

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

Agenda Item #1

September 6, 2017



CENTRAL TEXAS
Regional Mobility Authority

Opportunity for public comment

Agenda Item #2

September 6, 2017



CENTRAL TEXAS
Regional Mobility Authority

Consent Agenda

Agenda Items #3-7

September 6, 2017



CENTRAL TEXAS
Regional Mobility Authority

Accept the financial statements for July 2017

Agenda Item #3

Mary Temple, Controller

September 6, 2017



CENTRAL TEXAS
Regional Mobility Authority

Approve the procurement of construction engineering and inspection services for the Manor Expressway (290E) Phase III Project

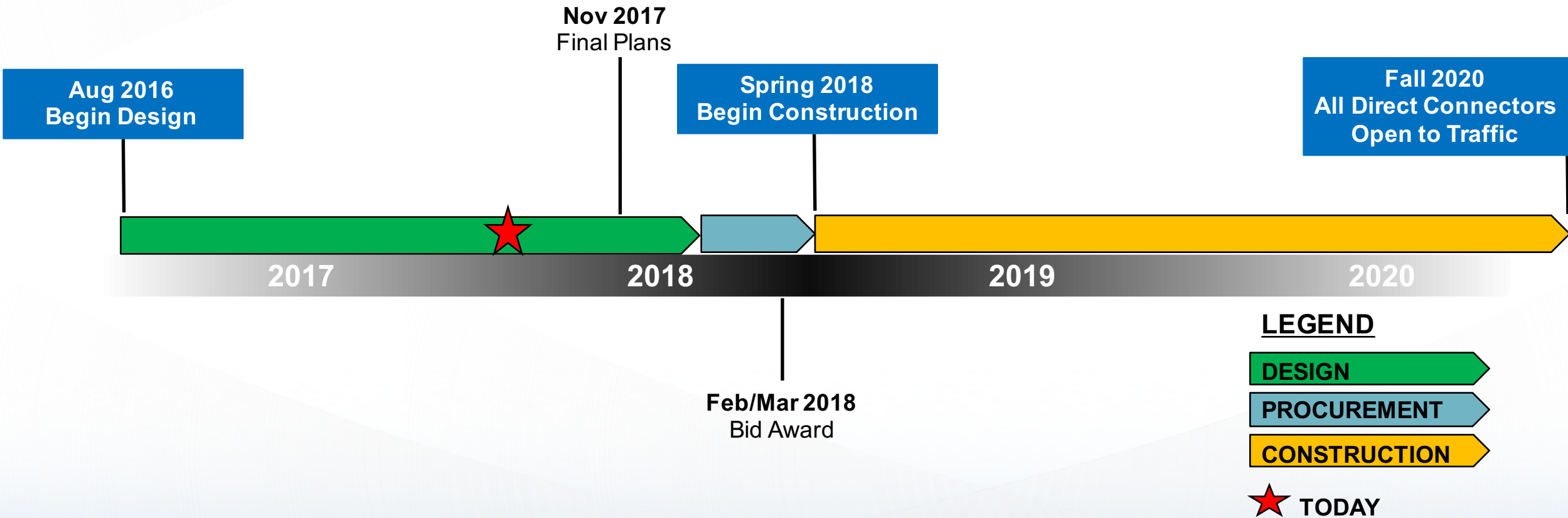
Agenda Item #4

Justin Word, P.E., Director of Engineering

September 6, 2017

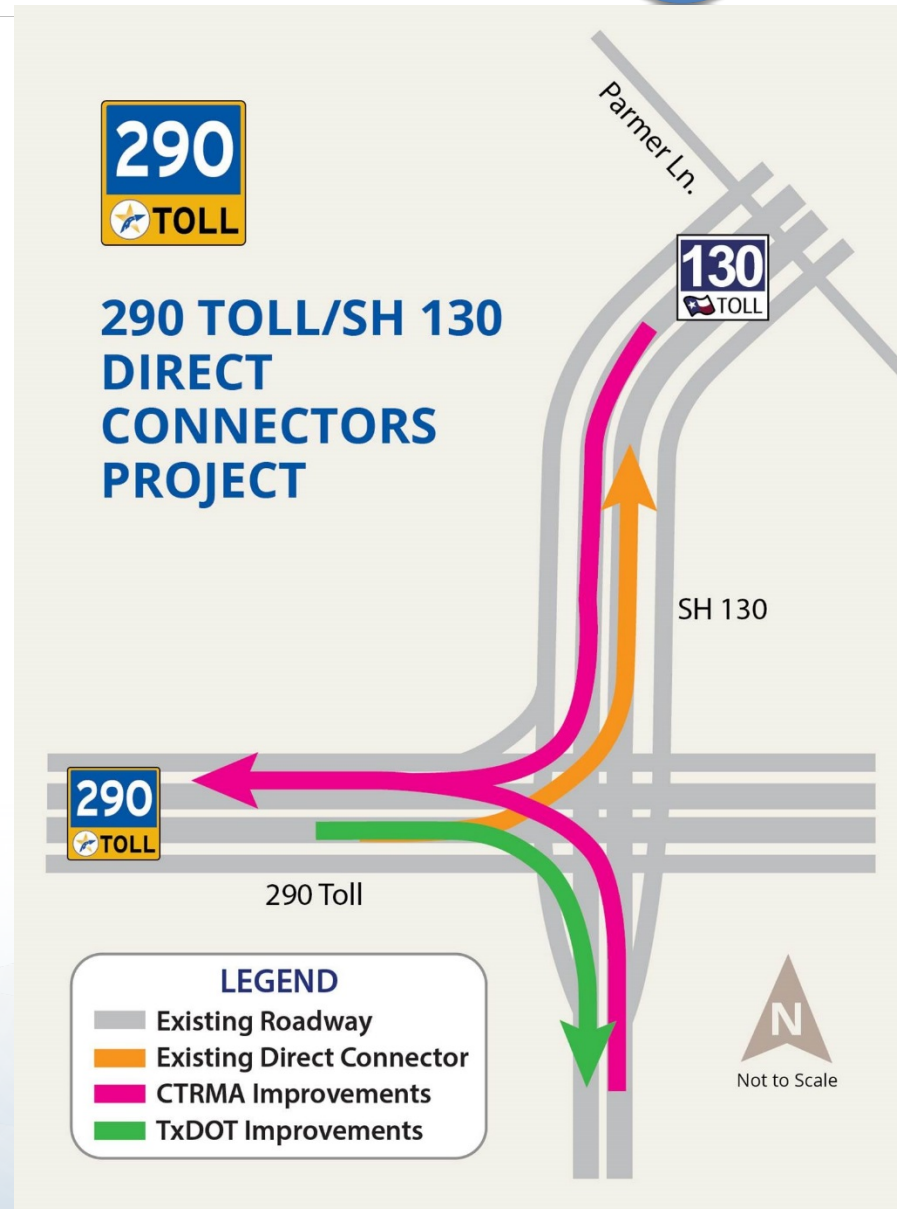


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Regional Mobility Authority



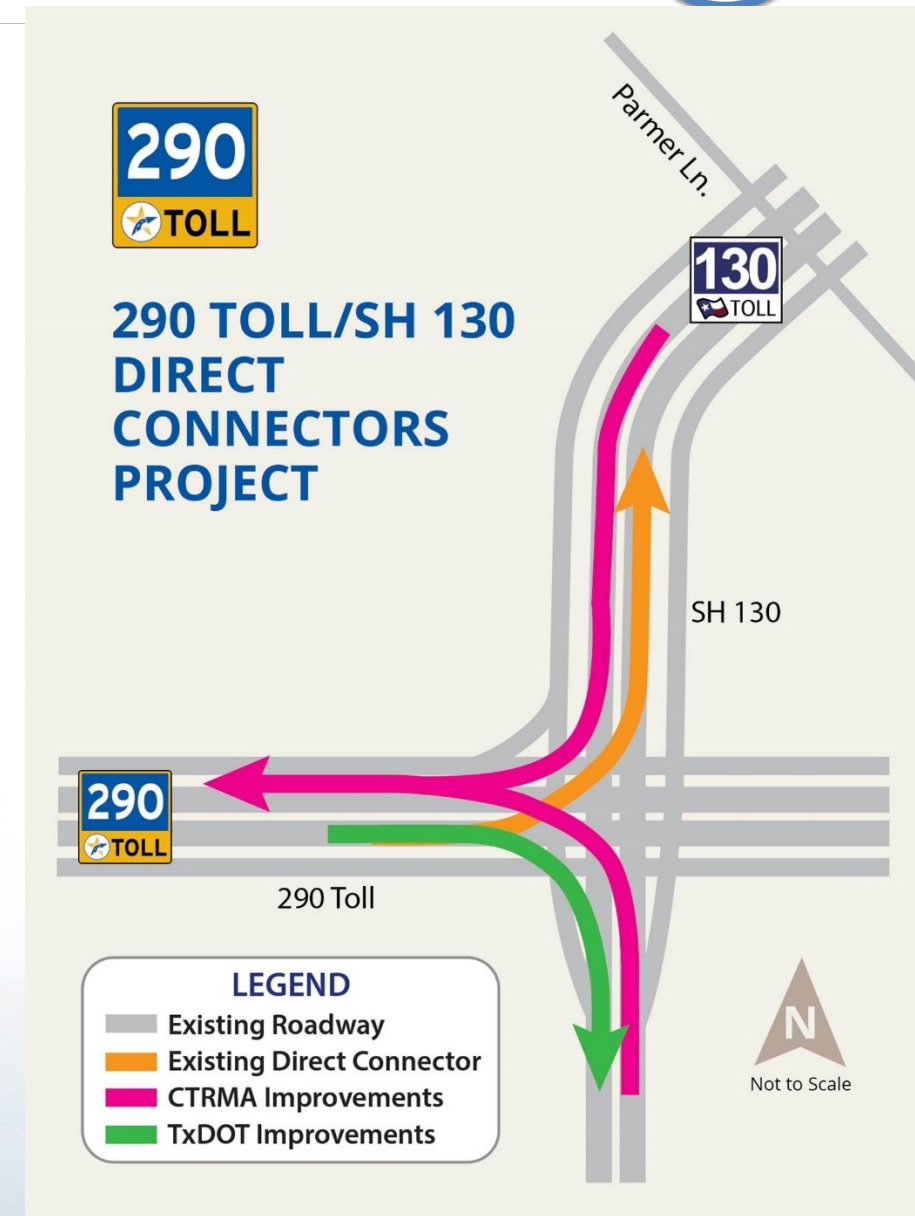


- Texas Transportation Commission approved funding of TxDOT Improvements on June 29, 2017
- TxDOT to Reimburse Mobility Authority for east to south Direct Connector (DC) on their behalf (estimated \$41.1 MM)
- Advance Funding Agreement and Construction Project Development Agreement negotiations on-going
- TxDOT assumes east to south DC Maintenance
- 90% Plans, Specifications & Estimate (PS&E) Underway (October submittal)





- Early 2018 Construction Letting, approx. \$100MM
- Need CE&I Team to Oversee Construction Efforts
- Professional Services Procurement Request for Qualification (RFQ) Includes:
 - CE&I Services
 - Materials Quality Assurance
 - Survey Quality Assurance
- Proposed Procurement Schedule:
 - Oct 2017 - RFQ Issuance
 - Dec 2017 - Approve Most Qualified Provider
 - Feb 2018 – Approve Contract
 - Mar 2018 – NTP



Approve funding for general engineering consulting services to provide oversight for the Manor Expressway (290E) Project

Agenda Item #5

Justin Word, P.E., Director of Engineering

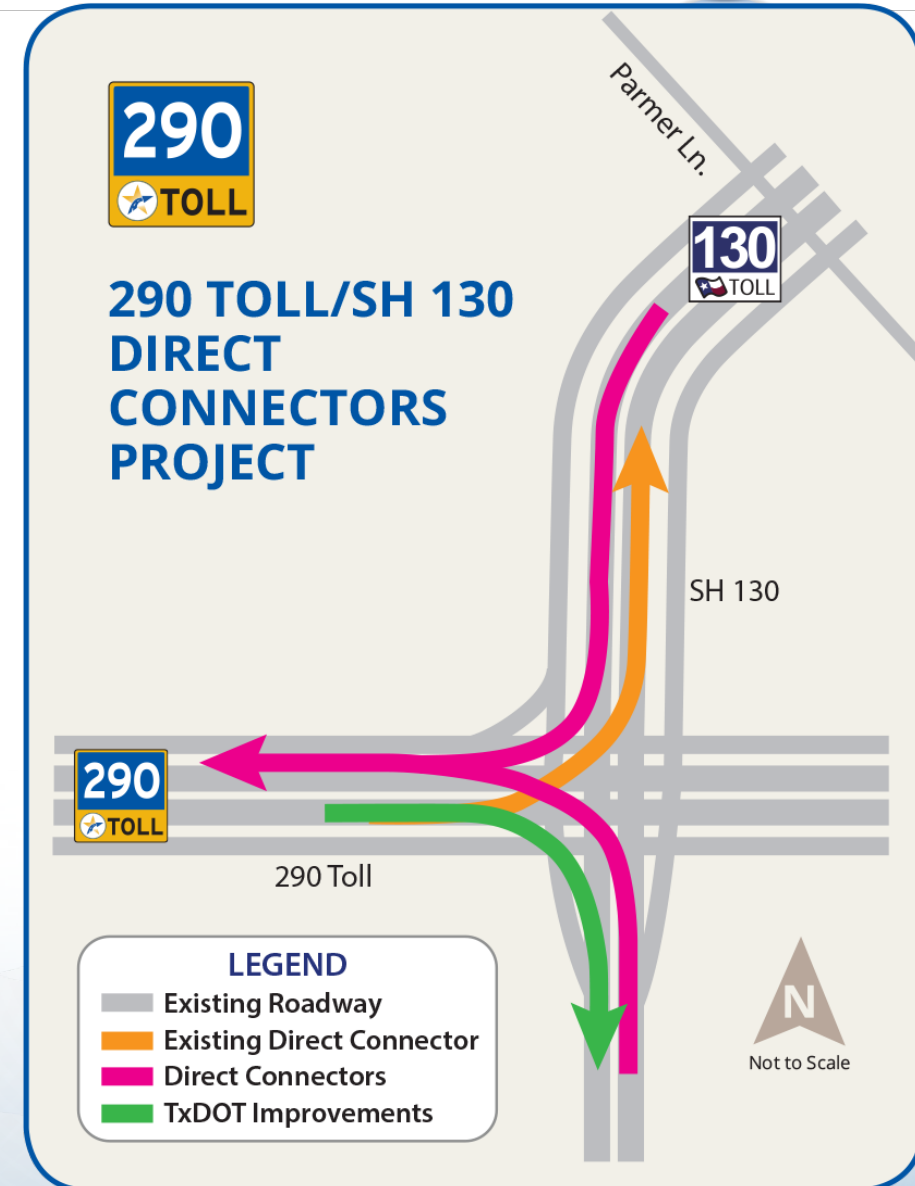
September 6, 2017



CENTRAL TEXAS
Regional Mobility Authority



- Continuation of GEC Oversight of Project through Construction Bidding
- Request Supplemental Work Authorization for \$500,000 (not to exceed) for:
 - Oversight of Final Design Efforts
 - Support Services for TIFIA Funding Application
 - Procurement of Construction Engineering and Inspection Consultant Team



Approve a change order with Colorado River Constructors and amendments to the Interlocal Agreement with the City of Austin for the design and construction of City of Austin for the funding, design and construction of City of Austin wastewater betterments at Little Walnut Creek on the Bergstrom Expressway (183 South) Project

Agenda Item #6

Justin Word, P.E., Director of Engineering

September 6, 2017

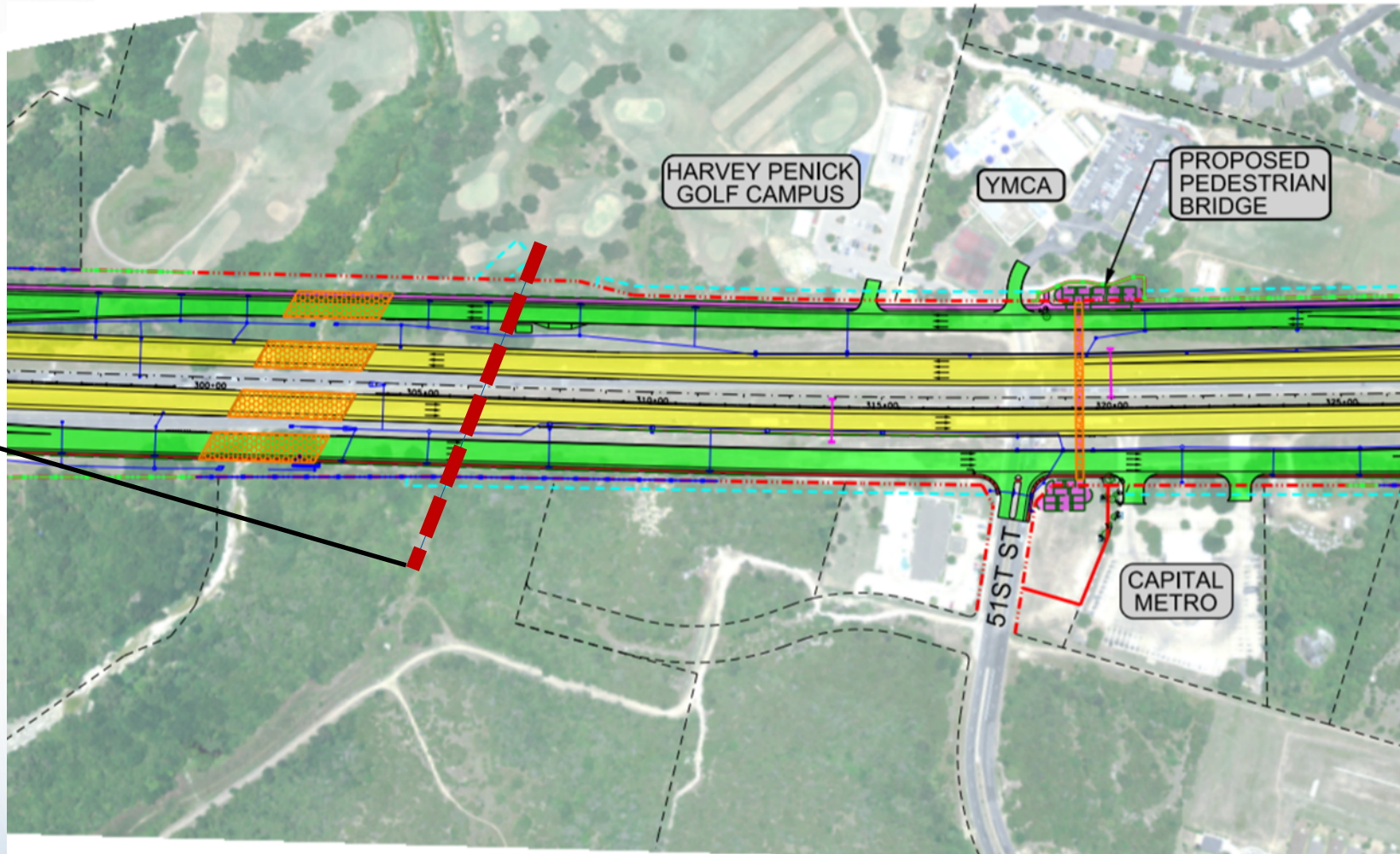


**CENTRAL TEXAS
Regional Mobility Authority**

Change Order 10 – City of Austin Betterment



- Existing Wastewater crossing south of Little Walnut Creek:
 - includes a 42" Reinforced Concrete Pipe (RCP) and a 60" RCP



Placement of 72" wastewater pipe



- COA Requesting Replacement of Existing Pipes with Single 72” RCP with 84” Steel Casing
 - Benefit to the Region
 - Most Economical Choice to Install Infrastructure Now
 - Replaces City’s Aging Infrastructure within TxDOT ROW (Minimize Maintenance)
 - Prepares Smartly for East Austin Growth
 - Continues Partnership with the City of Austin



84” Casing



IMPACTS

- \$1,009,999.64 Cost to City - ILA Amendment will Fully Fund Costs
- 141 Calendar Day (4.7 months) Extension to CRC's Interim Milestone Schedule
- Project Included: 7.5 months of Schedule Contingency
(Time between CRC's contract dates to planned start of toll collection)
- Schedule Meets Current Bond Indenture Dates
(Opening Interim Milestone by Fall 2019)
- No Change to Substantial Completion Date

Approve Supplement No. 2 to Work Authorization No. 13 with Kapsch TraffiCom for System Integration Services on the Bergstrom Expressway (183 South) Project

Agenda Item #7

Tracie Brown, Toll Operations Manager

September 6, 2017

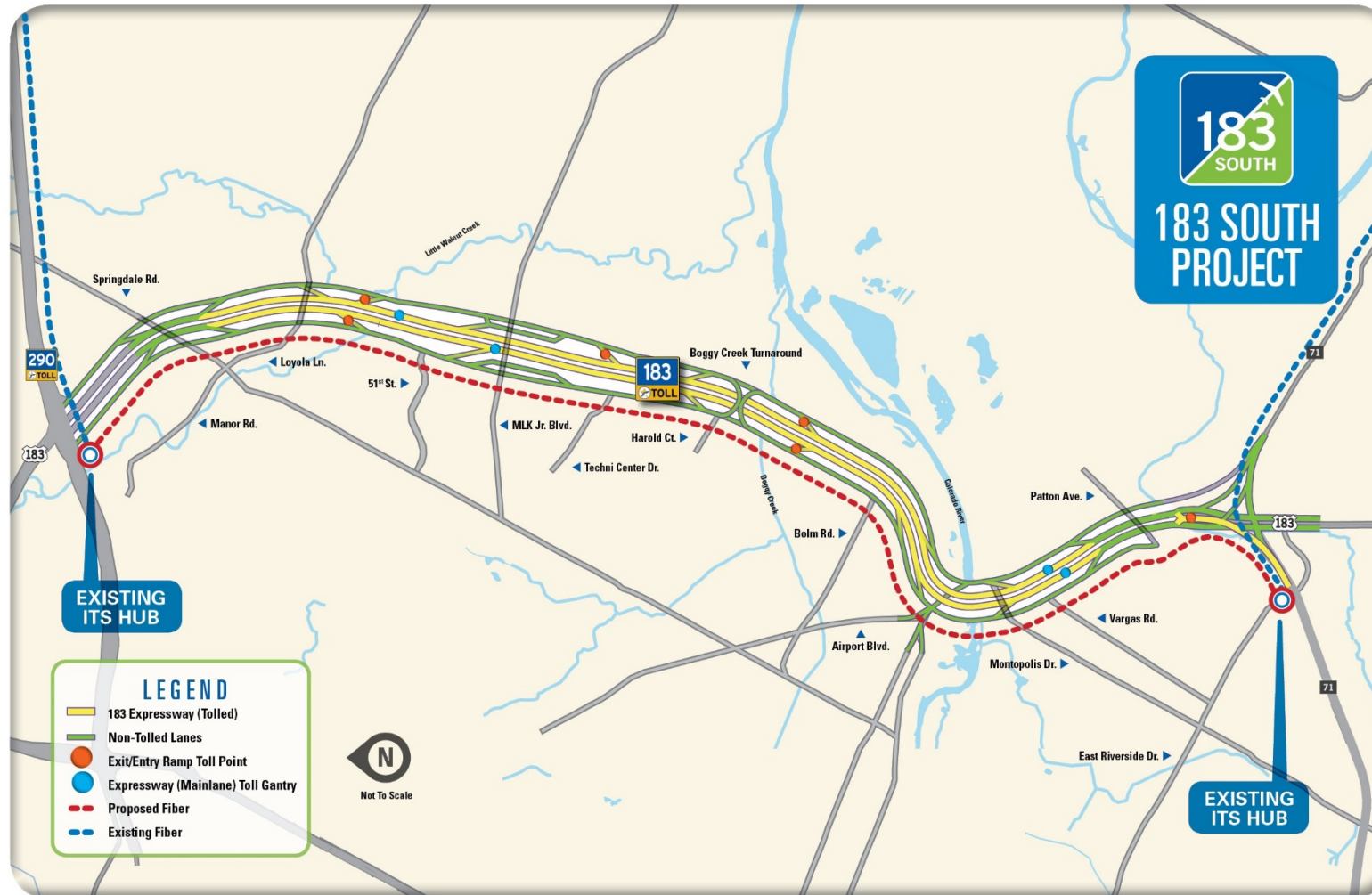


CENTRAL TEXAS
Regional Mobility Authority



- **Compensates Toll System Integrator for additional services on the Project**
- **Request Supplemental Work Authorization in an amount not to exceed \$355,598.00 for:**
 - Installation and testing services for additional CTRMA fiber network connectivity = \$164,738.40
 - Upgrades to current toll violation enforcement system and toll system storage hardware = \$190,859.60

Bergstrom Expressway (183S) Project



Regular Items

Agenda Items #8-11

September 6, 2017



CENTRAL TEXAS
Regional Mobility Authority

Approve the minutes from the July 26, 2017 Regular Board meeting

Agenda Item #8

Geoff Petrov, General Counsel

September 6, 2017



CENTRAL TEXAS
Regional Mobility Authority

Add the Colorado Scenic Byway to the Bergstrom Expressway (183 South) Project and authorize the Executive Director to obtain required funding through the Capital Area Metropolitan Planning Organization and the Texas Department of Transportation

Agenda Item #9

Justin Word, P.E., Director of Engineering

September 6, 2017



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Regional Mobility Authority

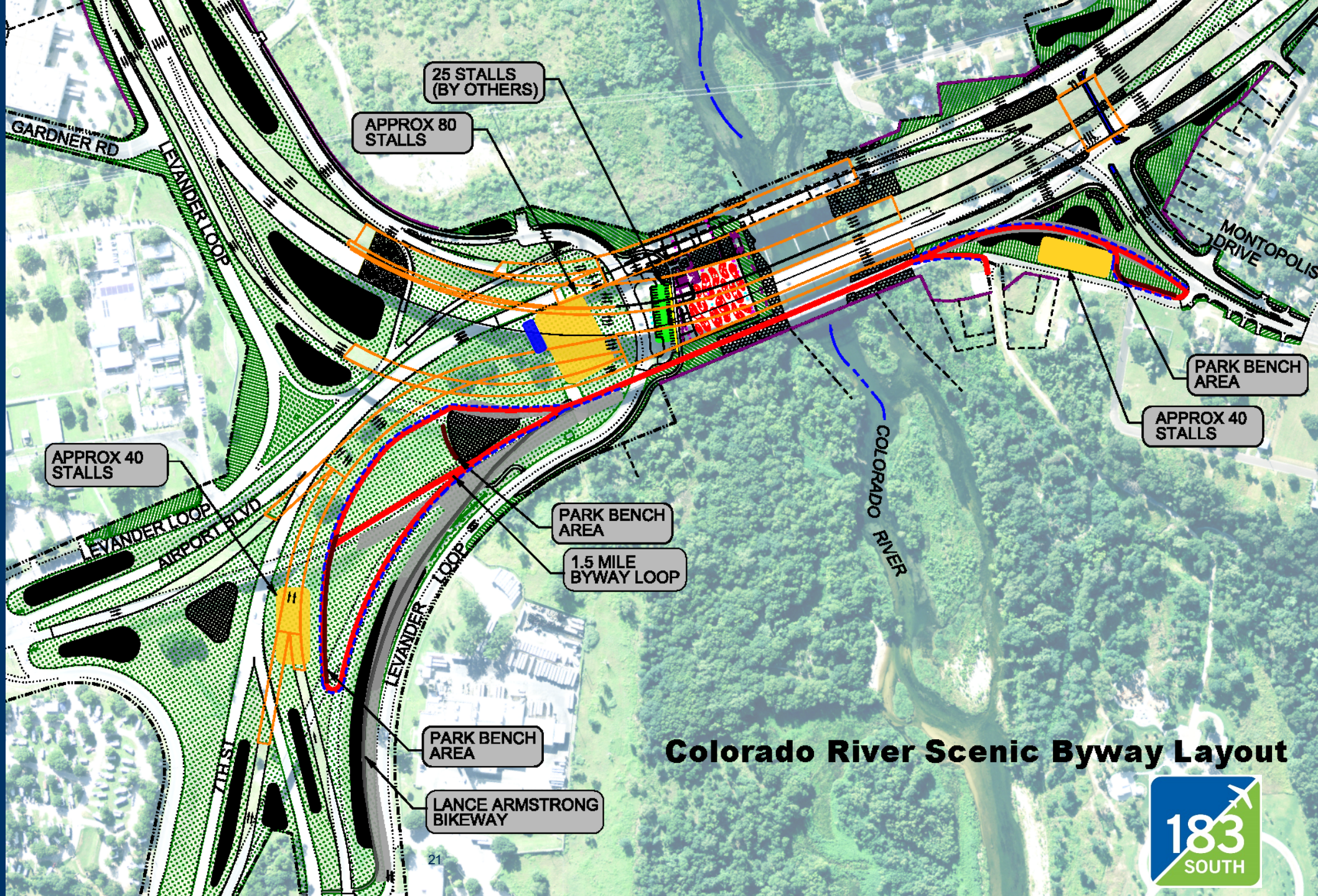
1.5 Mile
Byway

Parking

Restrooms

Park
Benches

Solar
Lighting



Colorado River Scenic Byway Layout





Colorado River Scenic Byway





- Nov 2014 - \$3.64 M federal funds awarded by CAMPO
- RMA legislation requires state highway funds to go to a turnpike project
- Necessary to incorporate Byway into 183 South Turnpike Project
- Aug 14 – CAMPO approved Transportation Development Credits for Byway (local match of \$910,000 not required)



Next Steps



- Financial Assistance Agreement for 183 South to be amended by TxDOT to include the \$3.64 M for Byway
- Change Order will be negotiated with CRC to incorporate work into 183 South

Approve Amendments No. 1 and 2 to the Central United States Interoperability Agreement

Agenda Item #10

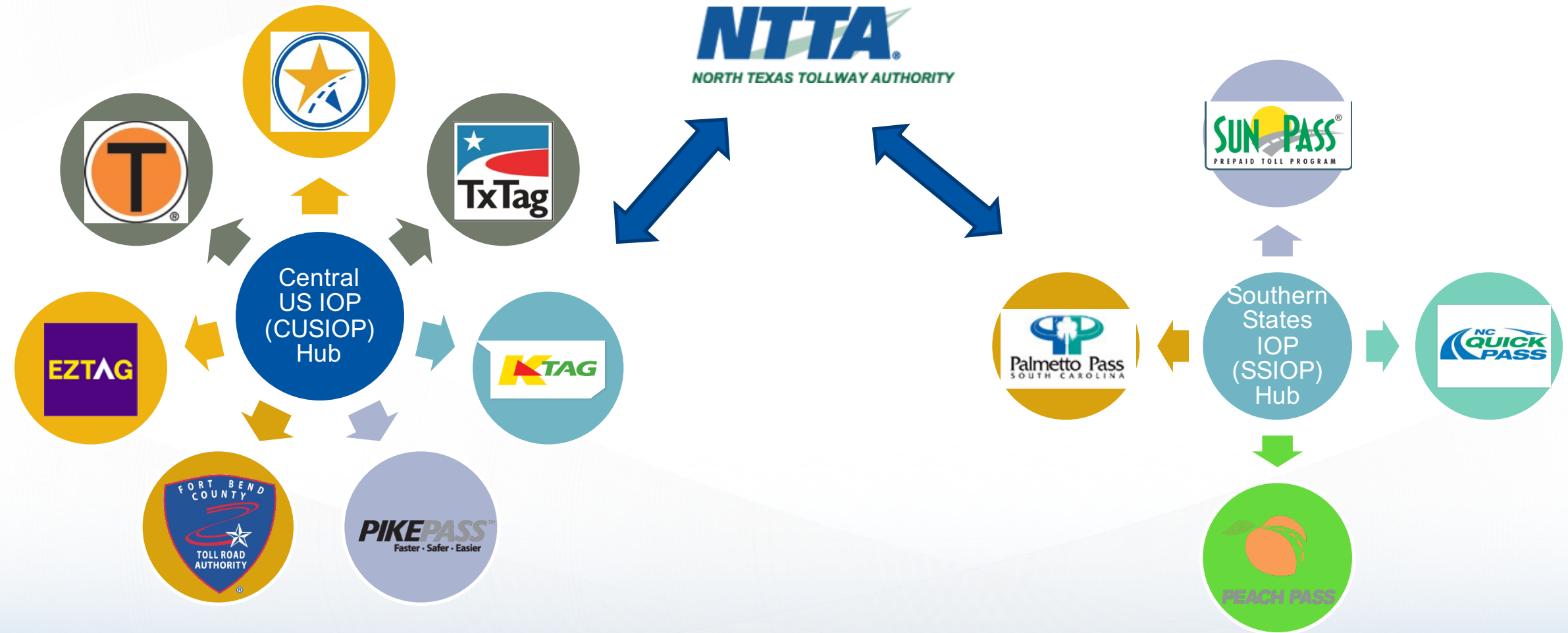
Tracie Brown, Toll Operations Manager

September 6, 2017



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Central US and Southern States Interoperability



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Regional Mobility Authority

Approve Supplement No. 1 to Work Authorization No. 10 with Kapsch TraffiCom for System Integration Services on the MoPac Improvement Project

Agenda Item #11

Tracie Brown, Toll Operations Manager

September 6, 2017



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Regional Mobility Authority



- **Compensates Toll System Integrator for additional services on the Project**
- **Request Supplemental Work Authorization in an amount not to exceed \$769,558.18 for:**
 - Additional toll system and toll-related intelligent transportation system (ITS) design, monitoring, maintenance and operation services since Phase I opening = \$518,231.04
 - Fire suppression and flood detection at the MoPac under crossings = \$251,327.14



- **Purpose is to monitor and control access to the Cesar Chavez access ramps in the event of a fire or flood event**
 - Alpha-numeric display will read “CLOSED” in advance of the under crossings when inaccessible
 - Lane Control Signal will indicate whether the under crossings are OPEN (↑) or CLOSED (X)”
 - Dedicated video cameras to allow operators to monitor incidents
 - Sensors to monitor water levels in the under crossings
 - Software will allow operators to monitor remotely and initiate planned responses

MoPac Express Lane Advance Control System



MoPac Express Lane Advance Control System



Briefings and Reports

Agenda Items #12-13

September 6, 2017



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Regional Mobility Authority

MoPac Improvement Project monthly report

Agenda Item #12

Steve Pustelnyk, Director of Community Relations

September 6, 2017



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Regional Mobility Authority

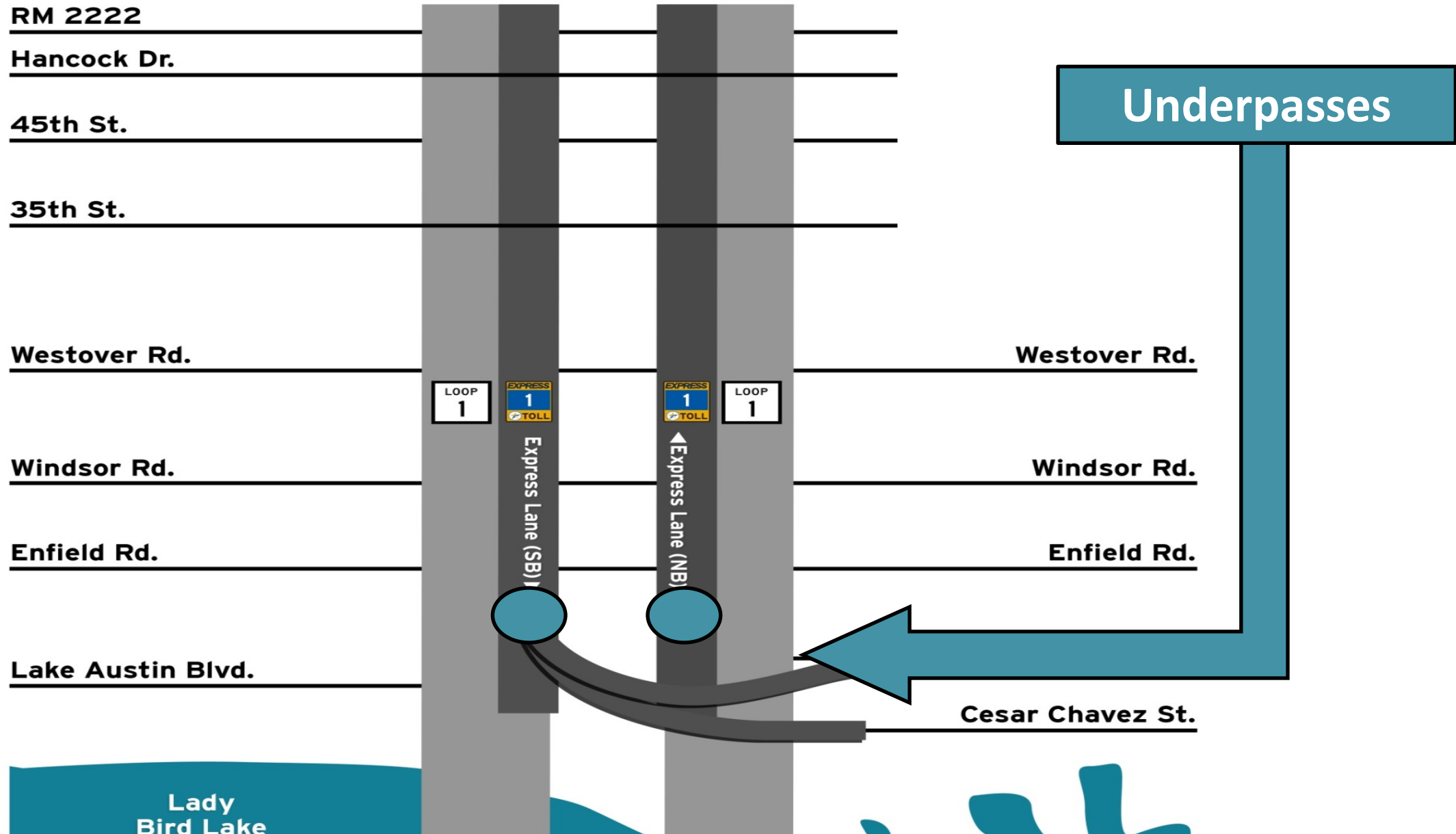
Construction Progress





- Reopened northbound auxiliary lane from 35th Street to 45th Street
- Northbound traffic switch to final alignment
- Northbound level up paving Cesar Chavez Street to RM 2222
 - beginning friction course paving
- Southbound asphalt milling RM 2222 to Cesar Chavez Street
 - beginning level up paving
- Overhead sign installation completed
- Toll system installed and being tested

Section 3 & 4 – Cesar Chavez to RM 2222



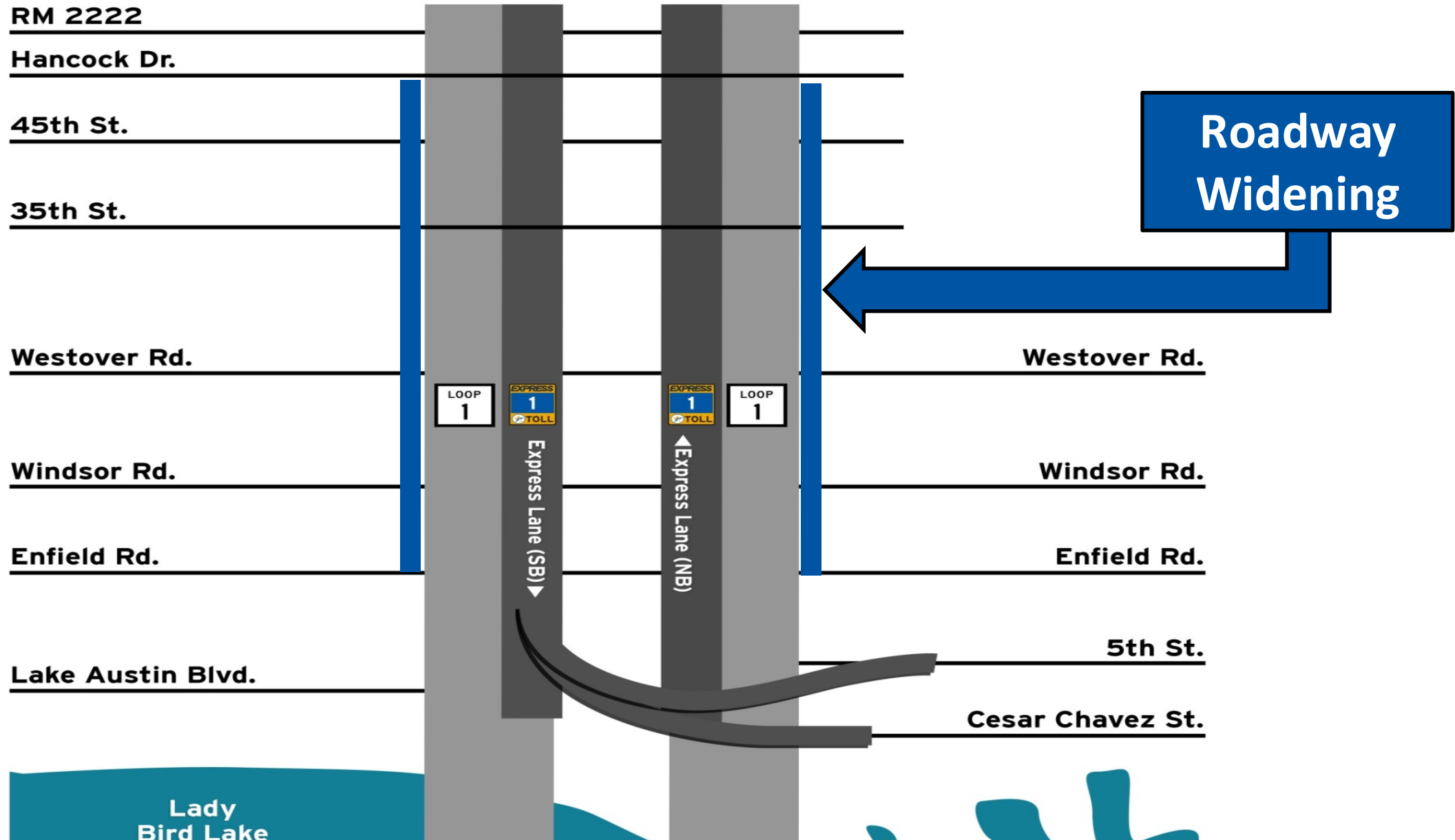
Northbound Underpass



Southbound Underpass



Section 3 & 4 – Cesar Chavez to RM 2222



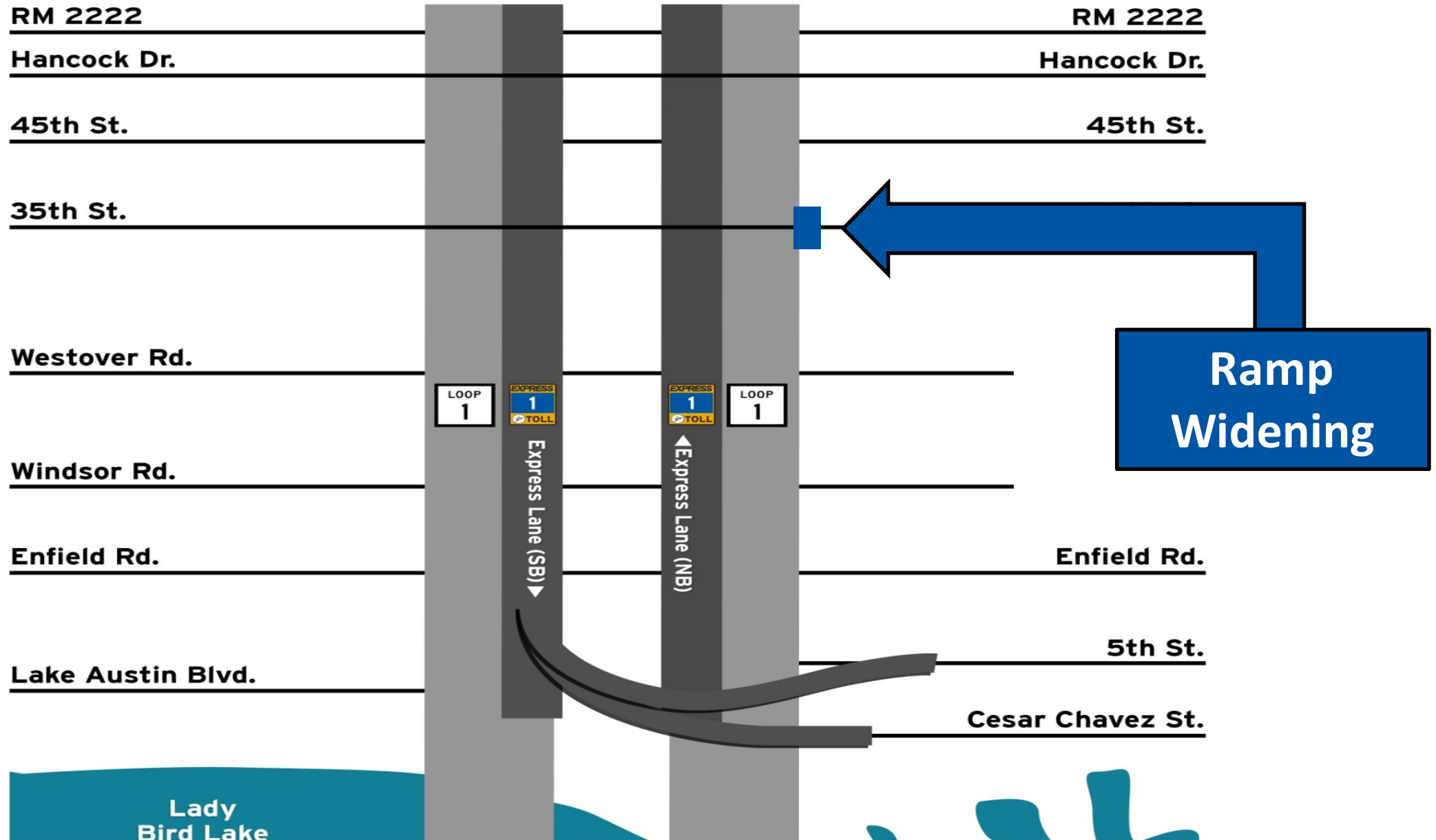
Roadway Widening



Roadway Widening



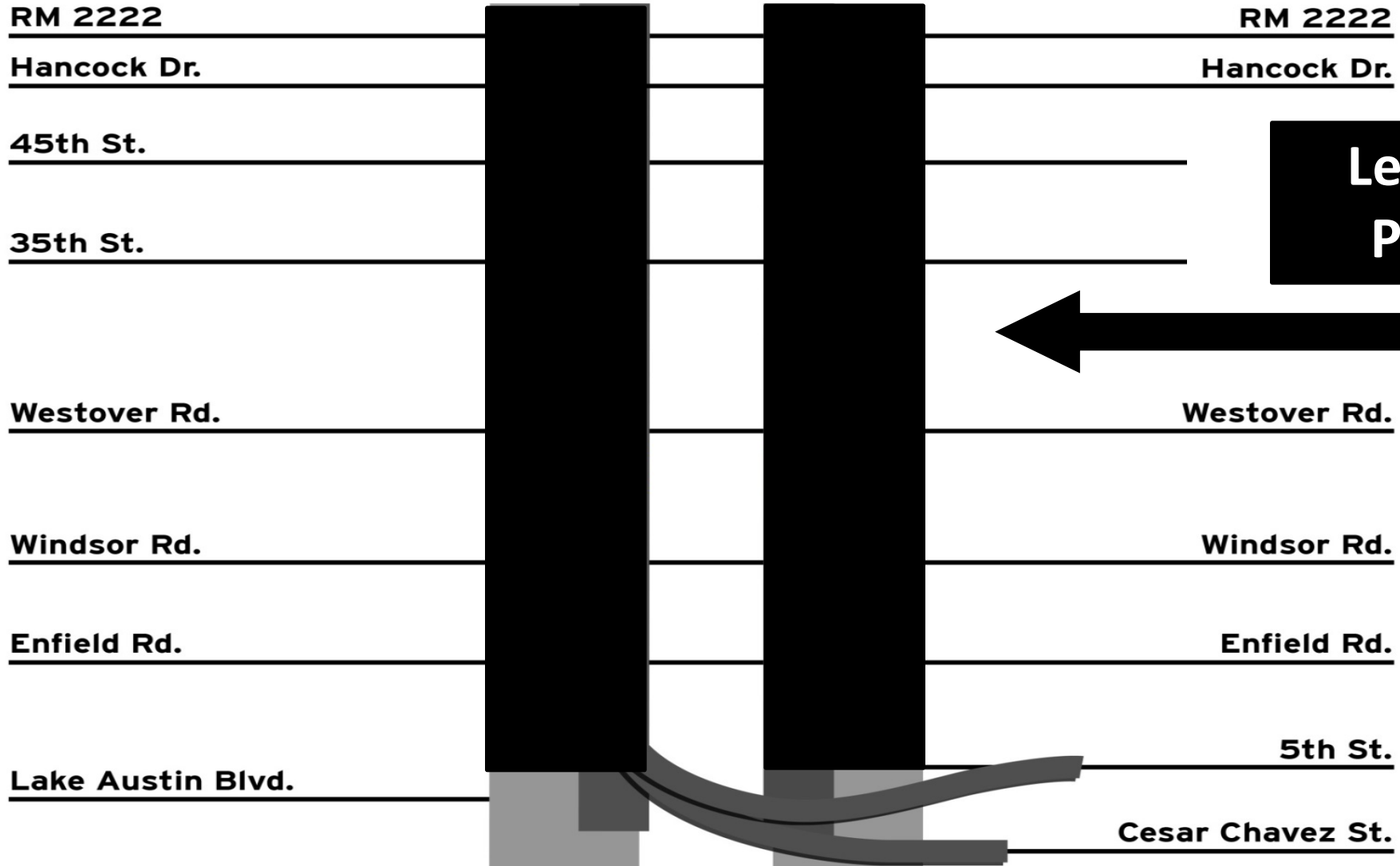
Section 3 & 4 – Cesar Chavez to RM 2222



35th Street Ramp Widening



Section 3 & 4 – Cesar Chavez to RM 2222



**Level Up
Paving**

RM 2222

Hancock Dr.

45th St.

35th St.

Westover Rd.

Windsor Rd.

Enfield Rd.

Lake Austin Blvd.

RM 2222

Hancock Dr.

Westover Rd.

Windsor Rd.

Enfield Rd.

5th St.

Cesar Chavez St.

**Lady
Bird Lake**

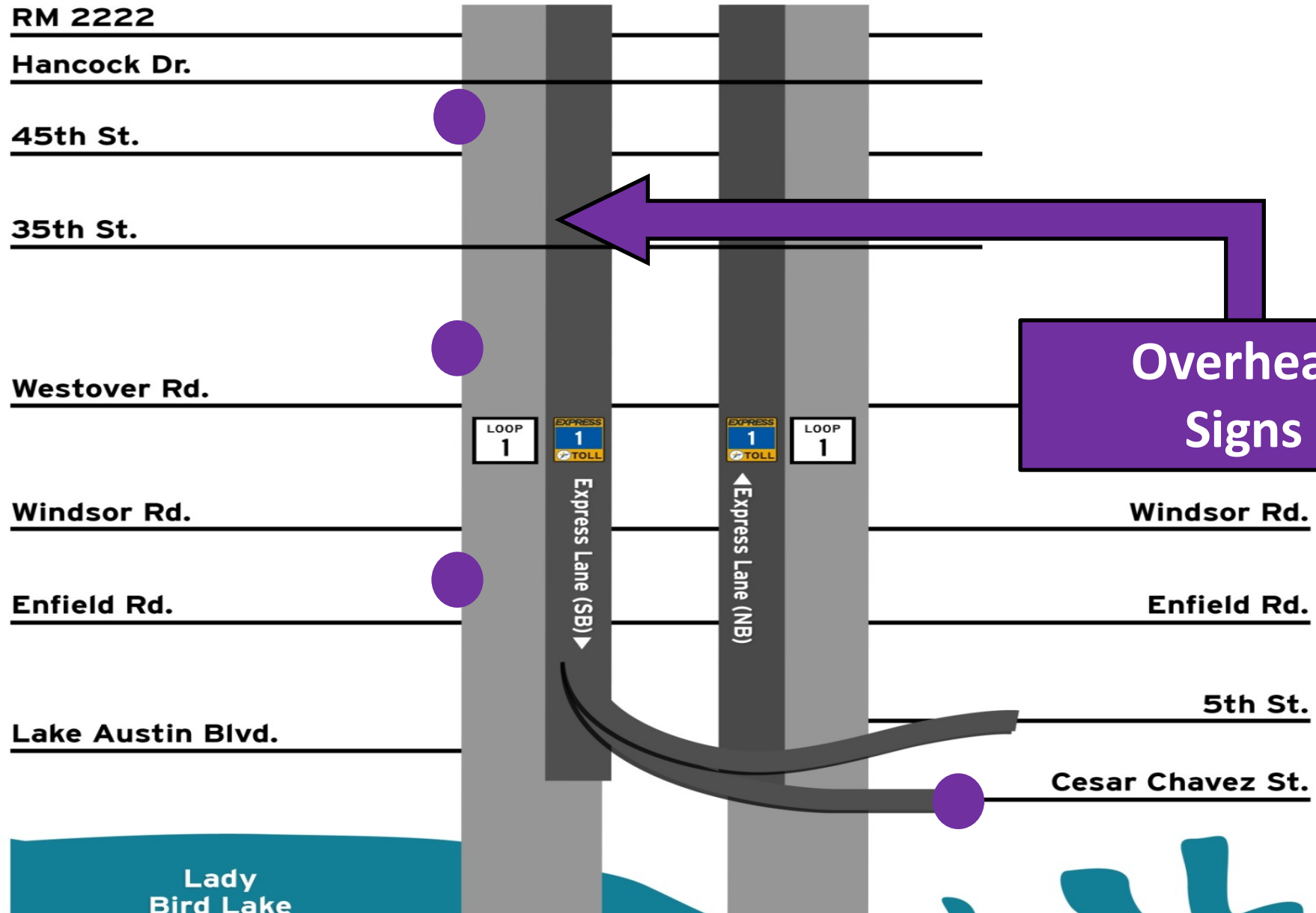
Level Up Paving



Level Up Paving



Section 3 & 4 – Cesar Chavez to RM 2222



Overhead
Signs

Overhead Signs

EXPRESS LANE

 TxTag

 PAY BY Mail

TO  183

TO  734 **Parmer Ln**

 ABCDEF

 ABCDEF

HIGHER RATES APPLY

 Lake Austin Blvd

 SOUTH

 18 FT 0 IN

 LEFT LANE ENDS





Overhead Signs





- **Randomly surveyed 100 regular users of MoPac online to determine:**
 - To see how the television spots for the planned opening campaign resonate with respondents
 - To determine if the spots successfully communicate key messages regarding variable pricing, infrequent use and predictable travel times
 - Opinions about proposed educational campaign for Express Lane opening
 - Attitude toward the MoPac Improvement Project and Express Lanes
 - Travel behavior
 - Current use of toll roads and TxTag
 - Intent regarding use of Express Lanes
 - Familiarity with the Mobility Authority

Express Lane Usage



- 81% of respondents have a TxTag
- 48% use MoPac most days
- 52% use it to commute to work
- 47% have used the Express Lane at least once

Approximately how many times in the last 3 months have you used the tolled Express Lane on Loop 1 (MoPac) between RM 2222 and Parmer Lane?	
One time	11
2-4 times	21
5-20 times	11
21 or more times	4

Television Ads









IT'S MY *The-Daycare-Closes-At-Six* LANE

Learn more at MoPacExpress.com




IT'S MY *The-Daycare-Closes-At-Six* LANE

Now Open MoPacExpress.com

IT'S MY *Can't-Miss-The-Kickoff* LANE

Now Open



IT'S MY *If-I'm-Late-To-Her-Recital-She'll-Never-Forgive-Me* LANE

INTRODUCING THE MOPAC EXPRESS LANE



What is Variable Tolling?
It's a proven solution designed to ensure buses, vanpools, emergency vehicles and individual drivers can get where they're going without delay. The goal is to prevent congestion by managing the number of vehicles that enter the lane. With this new approach, we can offer reliable commute times, even during rush hour.

What's an Express Lane?
Express Lanes are special lanes that use variable tolling. They're not intended for every day use, but for those occasions when you really can't afford to be late.

How does it work?
Sensors monitor traffic, and when it increases, so does the toll. When traffic is light, the toll comes down to encourage more use.



Where do I get on and off?
There will be three places to enter or exit the Express Lane: near Cesar Chavez, north of RM 2222 and near Parmer Lane. Signs will post the current toll half a mile before the entrance. Once you're in the lane, you will never pay more than the amount you saw posted.



What if I don't have a TxTag?
Drivers without a TxTag can still use the Express Lane, but higher fees will apply. TxTag users pay 25% less than those who choose to pay by mail. To register, visit TxTag.org or call 888-468-9824.




Now Open in both directions - Caesar Chavez to Parmer Lane
MoPacExpress.com



CENTRAL TEXAS
Regional Mobility Authority

It's not just MoPac anymore. It's MyPac.



IT'S MY *I-Thought-My-Mother-In-Law-Was-Coming-Tomorrow* LANE


INTRODUCING THE MOPAC EXPRESS LANE



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Now Open in both directions - Caesar Chavez to Parmer Lane
MoPacExpress.com



CENTRAL TEXAS
Regional Mobility Authority

It's not just MoPac anymore. It's MyPac.



- **Television**

- Local network
- Cable
- Digital Networks

- **Radio**

- Local
- Traffic sponsorships
- Pandora

- **Print**

- Austin American Statesman
- Community Impact

- **Digital Online Display**

- Local news sites
- Geo targeted national websites
- WAZE navigation

- **Capital Metro Buses**

- **Social Media**

- Facebook

Executive Director Board Report

A. Update on Colorado River Constructors Change Order to incorporate improvements at the Patton intersection on the Bergstrom Expressway (183S) Project

Agenda Item #13A

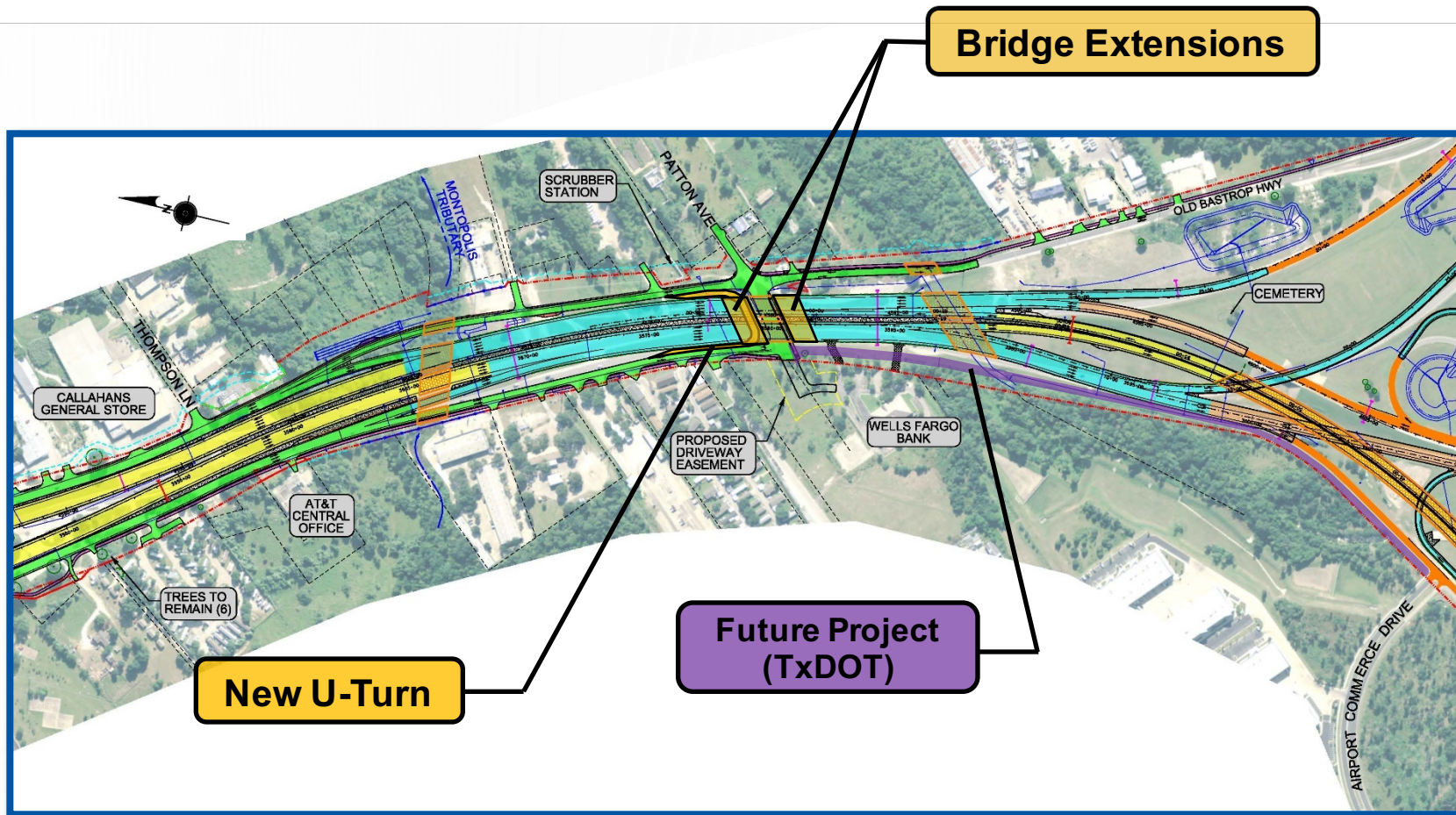
Justin Word, P.E., Director of Engineering

September 6, 2017



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Regional Mobility Authority

Change Order 09 – Patton Avenue Interchange Revisions



- Adding a “Texas Turnaround” to Allow Free Flowing Turnaround traffic
- Improved Circulation to Residents in the Area
- Provide Improved Access to Existing Businesses (Callahan’s)
- Provides Flexibility for Future Growth in the Region



IMPACTS

- Cost - \$3,488,230.07
- No Time Impacts Associated with Change Order



EXECUTED CONTRACT VALUE		\$581,545,700
Total Project Contingency		\$47,860,000
Obligations	CO#1 City of Austin ILA Adjustment	(\$2,779,934)
	CO#2 Addition of Coping to Soil Nail Walls	\$742,385
	CO#4 Greenroads Implementation	\$362,280
	CO#6 51st Street Parking Trailhead	\$477,583
	CO#9 Patton Avenue Interchange Revision	\$3,488,230
	Others Less than \$300,000 (4)	(\$45,957)
	EXECUTED CHANGE ORDERS	\$2,244,587
	Change Orders in Negotiations	\$2,200,000
Potential Contractual Obligations	\$10,600,000	
Total Project Obligations		\$14,994,587
Remaining Project Contingency		\$32,865,413

Executive Director Board Report B. CTRMA Risk Assessment Scorecard

Agenda Item #13B

Mike Heiligenstein, Executive Director

September 6, 2017



CENTRAL TEXAS
Regional Mobility Authority

CTRMA RISK ASSESSMENT SCORECARD



LG Name: Central TX Regional Mobility Auth
 LG Texas ID No. (TIN): 13521985740
 District: 14 - AUS

LG Agency Risk Assessment

Criteria	Range of Attributes	Risk Score	Comments/Justification for Score
Audits	Recent Single Audits, Federal Agency Audits, or Texas State Agency Audits	A	FY 2016 Single Audit Report was received and had no findings.
	No findings of concern	A	
	Minor findings that are actively being addressed	B	
	Major findings being addressed or multiple minor findings	C	
Process	Project Delivery Process	A	LG consistently meets milestones and has a well-defined process for project delivery.
	Well-defined process that regularly demonstrates successful results	A	
	Not well-defined process, but demonstrated success on past projects	B	
	Well-defined process that is new or has not shown consistent success	C	
Program Past Performance (with TxDOT or Similar Agency)	Financial	B	Processes could be improved by requiring more timely sub-consultant billings.
	Consistently provide accurate and timely billings	A	
	Consistently accurate billings, not as frequently or timely as desired, or occasional inaccuracies	B	
	Occasional inaccuracies, always resolved, less frequently or timely billings than desired	C	
Compliance	Compliance	A	LG has a good QA/QC process.
	Consistent compliance with thorough documentation	A	
	Minor compliance or documentation issues, promptly addressed when notified	B	
	Some compliance or documentation issues, addressed but not always promptly	C	
Communication/Responsiveness	Communication/Responsiveness	A	LG is a strong partner with TxDOT.
	Always timely, credible, and complete information	A	
	Credible and complete information, occasionally delayed	B	
	Eventually provides credible and complete information upon repeated requests	C	
		D	

Program Leadership	Stability	Steady, consistent, continuity of personnel in key positions over extended time	A	A	LG has had some turnover, but the transition was seamless and the agency is stronger because of the turnover.
		Current personnel have been in positions for a reasonable length of time	B		
		Some turnover in key positions, but culture of LG remains relatively consistent	C		
		Frequent turnover of personnel or changing positions	D		
	Experience	Well-equipped through education and/or training	A	A	LG is very knowledgeable.
		Good basic level of experience and knowledge and commitment to further development of skills	B		
		Limited experience and knowledge but commitment to further development of skills	C		
		No relevant experience in required areas or no commitment to further development of skills	D		
	Teamwork	Consistently looking for win-win outcomes	A	A	
		Reasonable willingness to work with others to achieve acceptable outcomes	B		
		Hesitant to agree with anything that is not clearly in best interest of LG	C		
		Solely interested in winning at expense of others	D		
Total Overall Risk Score				A	LG manages many of the regions largest projects successfully.

Low level of risk to TxDOT	A
Moderate level of risk to TxDOT	B
High level of risk to TxDOT	C
Unacceptable level of risk to TxDOT	D

Notes	
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DocuSigned by:
 Recommendation:
Lorena Echeverria de
 Director, District TP&D

DocuSigned by:
M. Engelhardt
 Director, District Construction

DocuSigned by:
 Acknowledgement:
Tony G McCoy
 District Engineer
 07/18/2017
 District Engineer Signature Date

Feb. 8, 2017 (formatting update only)

Page 1 of 1

Executive Director Board Report

C. City of Cedar Park's request for mobility alternatives

Agenda Item #13C

Mike Heiligenstein, Executive Director

September 6, 2017



CENTRAL TEXAS
Regional Mobility Authority

Executive Director Board Report D. 2017 Travis County Bond Package

Agenda Item #13D

Mike Heiligenstein, Executive Director

September 6, 2017



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Regional Mobility Authority

Executive Director Board Report

E. General Engineering Consultants services procurement

Agenda Item #13E

Mike Heiligenstein, Executive Director

September 6, 2017



CENTRAL TEXAS
Regional Mobility Authority

Executive Session

Agenda Items #14-16

September 6, 2017



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Regional Mobility Authority

Adjourn Meeting

Agenda Item #17

September 6, 2017



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