



CENTRAL TEXAS
Regional Mobility Authority

Welcome and opening remarks by the Chairman and members of the Board of Directors

Agenda Item #1

June 15, 2016



CENTRAL TEXAS
Regional Mobility Authority

Opportunity for Public Comment

Agenda Item #2

June 15, 2016



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Consent Agenda

Agenda Items #3-6

June 15, 2016



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Approve Amendment No. 1 to the Consulting Services Agreement with Sigma Information Group, Inc.

Agenda Item #3

Tim Reilly, Director of Operations

June 15, 2016



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Approve Amendment No. 1 to the Personal Services Agreement with Neal Spelce for communications support services

Agenda Item #4

Jeff Dailey, Deputy Executive Director

June 15, 2016



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Approve an agreement with eBuilder for program management system services

Agenda Item #5

Jeff Dailey, Deputy Executive Director

June 15, 2016



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Approve Amendment No. 3 to CP&Y's Work Authorization No. 1 for a time extension for the development of the 183 North Project

Agenda Item #6

Justin Word, P.E., Director of Engineering

June 15, 2016



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Regular Items

Agenda Items #7-18

June 15, 2016



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Regional Mobility Authority

Approve the minutes for the May 3, 2016, Regular Board Meeting

Agenda Item #7

Geoff Petrov

June 15, 2016



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Accept the financial statements for April 2016

Agenda Item #8

Mary Temple

June 15, 2016



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Regional Mobility Authority

Approve agreement with Parsons Brinkerhoff for general engineering consulting services

Agenda Item #11

Justin Word, P.E., Director of Engineering

June 15, 2016



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Discuss and consider approval of Supplement No. 3 to HNTB's Work Authorization No. 16 for the MoPac Improvement Project

Agenda Item #12

Jeff Dailey, Deputy Executive Director

June 15, 2016



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- **Oversight Services provided through contract close-out**
 - Current Authorization from June 2013 through June 2016
 - Substantial Completion – November 2016
 - Construction Contract Close-out – April 2017
- **General Oversight Requirements**
 - Field Inspection, Documentation, Reporting
 - Design / Construction Review and Technical Support
 - Coordinate, Review, Approve, and Monitor Lane Closures
 - Compliance with contract
 - Change Orders, Claims, and Disputes Board Support
 - External agency activities
 - Public Information Coordination
- **Construction – On-going Daytime and Nighttime Work**



- Current Total Authorized Amount \$22,930,663
- Increments of this amount will be approved on a quarterly basis to manage and monitor cost and performance

Staff requests Board Authorization for the Executive Director to execute work authorizations to HNTB for an amount not to exceed \$7,650,000.

Discuss and consider adoption of the proposed 2017 Operating Budget

Agenda Item #13

Mary Temple

June 15, 2016



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Presentation on the May 12, 2016 sale of Senior Lien Revenue Refunding Bonds, Series 2016

Agenda Item #14

Mary Temple

June 15, 2016



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Regional Mobility Authority

Authorize the issuance, sale and delivery of the Central Texas Regional Mobility Authority Subordinate Lien Revenue Refunding Bonds, Series 2016, in accordance with specified parameters

Agenda Item #15

Mary Temple

June 15, 2016



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Regional Mobility Authority

Approve Second Amendment to the Transportation Infrastructure Finance and Innovation (TIFIA) Agreement

Agenda Item #16

Mary Temple

June 15, 2016



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Discuss and consider appropriate action on the proposed Interlocal Agreement with the Capital Area Metropolitan Planning Organization to fund and participate in the Near Northwest Corridor – Connections Case Study

Agenda Item #17

Justin Word, P.E., Director of Engineering

June 15, 2016



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Presentation and discussion on the proposed Memorandum of Agreement with Capital Metro and Capital Area Metropolitan Planning Organization to implement the Park and Ride Initiative

Agenda Item #18

Justin Word, P.E., Director of Engineering

June 15, 2016



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- **The MOA establishes roles and responsibilities for each agency to plan for the development of P&R projects that will use CTRMA managed/express lane projects.**
- **Key roles for each agency include:**
 - **CTRMA**
 - Lead planning efforts to identify P&R projects, including site analysis, environmental evaluation, and preliminary design
 - **Capital Metro**
 - Support efforts to identify P&R projects
 - Provide service plans / operating plans for each project
 - Provide continuing operations once built
 - **CAMPO**
 - Collaborate with Capital Metro and CTRMA in P&R project identification and funding
 - Develop a region-wide P&R Plan for the Region



- **4-Phase Work Program Identified**
 - Develop Agreement to advance P&R Initiative
 - Develop Regional Park and Ride Plan
 - Advance Park and Ride site location studies
 - Develop Funding Strategies
- **Today's Memorandum of Agreement addresses these four activities, and formalizes a commitment between CTRMA, Capital Metro, and CAMPO to take active steps to identify, develop, and implement a network of Park and Ride facilities that will use the managed/express lane projects being developed by CTRMA.**



Coordination Activities – Next Steps

- **CTRMA consideration of MOA**
 - Board Action – August 3
- **Capital Metro consideration of MOA**
 - Committee Review – August 10
 - Board Action – August 22
- **CAMPO consideration of MOA**
 - Policy Board Action – August 8

Briefings and Reports

Agenda Item #19

June 15, 2016



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Monthly Update on transportation projects MoPac North

Agenda Item #19-A

Steve Pustelnyk, Director of Community Relations

June 15, 2016



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Construction Progress

◀ MOPAC
IMPROVEMENT
PROJECT ▶▶



Underpass NB Express Lane



Underpass SB Express Lane



Concrete Traffic Barrier



Retaining Wall Foundations



Express Lane Signs

TxTag PAY BY Mail

EXPRESS LANE

EXPRESS
1
TOLL

ENTRANCE
←

LEFT LANE

EXPRESS LANE

NO TRUCKS
NO TRAILERS

OF
PAY BY MAIL

SOUTH
LOOP
1



Roadway Widening



SOUTH
EXPRESS
1
TOLL
↓

EXPRESS LANE
EXIT TO
R.M.
2222
Northland Dr
↗

EXPRESS LANE
EXPRESS
1
TOLL
ENTRANCE
1/2 MILE
LEFT LANE

PAY BY
TxTag Mail

EXPRESS LANE
5th St
Cesar Chavez St 1/2

Link-Belt

Sound Wall 3



Shared Use Path



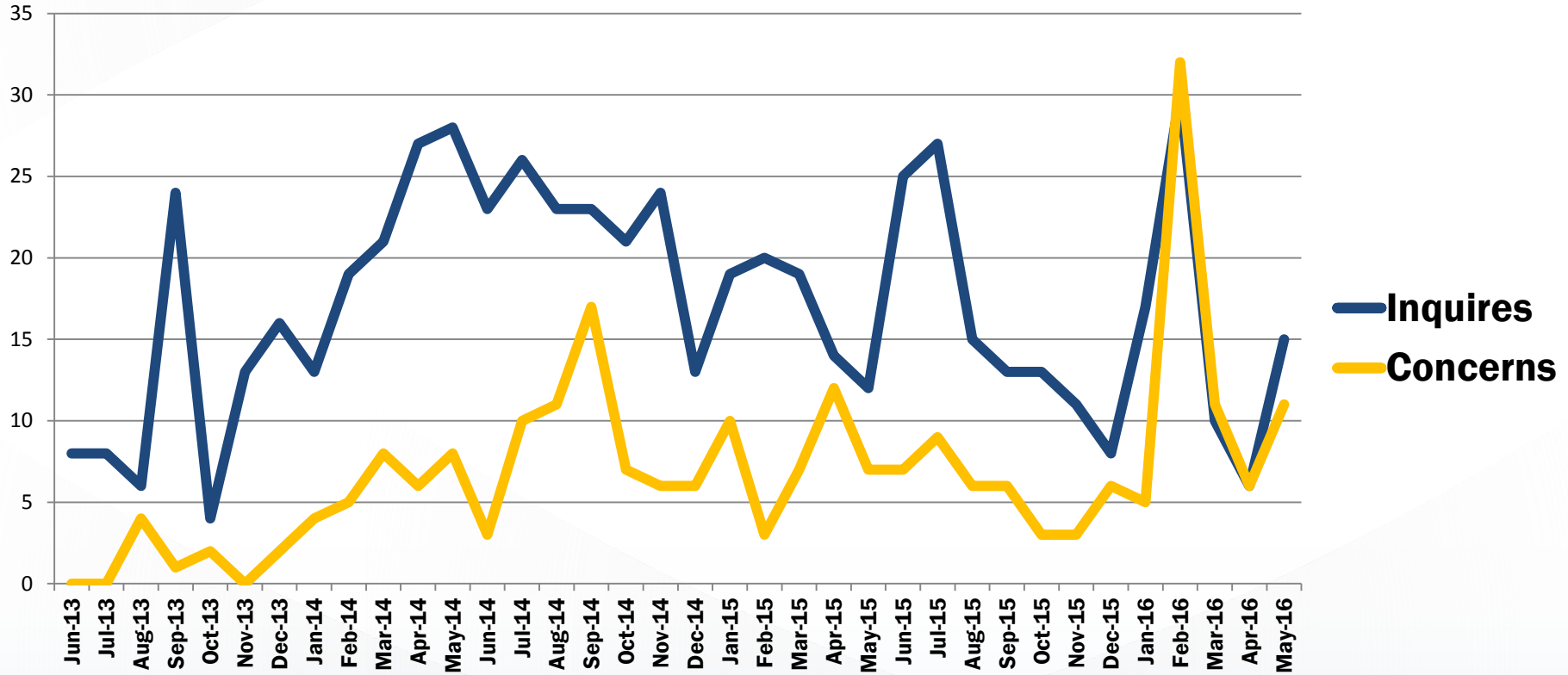
Pedestrian Improvements



Customer Contact Trends

Primary Interest Issue

Questions about lane closures



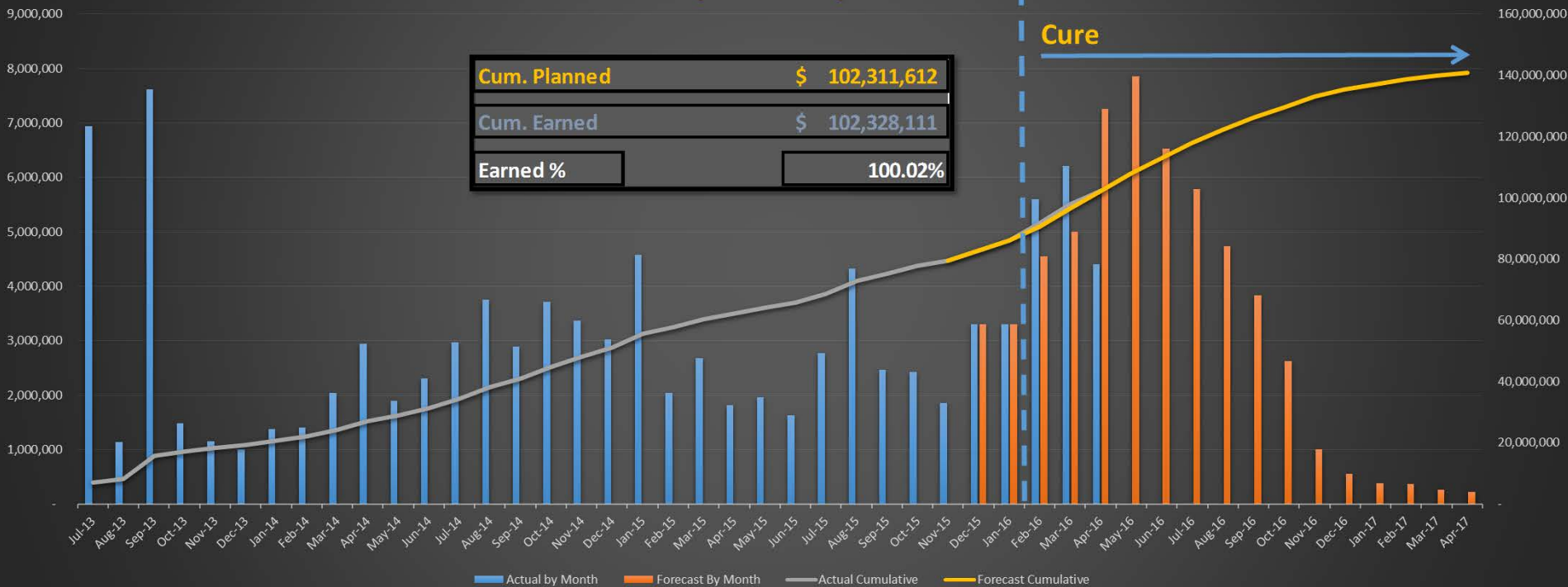
Progress Metrics



Progress Metrics: Funding



Overall Project - Progress Performance Earned Metrics April 2016 Update

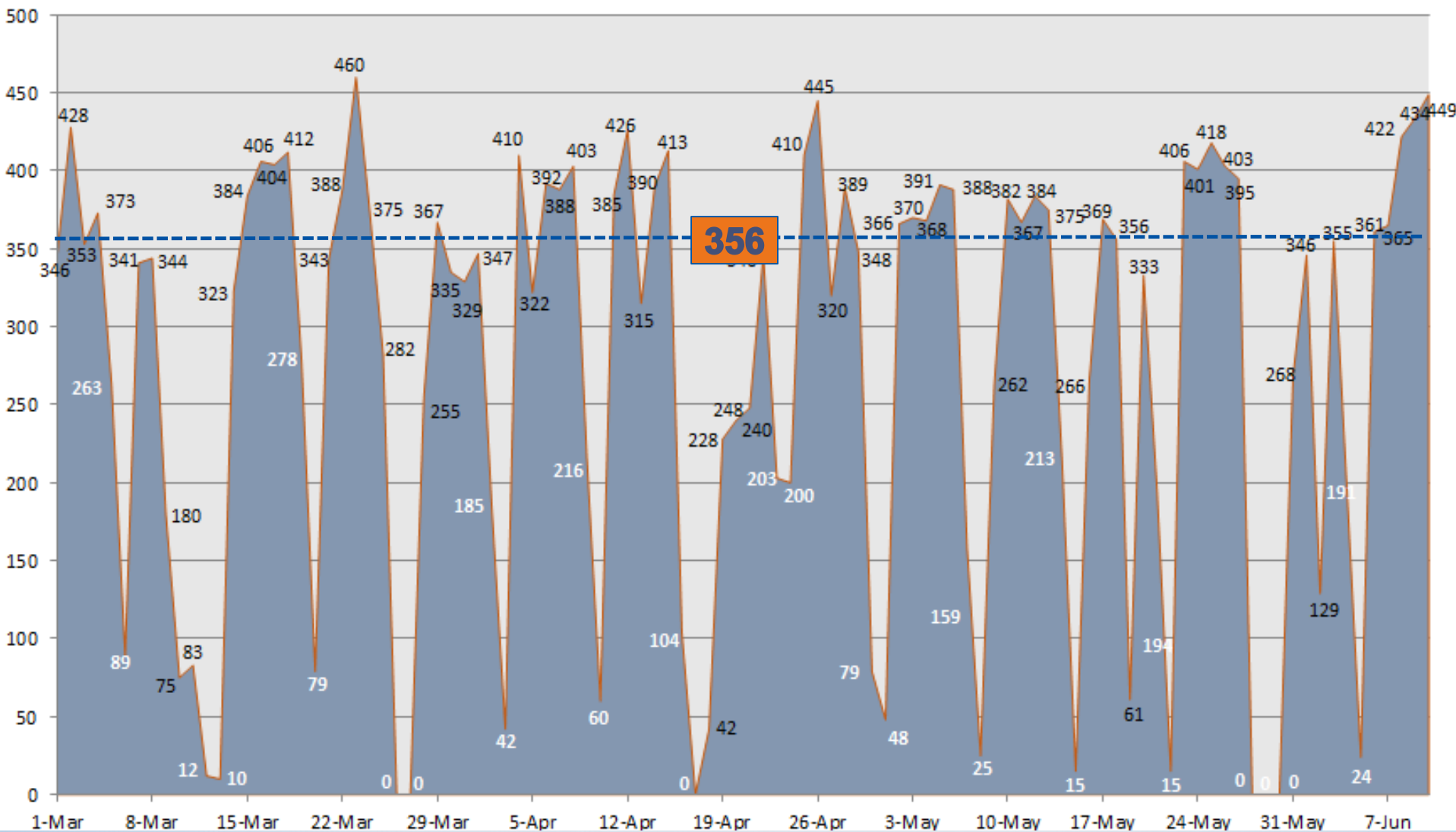


Progress Metrics: Labor

March – June

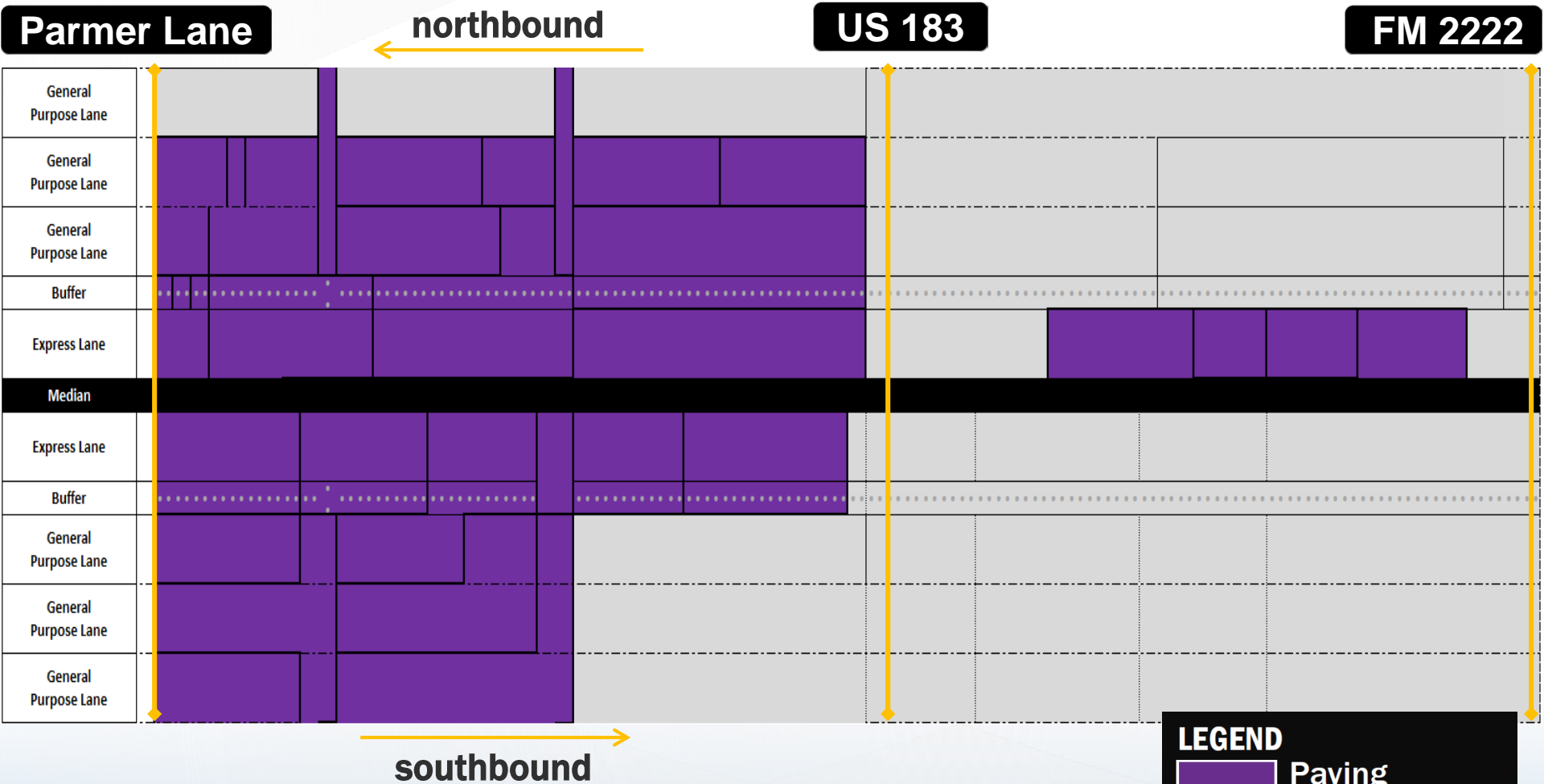


Labor holding steady between 350 and 400



Progress Metrics: Paving

April 22 – June 8



LEGEND

- Paving Complete
- Future Paving Area



Monthly Update on transportation projects 183 South Project (Bolm Rd./briefing on intersection configuration)

Agenda Item #19-B

Justin Word, P.E., Director of Engineering
Jerel Rackley, P.E., 183S Design Lead, Atkins

June 15, 2016



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Limit signalized intersections to optimize mobility and throughput

- Travel time savings for those traveling the length of the corridor (tolled and non-tolled routes).

Provide Texas U-Turns to accommodate local traffic and mitigate loss of connectivity

- Reduced impact points - reduced chance for collisions.
- Separated high-low speed movements for safer traffic flow.
- Travel times comparable to existing condition in most cases.

Improved non-tolled access

- Non-tolled capacity offers an improved driving experience.



Controlled Access Facility that offers benefits to the corridor:

- Improved corridor safety and operations
- Contributes to project goal: greater mobility
- Balances accessibility of local residents vs. mobility of 60K+ daily travelers
- Places interchanges at regular intervals where need is greatest and safe, efficient movement can be provided.

Common challenges



Conversion of Urban Arterial to Freeway:

- Trade-Off of Mobility for Accessibility
- Changes to Facility Access
- Minimize Property Impacts
- Reduction of Facility Crossroads
- Intro of One-Way Access Roads

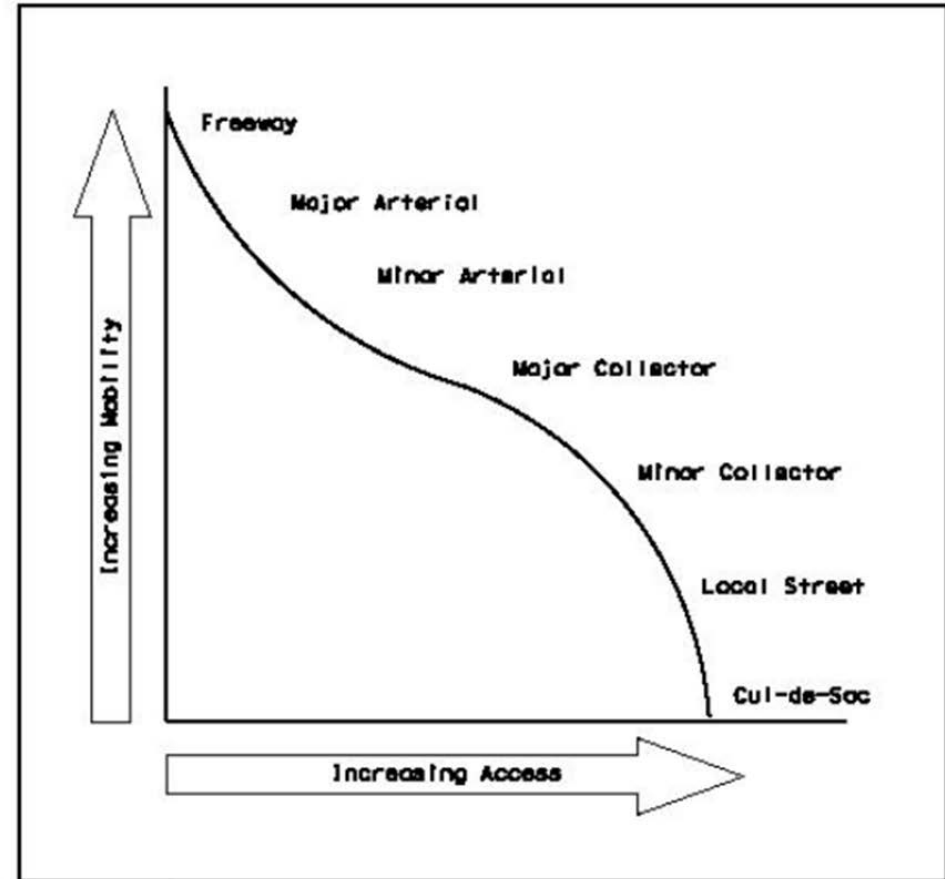
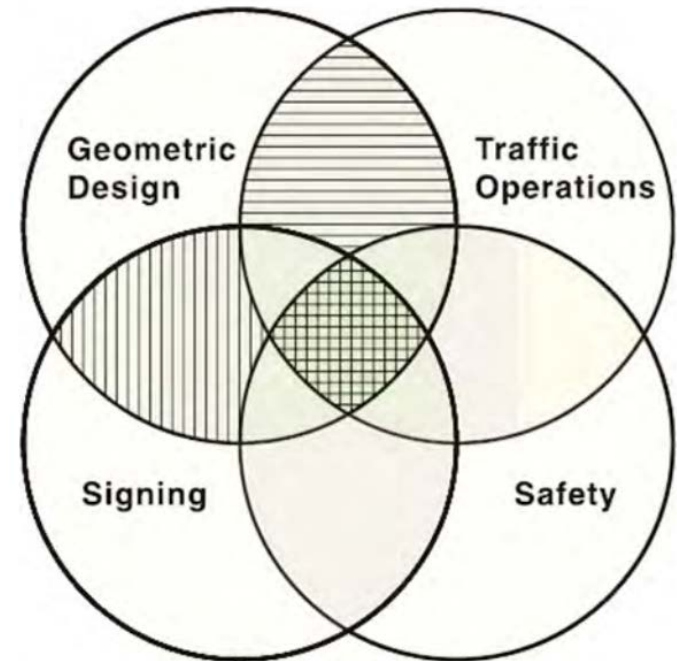


Figure 1-1. Access Function¹



Design Considerations

- Safety
- Traffic Operations
- Geometric Limitations
- Signing Limitations

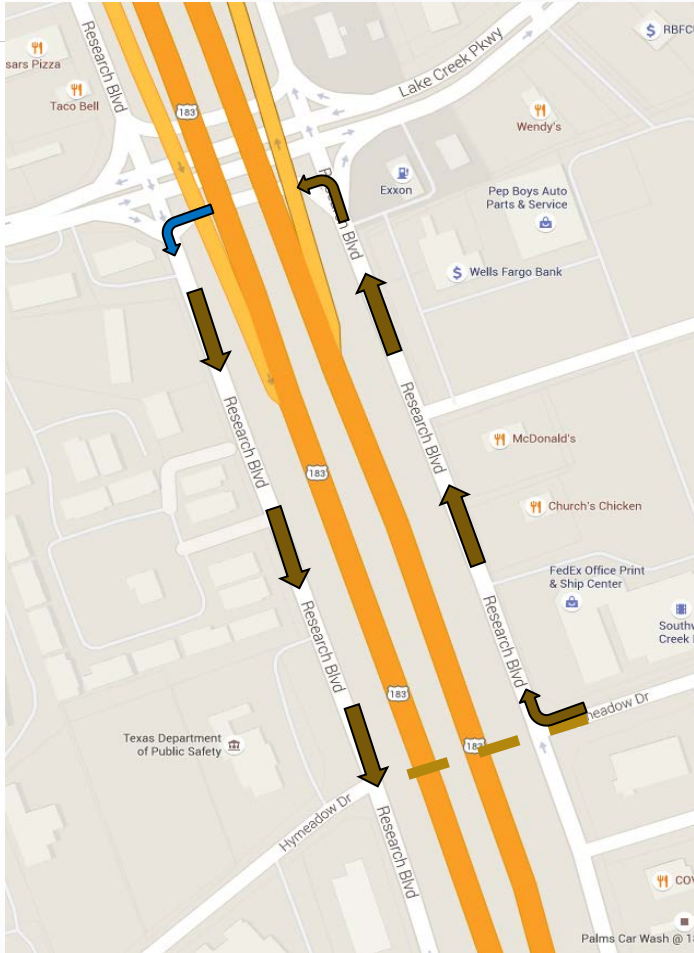


Other Considerations

- Public Input
- Cost
- Context Sensitive Design
- Minimize Property Impacts

Balance Between Accessibility and Mobility

Accessibility



Challenges

- Cross Connectivity
- One-Way General Purpose Lanes
- Driveway Impacts

Mitigation

- General Purpose Lanes for Access
- Mainlanes for Mobility
- Increased Capacity = Less Congestion





Traffic Volumes/Demands:

- Designed to meet projected 2035 traffic volumes
- Both economic and residential growth factors
- Analyzed all cross streets, compared volumes, designed crossover access to best fit traffic pattern analyses.

Intersection Spacing:

- On a high-speed, grade-separated facility, minimum overpass spacing $\frac{3}{4}$ mile apart.
- One mile minimum spacing for optimum balance between safety and operational benefits while maintaining adequate connectivity.



Balance Competing Needs: Safety, Mobility and Connectivity

- A design that best serves the needs and safety of the greatest number of travelers of US 183.
- Use traffic modeling as tool to determine the design that will offer better overall mobility for all travelers as new development occurs and traffic increases in East Austin.
- A design that will deliver on commitment to safety and mobility; benefits outweigh the inconvenience of alternative cross street access.
- A design that optimizes alternative routes when connectivity is affected.

Proposed/current design



Provides crossings at the following locations:

Location	Miles (From 290 East)	Current Design Description
Springdale Rd	0.9	Improved Overpass
Loyola Ln	1.8	Signal + Overpass
51st St	2.6	Crossing / Signal Removed
FM 969	3.0	Improved Underpass
Technicenter Dr	3.7	Crossing / Signal Removed
Bluestein Dr	3.9	Crossing / Signal Removed
Hudson St	4.2	Non-Signalized Crossing Removed
Boggy Creek	4.5	New turnarounds
Belm Rd	5.5	Overpass / Signal Removed
Levander Loop	6.2	Operational Improvements
Montopolis Dr	6.6	Improved Underpass
Vargas Rd	6.9	Crossing / Signal Removed
Thompson Ln	7.1	Crossing / Signal Removed
Patton Ave	7.5	New Overpass
Old Bastrop Hwy	7.6	Non-Signalized Crossing Removed



Environmental study (2011–2015) with robust community outreach.

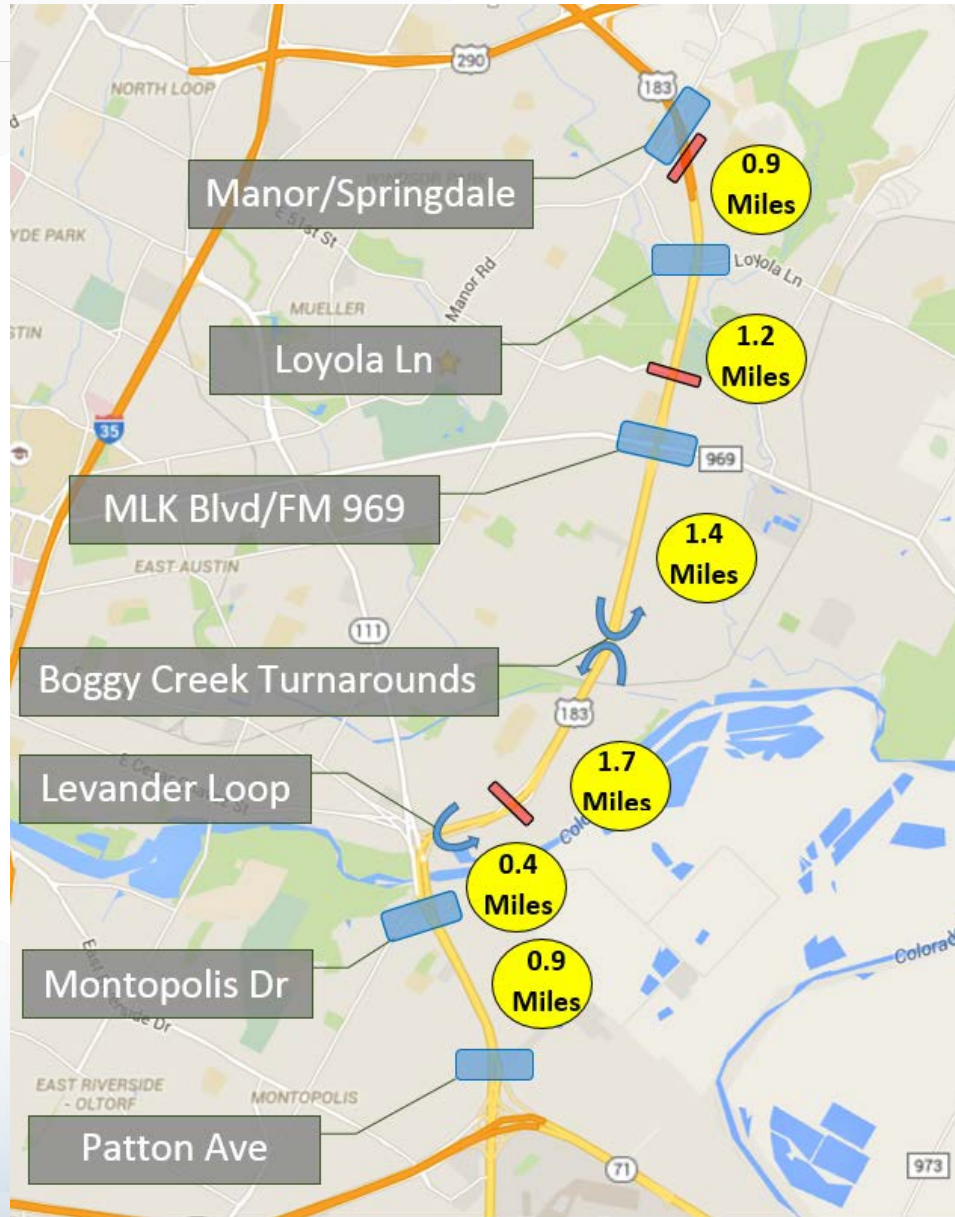
- Opportunities for public input: 5 open houses, more than 25 stakeholder meetings, and a final public hearing.
- Investigated concerns raised in public outreach process.
- Made adjustments and accommodations where feasible and reasonable.
- Final design serves the best interest of the traveling public as a whole.
- Approval of the Final Design received from TxDOT on March 6, 2015.



What we changed...

- Added additional Texas U-turn opportunities to the project.
 - Near Boggy Creek
 - Patton Avenue
- Added lanes to the merge point of Levander Loop and the Northbound general purpose lanes.
- Added acceleration and deceleration lanes to side streets.
 - 51st Street
 - Bolm Road
- Added pedestrian bridges at 51st Street and Bolm Road.

Current design



PROJECT COMPARISON US 183 NORTH



Now provides crossings at the following locations:

Location	Project Impact
Pecan Park Blvd	New Overpass
Lake Creek Pkwy	New Overpass
Hymeadow	Non-Signalized Crossing Removed
Woodland Village	Non-Signalized Crossing Removed
Anderson Mill	Signal + Overpass
Oceanaire/Hunters Chase	Crossing / Signal Removed
Spicewood Springs/McNeil	Signal + Overpass
Oak Knoll Drive	New Overpass
Duval Rd.	New Overpass
Thunder Creek	Non-Signalized Crossing Removed
Balcones Woods	Signal + Overpass
Hamilton	Non-Signalized Crossing Removed
Braker Ln	New Overpass
Great Hills Trl	Signal + Overpass
Capital of Texas Hwy	Signal + Overpass
Burnet/FM 1325	Signal + Overpass
Payton Gin	New Signal + Overpass
Ohlen	Signal + Overpass
Fairfield	Signal + Overpass
Lamar	Improved Overpass



- **Questions?**

Executive Session

Agenda Items #21-23

June 15, 2016



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Reconvene in Open Session

June 15, 2016



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Authorize the advertisement of bid proposals for construction services for the SH 45 Southwest Project

Agenda Item #9

Justin Word, P.E., Director of Engineering

June 15, 2016



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Regional Mobility Authority

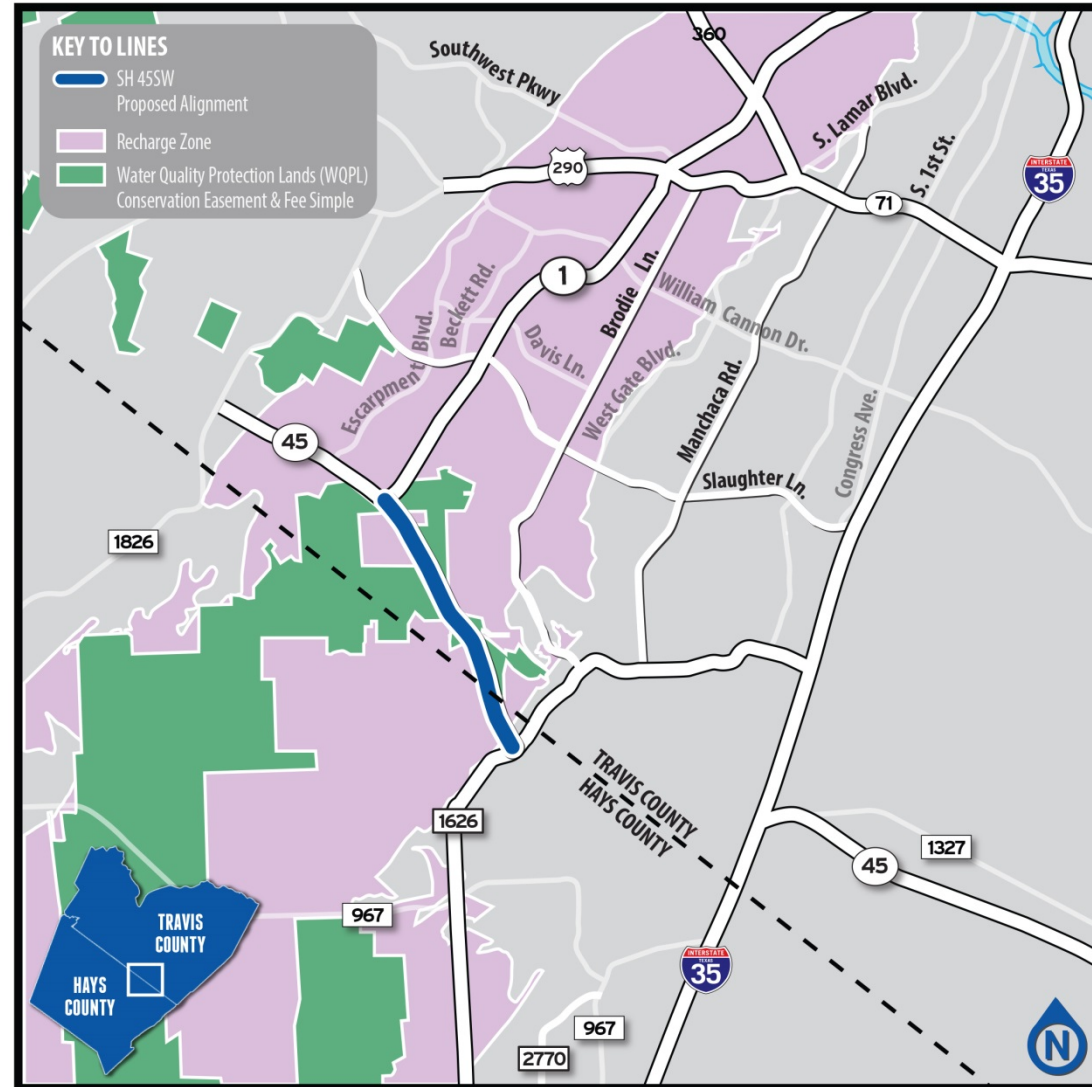


- **Project is in:**
 - 2015-2018 Statewide Transportation Improvement Program (STIP)
 - Capitol Area Metropolitan Planning Organization (CAMPO) Transportation Improvement Program (TIP)
- **Interlocal Agreement (Local Funding)**
 - Travis County - \$15M
 - Hays County - \$5M
- **January 2015 - Final Environmental Impact Statement (FEIS)**
- **March 2015 - Record of Decision (ROD)**
- **December 2015 – TTC Preliminary Approval of Funding**
 - Toll Equity Grant - \$28.92M
 - Toll Equity Loan - \$60.00M
- **Spring 2016 – Plans, Specifications and Estimate completed**
- **June 2016 – Staff request for construction bid authorization**

SH 45 Southwest Project – Project Benefits



- 3.6 mile Limited Access Toll Facility
- Primary benefits to South Austin from SH 45SW to Ben White
- Increases mobility and reduces travel times by up to 70%
- Local routes will realize a 25% improvement in travel time
- Moves local traffic to new facility with robust stormwater treatment



Stormwater Runoff Quality Measures



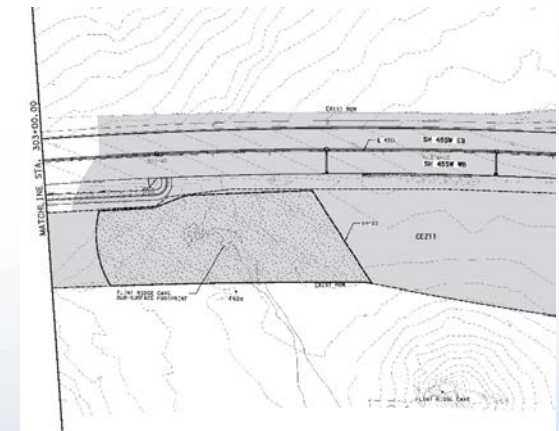
- **Meets or exceeds all statutory and regulatory requirements**
 - Total Suspended Solids Removal: Plan = 98% vs. FEIS = 90%
 - Largely passive, low maintenance, and low risk of mechanical failure
 - Phased construction
 - Full-time Independent Environmental Compliance Manager



Design and Construction Controls



- Approach – avoidance and/or minimize impact
- Roadway is constructed primarily on fill
- Natural buffers (50' min.), cave gates, fenced off, rock berms, and erosion control measures
- Roadway surface and disturbed area runoff areas are directed away from cave opening
- Exclusion Zones - construction and prohibited activities
- Full-time Independent Environmental Compliance Manager



Funding Sources / Uses



Funding Source	Cost
Travis County	\$15.0M
Hays County	\$5.0M
TxDOT Financial Assistance*	\$28.9M
TxDOT State Highway Fund Loan*	\$60.0M
Total	\$108.9M

*Texas Transportation Commission Approval Required

Uses	Cost
Design, Management, and Procurement	\$10.0M
Construction	\$76.0M
Utility	\$0.5M
Toll System	\$2.0M
Construction Management	\$10.6M
Contingency	\$9.8M
Total	\$108.9M



- **Award Contracts (future Board approval)**
 - Construction Contractor
 - Construction Engineering and Inspection
 - Independent Environmental Compliance Manager
 - Required for maintaining schedule
- **Travis County Interlocal Agreement (Trailhead)**
- **Final Approval - Texas Transportation Commission – Financial Agreements**
- **TxDOT Project Development Agreement (PDA)**



Staff requests Board authorization for the advertisement of bid proposals for construction services for the SH 45 Southwest Project

Presentation and discussion on Waiver of Primacy on the SH 45 Southwest Project

Agenda Item #10

Brian Cassidy, Locke Lord

June 15, 2016



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SH 45 SOUTHWEST PROJECT



Hays

Loop 1 in

Travis County

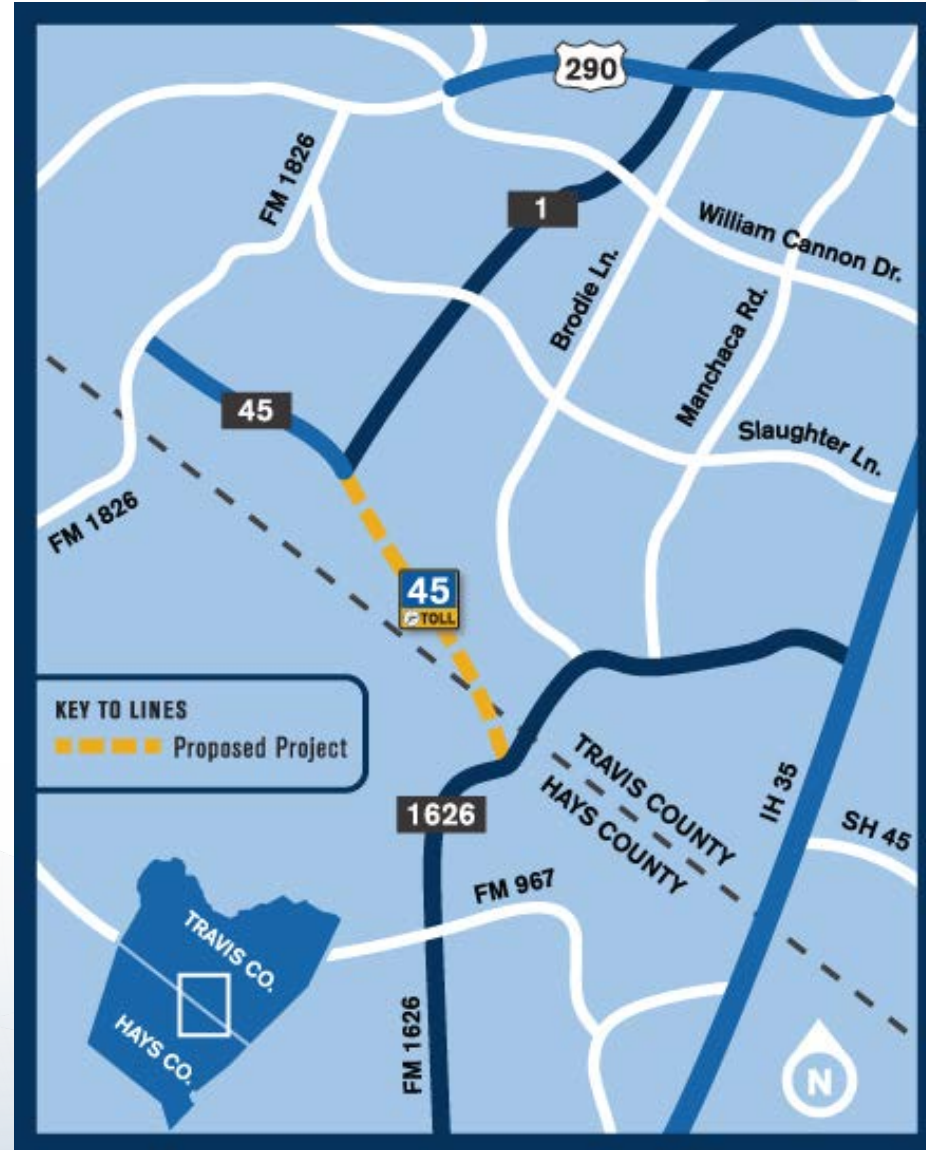
Length: 3.6 miles

Est. Const. Cost: \$95M

Total Project Cost: \$120M

Fully Open to

Traffic: 2019



SH 45 Southwest Schedule (Tentative*)



July 2016
Bid Documents
Released

August 2016
Letting Date – Bids
Due

September - October
Anticipated Notice to
Proceed Date



2016

July 2016
Pre-Bid Meeting and
SBE Networking
Session

August 2016
Anticipated **Award** by
Mobility Authority Board

**Dates are Subject to Change*





- **If LTPE fails or declines to meet deadlines, option reverts to TxDOT**
- **If TxDOT exercise its option, it has right to develop – same general deadlines**
- **If both LTPE fail or decline to develop, process can be reinitiated by either**
- **LTPE and TxDOT can waive or decline to exercise any option or part of the process at any time**

Executive Director's Report Pay by Mail Operational Complexities

Agenda Item #20-A

Tracie Brown, Customer Care and Toll Operations
Manager

June 15, 2016



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“My husband sent in an electronic check in July. We have the bank statement that says it was processed but we’ve gotten a second toll violation letter.”



“I've made six attempts to pay these tolls and penalties online and your site doesn't work! I have proof. See the attached screen shots.”



“I received a bill from you and I shouldn’t have. My TxTag account is up-to-date and fully funded. This is your problem, not mine. Fix it!”



“I have a toll tag but I have recently begun receiving violation notices. I always pay any Pay By Mail bills as soon as I receive them. I don’t understand why I am getting these notices from you. My Pay By Mail account number is 23XXXXXX.”



***“You billed me for a vehicle
that I sold 18 months ago.
These tolls are not my
responsibility!”***



“I dispute the accuracy of this bill. My vehicle has never been on the toll road. Only my wife and 11-yr old son have access to the car keys. My wife does not travel for business and has her own car (much better than mine).

And I think I would remember if my wife was not home after 6 PM or strolled into our San Antonio home [at] 1:00 AM in the morning. We do not drink or use illegal drugs.”



- Keep your TxTag account records up-to-date, e.g., credit card number / expiration date, license plate number, etc.
- Review your TxTag statement for “*Tolls for TxTag Transponder/Plate*” followed by a license plate number (e.g., TX-ABC1234).
- Check the Mobility Authority’s payment site – www.paytexastoll.com - to confirm that there is nothing outstanding.

Pay By Mail Customers



- Respond to all bills and notices.
- Include the bill reference number and license plate on all checks and money orders.
- Get a tag and save 25% on tolls across Texas.



Executive Director's Report New employee introduction

Agenda Item #20-B

Mike Heiligenstein, Executive Director

June 15, 2016



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Executive Director's Report Future budget considerations

Agenda Item #20-C

June 15, 2016



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Adjourn Meeting

Agenda Item #24

June 15, 2016



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