction is scheduled to begin in May.
- The Lake Austin Blvd. ramp is temporarily closed to facilitate construction near the downtown interchange. Minimal traffic impacts have been noted and/or reported.
- Paving operations are scheduled to resume mid-May.
- The installation of sound wall columns and panels continues on the south end of the project. Installation will progress northward.



MoPac Courtesy Patrol driver interviewed by KXAN about having helped more than 1,000 drivers (April 30).

## 183 North Mobility Project



- Work continues on technical memoranda for social, economic, and environmental impact evaluations.
- Coordination continues with TxDOT on tie-in at the RM 620 interchange and other design refinements.
- The design exception package has been prepared and planned for submittal to TxDOT this month.
- 60% schematic design has been submitted to the Mobility Authority for review. Mobility Authority comments are being addressed in preparation for 90% schematic design submittal scheduled for TxDOT review on June 1, 2015.
- The traffic operational analysis is complete.
- Initial draft Environmental Assessment submittal is planned for early 2015 with a Public Hearing planned for late 2015.

## MoPac South Environmental Study



- The team has been responding to community concerns about the project, particularly related to the direct connect ramps over Lady Bird Lake. To provide for additional community input, the study timeline has been extended, including the addition of an Open House in late summer.
- The project team is looking at several concepts related to access to downtown and number of



Express Lanes. These options are under evaluation in terms of geometry, environmental impacts, and operational issues. The options and information will be presented at the Open House.

- UT's Center for Traffic Research (CTR) will be contracted to conduct a study of the downtown street system for 2020 (opening year). They will study the *no build* scenario and compare it to operations of the one-lane and two-lane Express Lane concepts, with and without connections to downtown.
- More than 300 people visited the online Context Sensitive Solutions survey, which was officially closed on May 12<sup>th</sup>. The information is now being reviewed and will be used to influence project design so that it reflects the community's cultural, environmental and historic values.

Authority and TxDOT staff will review the plans in May and June. Remaining fieldwork includes geotechnical borings for pavement and bridge design and a design survey at FM 1626 to capture recently completed construction.

- Stakeholder meetings and Context Sensitive Solutions efforts are underway. More than 100 members of the community attended a May 7 meeting with the Bliss Spillar Neighborhood Association. A follow-up meeting with this group is planned for early June.
- The development of construction plans is anticipated to be complete by the end of the year with letting for construction early next year.

### MoPac Intersections Environmental Study

- The draft Environmental Assessment was submitted to TxDOT for review by the Environmental Division, which will ultimately make an environmental determination.
- The document is anticipated to be available for public review in June with a Public Hearing planned approximately a month after release of the document.
- Stakeholder outreach and public communication will continue as the project approaches the target Public Hearing date.
- Once the project is environmentally cleared, TxDOT will assume responsibility for final design and construction.

### Bergstrom Expressway Project



- The Apparent Best Value Selection for the design/build contractor is expected May 2015. Construction should launch late 2015.
- On Feb. 25 the Mobility Authority's Board of Directors authorized the issuance of a Request for Proposals (RFP) from teams interested in providing public involvement services necessary to implement the Bergstrom Expressway Project. The RFP was issued on April 3. Four responses to the RFP were received on April 24. The selection committee reviewed and scored responses and made a recommendation of firm selection to the Executive Director. Approval from the Board is anticipated in May and NTP in July 2015.
- The remaining procurements for construction inspection, survey, and materials testing teams will launch in May and June of 2015.
- A baseline public opinion survey was conducted in May 2015 with report of findings to be complete in June.
- Justin Word presented project information at the Greater Austin Contractors & Engineers Association (ACEA) Central Texas Infrastructure Design and Construction Symposium.

### SH 45SW Environmental Study



- The Mobility Authority's design team is completing the 30% design plans; the Mobility

- Wes Burford presented project information at the American Concrete Institute Central Texas Chapter Luncheon.
- Project programming activities continue as the team works to finalize project funding agreements with TxDOT and FHWA.
- The team is currently addressing FHWA comments in efforts to re-submit final versions for approval.
- Financing activities continue as we develop updates for the TIFIA Program, finalize the Investment Grade Traffic & Revenue Study and complete an application for a SIB Loan request from TxDOT.
- ROW Acquisition continues in efforts to meet the commitment to the D/B Contractor.

### Maha Loop/Elroy Road, Phase I Project



*Kellam Road open to traffic*

- Placement of rock riprap, filtration material, and plantings are ongoing.
- Placement of matting and seeding is complete for east ditch.
- The turn lanes on SH 71 are complete; the change order to add signals is negotiated and under review for approval; signal poles are ready for delivery (were pre-ordered).

### 290 Toll (Manor Expressway)



- CTMC is finalizing the non-conflict utility relocations required by the project to obtain Final Acceptance.
- CTMC is submitting final documentation to achieve Final Acceptance.
- A baseline public opinion follow-up survey was conducted this month with a report of findings being completed in June.

### Oak Hill Parkway Project



- Efforts with TxDOT and the City of Austin continue for potential regional detention facilities.
- The design level schematics for both concepts moving forward into the alternatives analysis phase are continuing to be refined as the engineering aspects are reviewed.
- A Value Engineering Study including agency stakeholders was held the week of April 13 and efforts will be ongoing to determine which recommendations should be incorporated.
- The team continues to contact and meet with stakeholders with concerns regarding regional water detention and right-of-way acquisition; this effort will continue for several months.
- The Mobility Authority, ATKINS and Rodriguez Transportation Group sponsored a Williamson Creek Cleanup as a part of the Keep Austin Beautiful Clean Sweep on April 18th. The Oak Hill Parkway project team members challenged their teammates, co-workers, family and friends

to give back to the Oak Hill community and the environment by volunteering to clean trash out of Williamson Creek near the Y in Oak Hill. Our Clean Sweep team of 27 volunteers spent 54 volunteer hours cleaning a total of 510 pounds of trash from a half-mile section of the creek on a Saturday morning. The team persevered through the challenges of weather, uneven creek terrain and lots of poison ivy to get the job done!

- The team continues to work towards additional issue-specific workshops in advance of the next Open House. A water quality workshop is anticipated to be scheduled in June.

### **SH 71 Express**



- Coordination meetings between McCarthy and the Toll Integrator continue.
- Atkins and Schneider Electric continue to review design submittals and attend comment resolution meetings.
- McCarthy continues to progress design activities from 60% to Final Design.
- Earthwork activities at the SH 130 interchange continue.
- McCarthy continues substructure work on the Onion Creek and SH 130 bridges.
- McCarthy has commenced construction of the joint communications trench.
- A baseline public opinion survey was conducted this month with report of findings being completed in June.



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #14 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).



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #15 SUMMARY

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### *EXECUTIVE SESSION*

*Executive Session:*

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



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #16 SUMMARY

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### *EXECUTIVE SESSION*

*Executive Session:*

Discuss legal issues related to legislation proposed to the 84<sup>th</sup> Texas Legislature that could affect the Mobility Authority or its operations, as authorized by §551.071 (Consultation With Attorney).



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #17 SUMMARY

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### *EXECUTIVE SESSION*

*Executive Session:*

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



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #18 SUMMARY

Approve selection of the highest-ranked proposer for detailed proposals for a design-build contract for the Bergstrom Expressway (183 South) Project, and authorize the Executive Director to negotiate and bring to the Board a final design-build contract for its approval.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: TBD

Funding Source: Bond Sale Funds

Board Action Required: Yes

Description of Matter: On September 24, 2014, the Board approved a shortlist of three proposers to advance to the detailed proposal stage of the design-build contract procurement for the Bergstrom Expressway (183 South) Project. The Final Request for Detailed Proposals (RFDP) was issued to the three proposers on December 18, 2014. Detailed proposals were received from each of the proposers prior to the April 16, 2015, 4:00 p.m., submittal deadline.

The Mobility Authority intends to award the design-build contract to the proposer that offers the best value to the agency considering price, technical, and other factors and criteria established by the RFDP. After receipt of the Detailed Proposals, they were separated into Technical and Price Proposals such that the technical review team were unaware of the Price Proposals submitted. Upon completion of the technical evaluation, a Best Value calculation was performed based on a price to technical scoring ratio of 70:30 to determine the highest-ranked proposer.

Based on these evaluations, the Executive Director recommends Board approval of an award to the highest-ranked proposer so that Mobility Authority staff and the proposer may commence negotiations and enter into a design-build contract for the design and construction of the Bergstrom Expressway (183 South) Project.



Reference: Draft Resolution  
Summary Presentation of Detailed Proposal Evaluation  
Process, Results, and Best Value Proposer Recommendation  
(to be provided at the Board meeting)

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

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

**RESOLUTION NO. 15-\_\_\_**

**APPROVING SELECTION OF THE HIGHEST-RANKED PROPOSER FOR THE  
REQUEST FOR DETAILED PROPOSALS FOR A DESIGN-BUILD CONTRACT FOR  
THE BERGSTROM EXPRESSWAY (183 SOUTH) PROJECT, AND AUTHORIZE THE  
EXECUTIVE DIRECTOR TO NEGOTIATE AND BRING BACK TO THE BOARD A  
FINAL DESIGN-BUILD CONTRACT FOR APPROVAL.**

WHEREAS, by Resolution No. 14-023, adopted March 26, 2014, the Board of Directors exercised its option as a local toll project entity to develop, finance, construct, and operate six tolled lanes on US 183 South from US 290 to SH 71 and reconstruct the existing non-tolled lanes to protect and enhance the existing non-tolled capacity as a transportation project known as the Bergstrom Expressway (183 South) Project (the "Project"); and

WHEREAS, Subchapter K, Chapter 370, Transportation Code, authorizes the Mobility Authority to use a design-build method to develop the Project; and

WHEREAS, Subchapter A, Article 7, Chapter 4 of the Mobility Authority Policy Code implements applicable state law and establishes the process the Mobility Authority will use to solicit proposals for a design-build contract to develop the Project; and

WHEREAS, in accordance with those procurement policies and state law, also on March 26, 2014, the Board, by Resolution No. 14-024, authorized and directed the Executive Director to issue a Request for Qualifications to solicit qualifications submittals from teams interested in pursuing the development of the Project through a design-build contract; and

WHEREAS, on April 14, 2014, the Executive Director issued a "Request for Qualifications for Development of the Bergstrom Expressway (183 South) Project Through a Design-Build Contract" (the "RFQ"); and

WHEREAS, by Resolution No. 14-074 dated September 24, 2014, the Board selected a Short-List of Teams qualified to receive an RFDP for a design-build contract to develop the Project; and

WHEREAS, a final RFDP was issued to the three proposers on December 18, 2014 and detailed proposals were received from each proposer prior to the April 16, 2015 submittal deadline; and

WHEREAS, the Executive Director recommends awarding a design-build contract to \_\_\_\_\_, the highest-ranked proposer after scoring each proposal in accordance with the Mobility Authority Procurement Policies for a design-build contract.

**NOW THEREFORE, BE IT RESOLVED**, that the Board hereby determines \_\_\_\_\_ is the highest-ranked proposer for the design-build contract for the Bergstrom Expressway (183 South) Project; and

**BE IT FURTHER RESOLVED**, the Board authorizes the Executive Director to negotiate and bring back to the Board a final design-build contract with \_\_\_\_\_ for its approval.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27<sup>th</sup> day of May, 2015.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin, General Counsel

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #19 SUMMARY

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Report on legislative issues and possible action to revise the Mobility Authority legislative program for the 84<sup>th</sup> Texas Legislature.

Strategic Plan Relevance: Regional Mobility; Economic Vitality; Sustainability; Innovation

Department: Law

Associated Costs: None

Funding Source: Operating Fund

Board Action Required: If desired to revise legislative program

Description of Matter:

The 84<sup>th</sup> Legislature is in session and is considering legislative proposals and issues that affect the Mobility Authority.

This agenda item is to receive reports on those legislative proposals and issues. If desired, the Board may act to revise the legislative program adopted October 29, 2014, a copy of which is attached for reference.

In previous legislative sessions, the Mobility Authority has worked with other regional mobility authorities and tolling entities to address issues of common concern to tolling entities.

Reference: Resolution 14-083 (Legislative Program)

Contact: Andrew Martin, General Counsel

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

**RESOLUTION NO. 14-083**

**APPROVING A LEGISLATIVE PROGRAM FOR ISSUES AND PROPOSALS  
AFFECTING THE MOBILITY AUTHORITY IN THE 84<sup>th</sup> TEXAS LEGISLATURE.**

WHEREAS, the Texas Legislature is scheduled to convene at noon, Tuesday, January 13, 2015, and to adjourn on Monday, June 1, 2015, in the 84<sup>th</sup> Regular Legislative Session; and

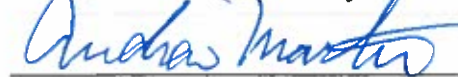
WHEREAS, action on legislation considered by the 84<sup>th</sup> Legislature can affect the powers, duties, and ability of the Mobility Authority to fulfill its statutory mission as a regional mobility authority existing and operating under Chapter 370 of the Texas Transportation Code; and

WHEREAS, the Board of Directors supports consideration and adoption by the 84<sup>th</sup> Legislature of legislation that addresses issues identified and supported by other regional mobility authorities throughout Texas, as well as issues that affect only the Mobility Authority, as set forth on the legislative program attached to this resolution as Exhibit 1.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors approves the legislative program set forth in Exhibit 1 to this Resolution.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 29<sup>th</sup> day of October, 2014.

Submitted and reviewed by:



Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

Approved:



Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 14-083  
Date Passed: 10/29/14

## **Exhibit 1**

### **Mobility Authority Legislative Program**

#### **Legislative Priorities 84<sup>th</sup> Legislative Session**

The following is a list of priorities for the 84th Legislative Session:

1. **Increased Transportation Funding:** There is a continuing need for increased funding for the state's transportation system. The Mobility Authority will support viable options to increase funding at the state or local level, including enhancements to make county TRZs more effective; dedication of vehicle sales tax revenues to the state highway fund, ending diversions, and enhanced local options for transportation funding.
2. **Data Protections:** The Mobility Authority supports efforts to enhance protection of customer and trip data on Mobility Authority toll facilities from public disclosure, including efforts to clarify the definition of a "customer" under Chapter 370 of the Transportation Code in regard to the information that is subject to disclosure under Chapter 552, Government Code.

#### **Items specific to the Central Texas Regional Mobility Authority:**

3. **Project-Specific CDA Authority:** In the 83<sup>rd</sup> Legislative Session, SB 1730 authorized certain projects to be developed using a Comprehensive Development Agreement (a "CDA"). If supported by the local legislative delegation, the Mobility Authority will seek to extend that authority as necessary for previously authorized projects, and add projects to the list that are appropriate for development as a CDA.
4. **State Funding for Discounted or Free Tolls under Section 372.053(b), Transportation Code:** The Mobility Authority supports and will seek the appropriation of sufficient state funds to fully defray the cost of providing free or discounted tolls on Mobility Authority toll projects to customers eligible under a discount program established pursuant to Section 372.053 (Veteran Discount Program), Transportation Code.