



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

## Regular Meeting of the Board of Directors

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**9:00 a.m.**  
Wednesday, May 30, 2018

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

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*A live video stream of this meeting may be viewed on the internet at  
[www.mobilityauthority.com](http://www.mobilityauthority.com)*

## AGENDA

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

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1. Welcome and opening remarks by the Chairman and members of the Board of Directors.
2. Opportunity for public comment – See **Notes** at the end of this agenda.
3. Welcome newly appointed Board Member and administer the oath of office.

***The Board Workshop is estimated to be approx. 1 hr. and seating will be limited due to room configuration.***

4. Board Workshop & Policy Discussion
  - A. 2018 Strategic Plan
  - B. FY 2019 Operating Budget
    - i. Qualified Veterans Discount Program
    - ii. Pay by Mail Fees
    - iii. 183A access at Brushy Creek and RM 1431
    - iv. Additional budget discussion

## **Regular Items**

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

5. Discuss and consider the election of a Secretary.
6. Approve the minutes from the April 25, 2018 Regular Board meeting.
7. Accept the financial statements for April 2018.
8. Discuss and consider adoption of the 2018 Strategic Plan.
9. Authorize the procurement of a contractor for construction of the Manor Expressway (290E) Phase III Project.
10. Discuss and reaffirm further development of the 183A Phase III Project.

## **Briefings and Reports**

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

11. Project Status Report
  - A. Projects under Construction
  - B. Park and Ride
12. Executive Director Board Report
  - A. Projects under Development
  - B. BikeTexas Builder Award – Texas Trails and Active Transportation Conference 2018

## **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:*

13. 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).
14. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation with Attorney).

15. 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.*

16. 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 Laura Bohl 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.

**Participation by Telephone Conference Call.** One or more members of the Board of Directors may participate in this meeting through a telephone conference call, as authorized by Sec. 370.262, Texas Transportation Code (*see below*). Under that law, each part of the telephone conference call meeting law must be open to the public, shall be audible to the public at the meeting location, and will be tape-recorded. On conclusion of the meeting, the tape recording of the meeting will be made available to the public.

Sec. 370.262. MEETINGS BY TELEPHONE CONFERENCE CALL.

(a) Chapter 551, Government Code, does not prohibit any open or closed meeting of the board, a committee of the board, or the staff, or any combination of the board or staff, from being held by telephone conference call. The board may hold an open or closed meeting by telephone conference call subject to the requirements of Sections 551.125(c)-(f), Government Code, but is not subject to the requirements of Subsection (b) of that section.

(b) A telephone conference call meeting is subject to the notice requirements applicable to other meetings.

(c) Notice of a telephone conference call meeting that by law must be open to the public must specify the location of the meeting. The location must be a conference room of the authority or other facility in a county of the authority that is accessible to the public.

(d) Each part of the telephone conference call meeting that by law must be open to the public shall be audible to the public at the location specified in the notice and shall be tape-recorded or documented by written minutes. On conclusion of the meeting, the tape recording or the written minutes of the meeting shall be made available to the public.

Sec. 551.125. OTHER GOVERNMENTAL BODY. (a) Except as otherwise provided by this subchapter, this chapter does not prohibit a governmental body from holding an open or closed meeting by telephone conference call.

*Mobility Authority Board Meeting Agenda  
Wednesday, May 30, 2018*

~~(b) A meeting held by telephone conference call may be held only if:~~

- ~~(1) an emergency or public necessity exists within the meaning of Section 551.045 of this chapter; and~~
- ~~(2) the convening at one location of a quorum of the governmental body is difficult or impossible; or~~
- ~~(3) the meeting is held by an advisory board.~~

(c) The telephone conference call meeting is subject to the notice requirements applicable to other meetings.

(d) The notice of the telephone conference call meeting must specify as the location of the meeting the location where meetings of the governmental body are usually held.

(e) Each part of the telephone conference call meeting that is required to be open to the public shall be audible to the public at the location specified in the notice of the meeting as the location of the meeting and shall be tape-recorded. The tape recording shall be made available to the public.

(f) The location designated in the notice as the location of the meeting shall provide two-way communication during the entire telephone conference call meeting and the identification of each party to the telephone conference shall be clearly stated prior to speaking.

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



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

May 30, 2018  
**AGENDA ITEM #1**

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

Welcome, Opening Remarks and Board Member Comments

Board Action Required: No



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

May 30, 2018  
AGENDA ITEM #2

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Welcome newly appointed Board Member  
and administer the oath of office.

Chairman Ray. A Wilkerson will administer the oath of office to Frank Leffingwell.

Board Action Required: No



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

May 30, 2018  
**AGENDA ITEM #3**

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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:                      None.



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

May 30, 2018  
**AGENDA ITEM #4**

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Board Workshop & Policy Discussion

Strategic Plan Relevance: Regional Mobility/Economic Vitality/ Sustainability  
Department: Executive  
Contact: Mike Heiligenstein, Executive Director  
Associated Costs: N/A  
Funding Source: N/A  
Action Requested: Presentation and discussion only

Summary:

- A. 2018 Strategic Plan
- B. FY 2019 Operating Budget.
  - i. Qualified Veterans Discount Program
  - ii. Pay by Mail Fees
  - iii. 183A access at Brushy Creek and RM 1431
  - iv. Additional budget discussion





CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

May 30, 2018  
**AGENDA ITEM #5**

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Discuss and consider the  
election of a Secretary

Strategic Plan Relevance:	Regional Mobility
Department:	Legal
Contact:	Geoffrey Petrov, General Counsel
Associated Costs:	TBD
Funding Source:	TBD
Action Requested:	Consider and act on draft resolution

**Summary:**

Pursuant to Section 101.22, Mobility Authority Policy Code, officers of the Authority shall consist of a chairman, vice chairman, treasurer and secretary. Amy Ellsworth, former secretary, is no longer serving on the Mobility Authority Board leaving the Board without a secretary. In accordance with Section 101.28, the Board shall hold a vote to elect a new secretary.

Backup Provided: Draft resolution

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

**RESOLUTION NO. 18-0XX**

**ELECTION OF THE MOBILITY AUTHORITY BOARD SECRETARY**

WHEREAS, pursuant to Section 101.22, Mobility Authority Policy Code, officers of the Authority shall consist of a chair, vice chair, treasurer, and secretary; and

WHEREAS, by Resolution No. 18-001 dated February 28, 2018, the Board of Directors elected Amy Ellsworth, to serve as secretary; and

WHEREAS, Amy Ellsworth is no longer serving on the Mobility Authority Board which leaves the secretary position vacant; and

WHEREAS, it is the desire of the Board of Directors to elect from among its members a Secretary who shall perform the duties described in Section 101.25 of the Mobility Authority Policy Code.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors of the CTRMA elects \_\_\_\_\_ to serve as Secretary of the Board for a two-year term or until such time as their successor is elected by the Board.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30<sup>th</sup> day of May 2018.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Geoffrey Petrov, General Counsel

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



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

May 30, 2018  
**AGENDA ITEM #6**

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Approve minutes from the April 25,  
2018 Regular Board Meeting

Strategic Plan Relevance: Regional Mobility  
Department: Legal  
Contact: Geoffrey Petrov, General Counsel  
Associated Costs: N/A  
Funding Source: N/A  
Action Requested: Consider and act on motion to approve minutes

Summary:

Approve the attached draft minutes for the April 25, 2018 Regular Board Meeting.

Backup provided: Draft minutes, April 25, 2018 Regular Board Meeting

## MINUTES

### Regular Meeting of the Board of

### Directors of the

### CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

**Wednesday, April 25, 2018**

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 19, 2018 at the respective County Court Houses of Williamson and Travis Counties; 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 archived copy of the live-streamed video of this meeting is available at:**

<https://mobilityauthority.swagit.com/play/04252018-643>

**1. Welcome and opening remarks by the Chairman and the members of the Board of Directors.**

After noting that a quorum of the Board was present, Vice Chair Nikelle Meade called the meeting to order at 9:03 a.m. with the following Board members present: David Singleton, David Armbrust, Mark Ayotte, and Amy Ellsworth.

**2. Opportunity for public comment.**

No comments were offered.

Vice Chair Meade recessed the Board Meeting and reconvened as the Audit Committee.

**Audit Committee Meeting:**

David Singleton, Chairman of the Audit Committee called the Audit Committee Meeting to order at 9:04 a.m.

- A. Mary Temple, Controller introduced auditor Michael O'Brien, Partner, RSM US LLP.

- B. Accept the letter of engagement for annual independent auditing services. Presentation by Michael O'Brien, Partner, RSM US LLP.

Audit Committee Chairman Singleton entertained a motion to accept the letter of engagement and exercise the first option to extend the contract with RSM US LLP.

NOTE: Chairman Wilkerson arrived at the dais at 9:10 a.m.

**MOTION:** Accept the letter of engagement for annual independent auditing services and exercise the first option to extend the contract with RSM US LLP.

**RESULT:** Approved (Unanimous); 6-0

**MOTION:** Amy Ellsworth

**SECONDED BY:** Nikelle Meade

**AYE:** Wilkerson, Meade, Singleton, Armbrust, Ellsworth, Ayotte

**NAY:** None.

**ADOPTED AS:** **RESOLUTION NO. 18-011**

- C. Adjourn Audit Committee.

After completing the Audit Committee, Chairman Singleton adjourned the Audit Committee meeting at 9:10 a.m. Chairman Wilkerson reconvened in open meeting at 9:10 a.m.

### Regular Board Items

#### **3. Approve the minutes from the March 28, 2018 Regular Board Meeting.**

**MOTION:** Approval for the March 28, 2018, Board Meeting minutes.

**RESULT:** Approved (Unanimous); 6-0

**MOTION:** Mark Ayotte

**SECONDED BY:** Amy Ellsworth

**AYE:** Wilkerson, Meade, Singleton, Armbrust, Ellsworth, Ayotte

**NAY:** None.

**4. Accept the financial statements for March 2018.**

Presentation by Mary Temple, Controller.

**MOTION:** Accept the March 2018 financial statements.

**RESULT:** Approved (Unanimous); 6-0

**MOTION:** David Singleton

**SECONDED BY:** Mark Ayotte

**AYE:** Wilkerson, Meade, Singleton, Armbrust, Ellsworth, Ayotte

**NAY:** None.

**ADOPTED AS:** **RESOLUTION NO. 18-012**

**5. Approve firms for inclusion in the Mobility Authority's pool of underwriters.**

Presentation by Bill Chapman Chief Financial Officer.

**MOTION:** Approve firms for inclusion in the Mobility Authority's pool of underwriters.

**RESULT:** Approved (Unanimous); 6-0

**MOTION:** Nikelle Meade

**SECONDED BY:** Amy Ellsworth

**AYE:** Wilkerson, Meade, Singleton, Armbrust, Ellsworth, Ayotte

**NAY:** None.

**ADOPTED AS:** **RESOLUTION NO. 18-013**

**6. Approve funding for general engineering consulting services for the Elroy Road Project.**

Presentation by Justin Word, P.E., Director of Engineering.

**MOTION:** Approve funding for general engineering consulting services for the Elroy Road Project.

**RESULT:** Approved (Unanimous); 6-0

**MOTION:** Nikelle Meade

**SECONDED BY:** David Singleton

**AYE:** Wilkerson, Meade, Singleton, Armbrust, Ellsworth, Ayotte

**NAY:** None.

**ADOPTED AS:** **RESOLUTION NO. 18-014**

## **Briefings and Reports**

### **7. Project reports.**

#### **A. MoPac Improvement Project.**

Presentation by Jeff Dailey, Deputy Executive Director.

#### **B. 183 South Project.**

Presentation by Justin Word, P.E., Director of Engineering, Steve Pustelnyk, Director of Community Relations and Mario Espinoza, Work Force Development Consultant.

#### **C. SH 45 SW Project.**

Presentation by Justin Word, P.E., Director of Engineering.

### **8. Executive Director Board Report.**

#### **A. Discount for qualified veterans.**

Presentation by Tracy Brown, Director of Operations.

#### **B. April 18, 2018 House Transportation Committee Hearing.**

Presentation by Mike Heiligenstein, Executive Director.

#### **C. 2018 Mobility Authority Strategic Plan.**

Presentation by Jeff Dailey, Deputy Executive Director.

#### **D. Mobility Authority Fiscal Year 2019 Operating Budget.**

Presentation by Mary Temple, Controller.

### **9. Recognize and present CTRMA Board Member Amy Ellsworth a resolution commemorating her service to the citizens of Central Texas.**

Presentation by Ray Wilkerson, Chairman and Mike Heiligenstein, Executive Director.

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

- 10.** 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).
- 11.** Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation with Attorney).
- 12.** Discuss personnel matters as authorized by §551.074 (Personnel Matters).

Chairman Wilkerson announced that the Board would not meet in Executive Session.

After confirming that no member of the public wished to address the Board, Chairman Wilkerson declared the meeting adjourned at 10:38 a.m.

- 13.** Adjourn meeting.





CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

May 30, 2018  
**AGENDA ITEM #7**

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Accept the financial statements for  
April 2018

Strategic Plan Relevance: Regional Mobility  
Department: Finance  
Contact: Bill Chapman, Chief Financial Officer  
Associated Costs: N/A  
Funding Source: N/A  
Action Requested: Consider and act on draft resolution

Summary:

Presentation and acceptance of the monthly financial statements for April 2018.

Backup provided: Draft financial statements for April 2018  
Draft Resolution

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

**RESOLUTION NO. 18-0XX**

**ACCEPT THE FINANCIAL STATEMENTS FOR APRIL 2018**

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;

WHEREAS, the Executive Director, working with the Chief Financial Officer, has reviewed and authorized the disbursements necessary for the month of April 2018, and has caused Financial Statements to be prepared and attached to this resolution as Exhibit A; and

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors accept the Financial Statements for April 2018, attached hereto as Exhibit A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30<sup>th</sup> day of May 2018.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Geoffrey Petrov, General Counsel

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

**Exhibit A**

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending April 30, 2018**

	Budget Amount FY 2018	Actual Year to Date	Percent of Budget	Actual Prior Year to Date
<b>REVENUE</b>				
<b>Operating Revenue</b>				
Toll Revenue - Tags	61,069,539	56,462,946	92.46%	44,758,963
Video Tolls	14,377,753	11,825,131	82.25%	11,711,748
Fee Revenue	6,022,247	4,427,307	73.52%	4,681,632
<b>Total Operating Revenue</b>	<b>81,469,539</b>	<b>72,715,385</b>	<b>89.25%</b>	<b>61,152,343</b>
<b>Other Revenue</b>				
Interest Income	950,000	1,980,362	208.46%	774,626
Grant Revenue	720,000	15,870,775	2204.27%	19,428,596
Reimbursed Expenditures	314,280	11	0.00%	207,873
Misc Revenue	5,500	1,339	24.35%	6,010
<b>Total Other Revenue</b>	<b>1,989,780</b>	<b>17,852,488</b>	<b>897.21%</b>	<b>20,417,105</b>
<b>TOTAL REVENUE</b>	<b>\$83,459,319</b>	<b>\$90,567,872</b>	<b>108.52%</b>	<b>81,569,447</b>
<b>EXPENSES</b>				
<b>Salaries and Benefits</b>				
Salary Expense-Regular	3,520,456	2,942,273	83.58%	2,647,133
Salary Reserve	80,000	-	-	-
TCDRS	515,649	400,126	77.60%	367,202
FICA	165,251	128,536	77.78%	119,578
FICA MED	55,277	42,372	76.65%	38,864
Health Insurance Expense	396,258	280,815	70.87%	284,476
Life Insurance Expense	32,942	6,690	20.31%	6,871
Auto Allowance Expense	10,200	8,500	83.33%	8,500
Other Benefits	153,197	116,550	76.08%	180,915
Unemployment Taxes	19,950	4,233	21.22%	4,231
<b>Total Salaries and Benefits</b>	<b>4,949,181</b>	<b>3,930,094</b>	<b>79.41%</b>	<b>3,657,771</b>

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending April 30, 2018**

	Budget			
	Amount FY	Actual Year to	Percent of	Actual Prior
	2018	Date	Budget	Year to Date
<b>Administrative</b>				
<b>Administrative and Office Expenses</b>				
Accounting	10,000	6,741	67.41%	6,449
Auditing	100,000	29,500	29.50%	53,880
Human Resources	15,000	25,339	168.92%	14,095
Legal	-	28,983	-	-
IT Services	103,500	102,437	98.97%	60,295
Internet	4,125	3,803	92.19%	2,001
Software Licenses	49,800	24,497	49.19%	61,601
Cell Phones	18,500	12,724	68.78%	12,844
Local Telephone Service	2,000	9,585	479.25%	12,947
Overnight Delivery Services	850	659	77.52%	63
Local Delivery Services	600	-	-	-
Copy Machine	17,000	11,855	69.74%	12,776
Repair & Maintenance-General	2,500	1,147	45.89%	2,030
Community Meeting/ Events	2,000	-	-	-
Meeting Expense	15,000	6,718	44.78%	7,469
Public Notices	100	25	25.00%	25
Toll Tag Expense	3,150	2,087	66.27%	1,024
Parking	4,200	546	13.01%	1,313
Mileage Reimbursement	11,200	4,374	39.05%	3,811
Insurance Expense	150,000	145,114	96.74%	123,573
Rent Expense	515,000	437,709	84.99%	443,823
Legal Services	288,000	148,759	51.65%	41,872
<b>Total Administrative and Office Expenses</b>	<b>1,312,525</b>	<b>1,002,601</b>	<b>76.39%</b>	<b>861,891</b>
<b>Office Supplies</b>				
Books & Publications	6,000	880	14.66%	730
Office Supplies	19,900	9,768	49.09%	14,632
Computer Supplies	46,800	12,210	26.09%	11,452
Copy Supplies	1,000	964	96.37%	764
Other Reports-Printing	8,000	-	-	6,054
Office Supplies-Printed	1,000	1,795	179.51%	789
Misc Materials & Supplies	2,750	-	-	1,098
Postage Expense	900	367	40.74%	358
<b>Total Office Supplies</b>	<b>86,350</b>	<b>25,984</b>	<b>30.09%</b>	<b>35,877</b>

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending April 30, 2018**

	Budget			
	Amount FY	Actual Year to	Percent of	Actual Prior
	2018	Date	Budget	Year to Date
<b>Communications and Public Relations</b>				
Graphic Design Services	35,000	19,804	56.58%	6,625
Website Maintenance	130,000	30,342	23.34%	104,270
Research Services	110,000	179,589	163.26%	87,828
Communications and Marketing	400,000	162,896	40.72%	282,751
Advertising Expense	330,000	460,516	139.55%	159,751
Direct Mail	10,000	726	7.26%	-
Video Production	31,000	8,904	28.72%	8,820
Photography	11,000	5,426	49.33%	2,954
Radio	10,000	12,153	121.53%	-
Other Public Relations	20,000	38,448	192.24%	5,000
Promotional Items	20,000	163	0.81%	972
Displays	5,000	2,124	42.48%	-
Direct Mail Printing	6,500	-	-	-
Other Communication Expenses	50,500	52,882	104.72%	2,363
<b>Total Communications and Public Relations</b>	<b>1,169,000</b>	<b>973,972</b>	<b>83.32%</b>	<b>661,333</b>
<b>Employee Development</b>				
Subscriptions	3,200	942	29.44%	1,467
Agency Memberships	51,250	37,137	72.46%	35,612
Continuing Education	10,500	694	6.60%	135
Professional Development	4,000	10,779	269.48%	-
Other Licenses	1,750	248	14.17%	257
Seminars and Conferences	42,500	14,282	33.60%	21,344
Travel	97,000	29,482	30.39%	47,221
<b>Total Employee Development</b>	<b>210,200</b>	<b>93,564</b>	<b>44.51%</b>	<b>106,036</b>
<b>Financing and Banking Fees</b>				
Trustee Fees	30,000	31,200	104.00%	19,773
Bank Fee Expense	6,500	4,090	62.92%	4,803
Continuing Disclosure	10,000	9,812	98.12%	-
Arbitrage Rebate Calculation	8,000	8,355	104.44%	6,455
Rating Agency Expense	30,000	15,500	51.67%	15,000
<b>Total Financing and Banking Fees</b>	<b>84,500</b>	<b>68,956</b>	<b>81.60%</b>	<b>46,030</b>
<b>Total Administrative</b>	<b>2,862,575</b>	<b>2,165,078</b>	<b>75.63%</b>	<b>1,711,168</b>

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending April 30, 2018**

	Budget Amount FY 2018	Actual Year to Date	Percent of Budget	Actual Prior Year to Date
<b>Operations and Maintenance</b>				
<b>Operations and Maintenance Consulting</b>				
GEC-Trust Indenture Support	155,000	117,538	75.83%	97,799
GEC-Financial Planning Support	50,000	-	-	47
GEC-Toll Ops Support	20,000	-	-	20,558
GEC-Roadway Ops Support	410,000	452,476	110.36%	388,659
GEC-Technology Support	60,000	2,106	3.51%	19,026
GEC-Public Information Support	-	45,188	-	52,700
GEC-General Support	800,000	823,538	102.94%	616,851
General System Consultant	170,000	200,458	117.92%	85,511
Traffic and Revenue Consultant	95,000	180,555	190.06%	68,937
<b>Total Operations and Maintenance Consulting</b>	<b>1,760,000</b>	<b>1,821,860</b>	<b>103.51%</b>	<b>1,350,089</b>
<b>Roadway Operations and Maintenance</b>				
Roadway Maintenance	5,007,401	2,324,180	46.41%	2,481,597
Landscape Maintenance	2,500	-	-	-
Signal & Illumination Maint	5,000	12,554	251.09%	25,041
Maintenance Supplies-Roadway	5,500	91,020	1654.91%	396
Tools & Equipment Expense	1,000	301	30.12%	22
Gasoline	13,700	11,990	87.52%	4,940
Repair & Maintenance-Vehicles	5,000	3,668	73.35%	1,566
Roadway Operations	-	2,544	-	-
Electricity - Roadways	200,000	121,107	60.55%	124,961
<b>Total Roadway Operations and Maintenance</b>	<b>5,240,101</b>	<b>2,567,364</b>	<b>48.99%</b>	<b>2,638,523</b>
<b>Toll Processing and Collection Expense</b>				
Image Processing	1,563,594	1,436,189	91.85%	1,161,644
Tag Collection Fees	4,100,826	4,938,940	120.44%	3,015,537
Court Enforcement Costs	40,000	25,575	63.94%	11,416
DMV Lookup Fees	1,000	354	35.37%	397
<b>Total Processing and Collection Expense</b>	<b>5,705,420</b>	<b>6,401,057</b>	<b>112.19%</b>	<b>4,188,993</b>

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending April 30, 2018**

	Budget Amount FY 2018	Actual Year to Date	Percent of Budget	Actual Prior Year to Date
<b>Toll Operations Expense</b>				
Facility maintenance	-	-	-	30
Generator Fuel	5,000	382	7.64%	58
Fire and Burglar Alarm	500	370	74.02%	276
Refuse	1,700	1,164	68.49%	1,181
Telecommunications	120,000	50,498	42.08%	43,971
Water - Irrigation	22,000	3,847	17.49%	12,193
Electricity	2,500	1,094	43.76%	1,734
ETC spare parts expense	20,000	-	-	-
Repair & Maintenance Toll Equip	5,000	-	-	11,928
Law Enforcement	275,000	239,098	86.94%	182,856
ETC Maintenance Contract	1,755,098	1,314,296	74.88%	966,626
ETC Toll Management Center System Operation	294,588	1,364	0.46%	73,647
ETC Development	500,000	-	-	-
ETC Testing	25,000	-	-	-
<b>Total Toll Operations Expense</b>	<b>3,026,386</b>	<b>1,612,113</b>	<b>53.27%</b>	<b>1,294,502</b>
<b>Total Operations and Maintenance</b>	<b>15,731,907</b>	<b>12,402,395</b>	<b>78.84%</b>	<b>9,472,107</b>
<b>Other Expenses</b>				
<b>Special Projects and Contingencies</b>				
HERO	720,000	574,878	79.84%	914,213
Special Projects	113,000	-	-	12,027
71 Express Net Revenue Payment	2,280,600	3,048,844	133.69%	-
Other Contractual Svcs	150,000	56,528	37.69%	67,728
Contingency	250,000	828	0.33%	10,578
<b>Total Special Projects and Contingencies</b>	<b>3,513,600</b>	<b>3,681,077</b>	<b>104.77%</b>	<b>1,004,547</b>



**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending April 30, 2018**

	Budget Amount FY 2018	Actual Year to Date	Percent of Budget	Actual Prior Year to Date
<b>Non Cash Expenses</b>				
Amortization Expense	385,000	422,511	109.74%	319,836
Amort Expense - Refund Savings	1,034,000	863,660	83.53%	860,539
Dep Exp- Furniture & Fixtures	2,620	2,178	83.13%	2,043
Dep Expense - Equipment	16,050	14,090	87.79%	12,829
Dep Expense - Autos & Trucks	19,312	16,386	84.85%	8,762
Dep Expense-Buildng & Toll Fac	177,115	147,382	83.21%	147,596
Dep Expense-Highways & Bridges	18,048,333	17,527,385	97.11%	14,602,232
Dep Expense-Communic Equip	196,115	-	-	163,429
Dep Expense-Toll Equipment	2,756,238	2,057,810	74.66%	2,296,865
Dep Expense - Signs	325,900	271,578	83.33%	271,578
Dep Expense-Land Improvemts	884,934	737,445	83.33%	737,445
Depreciation Expense-Computers	13,210	14,647	110.88%	11,505
<b>Total Non Cash Expenses</b>	<b>23,858,827</b>	<b>22,075,072</b>	<b>92.52%</b>	<b>19,434,657</b>
<b>Total Other Expenses</b>	<b>27,372,427</b>	<b>25,756,149</b>	<b>94.10%</b>	<b>20,439,203</b>
<b>Non Operating Expenses</b>				
Bond issuance expense	1,450,000	188,961	13.03%	1,128,769
Interest Expense	38,074,354	26,575,562	69.80%	26,182,827
Community Initiatives	100,000	50,000	50.00%	28,500
<b>Total Non Operating Expenses</b>	<b>39,624,354</b>	<b>26,814,523</b>	<b>67.67%</b>	<b>27,340,096</b>
<b>TOTAL EXPENSES</b>	<b>\$90,540,444</b>	<b>\$71,068,238</b>	<b>78.49%</b>	<b>\$62,620,345</b>
<b>Net Income</b>	<b>(\$7,081,125)</b>	<b>\$19,499,634</b>		<b>18,949,102</b>

**Central Texas Regional Mobility Authority**  
**Balance Sheet**  
**as of April 30, 2018**

	as of 04/30/2018	as of 04/30/2017
<b>ASSETS</b>		
<b>Current Assets</b>		
<b>Cash</b>		
Regions Operating Account	\$ 417,018	\$ 416,804
Cash in TexStar	410,933	655,148
Regions Payroll Account	34,802	78,066
<b>Restricted Cash</b>		
Goldman Sachs FSGF 465	173,209,337	245,370,134
Restricted Cash - TexSTAR	151,651,654	133,425,441
Overpayments account	194,274	165,348
<b>Total Cash and Cash Equivalents</b>	<u>325,918,016</u>	<u>380,110,942</u>
<b>Accounts Receivable</b>		
Accounts Receivable	-	14,485
Due From Other Agencies	3,736	-
Due From TTA	905,949	823,320
Due From NTTA	607,024	554,804
Due From HCTRA	1,889,335	658,798
Due From TxDOT	491,740	386,784
Interest Receivable	232,964	362,891
<b>Total Receivables</b>	<u>4,130,747</u>	<u>2,801,082</u>
<b>Short Term Investments</b>		
Agencies	79,981,897	157,611,481
<b>Total Short Term Investments</b>	<u>79,981,897</u>	<u>157,611,481</u>
<b>Total Current Assets</b>	<u>410,030,660</u>	<u>540,523,504</u>
<b>Total Construction in Progress</b>	740,292,079	479,331,270
<b>Fixed Assets (Net of Depreciation and Amortization)</b>		
Computer	33,519	28,767
Computer Software	962,886	840,657
Furniture and Fixtures	13,068	15,682
Equipment	22,038	150
Autos and Trucks	63,957	53,237
Buildings and Toll Facilities	5,143,157	5,320,058
Highways and Bridges	746,992,273	602,032,940
Communication Equipment	-	54,992
Toll Equipment	13,932,185	14,959,830
Signs	10,658,885	10,984,778
Land Improvements	9,886,494	10,771,428
Right of way	88,149,606	87,944,995
Leasehold Improvements	139,689	152,029
<b>Total Fixed Assets</b>	<u>875,997,757</u>	<u>733,159,543</u>
<b>Other Assets</b>		
Intangible Assets-Net	103,653,945	102,489,326
2005 Bond Insurance Costs	4,323,542	4,537,050
Prepaid Insurance	76,839	62,640
Deferred Outflows (pension related)	711,563	780,064
Pension Asset	355,139	202,023
<b>Total Other Assets</b>	<u>109,121,028</u>	<u>108,071,103</u>
<b>Total Assets</b>	<u><u>\$ 2,135,441,524</u></u>	<u><u>\$ 1,861,085,420</u></u>

**Central Texas Regional Mobility Authority**  
**Balance Sheet**  
**as of April 30, 2018**

	as of 04/30/2018	as of 04/30/2017
<b>LIABILITIES</b>		
<b>Current Liabilities</b>		
Accounts Payable	\$ 556,845	\$ (188,214)
Construction Payable	-	315,676
Overpayments	197,059	167,868
Interest Payable	17,286,642	17,376,992
Deferred Compensation Payable	142	(1)
TCDRS Payable	57,137	55,343
Medical Reimbursement Payable	-	1,735
Due to other Agencies	2,013,244	-
Due to TTA	1,085,742	-
Due to NTTA	11,137	-
Due to HCTRA	145,586	-
Due to Other Entities	3,274,251	6,677,954
71E TxDOT Obligation - ST	960,164	-
<b>Total Current Liabilities</b>	<b>25,587,947</b>	<b>24,407,354</b>
<b>Long Term Liabilities</b>		
Compensated Absences	182,441	138,927
Deferred Inflows (pension related)	286,449	172,017
<b>Long Term Payables</b>	<b>468,891</b>	<b>310,944</b>
<b>Bonds Payable</b>		
<b>Senior Lien Revenue Bonds:</b>		
Senior Lien Revenue Bonds 2010	72,764,960	68,153,634
Senior Lien Revenue Bonds 2011	15,266,715	14,287,931
Senior Refunding Bonds 2013	139,885,000	144,183,000
Senior Lien Revenue Bonds 2015	298,790,000	298,790,000
Senior Lien Put Bnd 2015	68,785,000	68,785,000
Senior Lien Refunding Revenue Bonds 2016	358,030,000	358,030,000
Sn Lien Rev Bnd Prem/Disc 2013	8,409,655	10,356,661
Sn Lien Revenue Bnd Prem 2015	20,976,766	22,173,271
Sn Lien Put Bnd Prem 2015	4,036,708	5,900,012
Senior lien premium 2016 revenue bonds	52,417,676	56,737,925
<b>Total Senior Lien Revenue Bonds</b>	<b>1,039,362,480</b>	<b>1,047,397,434</b>
<b>Sub Lien Revenue Bonds:</b>		
Sub Refunding Bnds 2013	100,530,000	101,530,000
Sub Debt Refunding Bonds 2016	74,305,000	74,690,000
Sub Refunding 2013 Prem/Disc	1,917,726	2,406,262
Sub Refunding 2016 Prem/Disc	9,299,157	10,170,444
<b>Total Sub Lien Revenue Bonds</b>	<b>186,051,883</b>	<b>188,796,706</b>
<b>Other Obligations</b>		
TIFIA note 2015	51,773,309	52,448
SIB loan 2015	31,544,527	30,371,574
State Highway Fund Loan 2015	31,544,557	30,371,574
State 45SW Loan	22,080,000	-
2013 American Bank Loan	-	3,570,000
71E TxDOT Obligation - LT	65,000,000	-
Regions 2017 MoPAC Note	17,000,000	-
<b>Total Other Obligations</b>	<b>218,942,392</b>	<b>64,365,596</b>
<b>Total Long Term Liabilities</b>	<b>1,444,825,646</b>	<b>1,300,870,681</b>
<b>Total Liabilities</b>	<b>1,470,413,593</b>	<b>1,325,278,035</b>
<b>NET ASSETS</b>		
Contributed Capital	136,725,550	40,347,060
Net Assets Beginning	508,907,391	476,432,916
Current Year Operations	19,394,990	19,027,410
<b>Total Net Assets</b>	<b>665,027,931</b>	<b>535,807,386</b>
<b>Total Liabilities and Net Assets</b>	<b>\$ 2,135,441,524</b>	<b>\$ 1,861,085,420</b>

**Central Texas Regional Mobility Authority**  
**Statement of Cash Flow**  
**as of April 30, 2018**

**Cash flows from operating activities:**

Receipts from toll fees	\$	72,435,706
Receipts from other fees		1,350
Receipts from interest income		92,565
Payments to vendors		(21,029,647)
Payments to employees		(3,929,460)
Net cash flows provided by (used in) operating activities		47,570,515

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

Proceeds from notes payable		90,800,778
Receipts from Department of Transportation		29,362,938
Payments on principal		(8,370,000)
Interest payments		(51,086,041)
Acquisition of capital assets		(29,886)
Acquisitions of construction in progress		(201,119,518)
Net cash flows provided by (used in) capital and related financing activities		(140,441,728)

**Cash flows from investing activities:**

Interest income		1,980,362
Purchase of investments		(135,890,490)
Proceeds from sale or maturity of investments		199,375,999
Net cash flows provided by (used in) investing activities		65,465,871
Net increase (decrease) in cash and cash equivalents		(27,405,342)
Cash and cash equivalents at beginning of period		201,260,772
Cash and cash equivalents at end of period	\$	173,855,430

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

Operating income	\$	29,360,672
Adjustments to reconcile change in net assets to net cash provided by operating activities:		
Depreciation and amortization		21,211,412
Changes in assets and liabilities:		
(Increase) decrease in accounts receivable		(209,715)
(Increase) decrease in prepaid expenses and other assets		(38,840)
(Decrease) increase in accounts payable		(2,028,765)
Increase (decrease) in accrued expenses		(724,249)
Total adjustments		18,209,843
Net cash flows provided by (used in) operating activities	\$	47,570,515

**Reconciliation of cash and cash equivalents:**

Unrestricted cash and cash equivalents	\$	646,093
Restricted cash and cash equivalents		173,209,337
Total	\$	173,855,430

**INVESTMENTS by FUND**

		Balance April 30, 2018		
Renewal & Replacement Fund				
TexSTAR	511,292.09		TexSTAR	152,062,586.32
Goldman Sachs	190,549.08		Goldman Sachs	173,208,336.72
Agencies		701,841.17	Agencies & Treasury Notes	<u>79,981,896.30</u>
Grant Fund				\$ 405,252,819.34
TexSTAR	9,201,209.01			
Goldman Sachs	479,148.33			
Agencies		9,680,357.34		
Senior Debt Service Reserve Fund				
TexSTAR	10,753,142.50			
Goldman Sachs	5,201,423.29			
Agencies	64,906,837.87	80,861,403.66		
2010 Senior Lien DSF				
Goldman Sachs	601,635.51			
TexSTAR	-	601,635.51		
2011 Debt Service Acct				
Goldman Sachs	758,964.92	758,964.92		
2013 Sr Debt Service Acct				
Goldman Sachs	3,503,838.81	3,503,838.81		
2013 Sub Debt Service Account				
Goldman Sachs	2,031,598.90	2,031,598.90		
2015 Sr Capitalized Interest				
Goldman Sachs	3,817.33	46,415,005.04		
TexSTAR	46,411,187.71			
2015A Debt Service Account				
Goldman Sachs	3.30	3.30		
2015B Debt Service Account				
Goldman Sachs	1,149,410.13	1,149,410.13		
2016 Sr Lien Rev Refunding Debt Service Account				
Goldman Sachs	6,785,850.48	6,785,850.48		
2016 Sub Lien Rev Refunding Debt Service Account				
Goldman Sachs	1,256,637.92	6,256,221.25		
Agencies	4,999,583.33			
2016 Sub Lein Rev Refunding DSR				
Goldman Sachs	1,696,334.93	1,696,334.93		
Operating Fund				
TexSTAR	410,932.72			
TexSTAR-Trustee	992,317.96			
Goldman Sachs	-	1,403,250.68		
Revenue Fund				
Goldman Sachs	5,369,620.50	5,369,620.50		
General Fund				
TexSTAR	25,382,015.53			
Goldman Sachs	33,343,581.37			
2013 Sub Debt Service Reserve Fund				
TexSTAR	5,076,216.47			
Goldman Sachs	3,509,286.89			
Agencies		8,585,503.36		
71E Revenue Fund				
Goldman Sachs	2,413,943.17	2,413,943.17		
MoPac Revenue Fund				
Goldman Sachs	65,170.68	65,170.68		
MoPac Construction Fund				
Goldman Sachs	18,724,846.02	18,724,846.02		
MoPac General Fund				
Goldman Sachs	48,737.63			
MoPac Operating Fund				
Goldman Sachs	198,443.43			
MoPac Loan Repayment Fund				
Goldman Sachs	46,345.72			
2015B Project Account				
Goldman Sachs	22,954,408.79			
Agencies	10,075,475.10	40,692,365.52		
TexSTAR	7,662,481.63			
2015A Project Account				
TexSTAR				
Goldman Sachs	877.79			
Treasury Notes		877.79		
2015 TIFIA Project Account				
Goldman Sachs	51,492,686.52	51,492,686.52		
2015 State Highway Fund Project Account				
TexSTAR	4,053,872.56			
Goldman Sachs	918,702.89	4,972,575.45		
2015 SIB Project Account				
TexSTAR	19,153,571.69			
Goldman Sachs	783,246.42	19,936,818.11		
2011 Sr Financial Assistance Fund				
Goldman Sachs	4.12	20,434,388.19		
TexSTAR	20,434,384.07			
183S Utility Custody Deposit				
Goldman Sachs	185,590.70			
TexSTAR	2,019,962.38	2,205,553.08		
RIF				
Goldman Sachs	2,012,981.93	2,012,981.93		
45SW Project Fund				
Goldman Sachs	6,617,518.81	6,617,518.81		
45SW Trust Account Travis County				
Goldman Sachs	863,130.41	863,130.41		
		<u>\$ 346,233,695.66</u>		

**CTRMA INVESTMENT REPORT**

Month Ending 04/30/18						
Balance 4/1/2018	Additions	Discount Amortization	Accrued Interest	Withdrawals	Balance 4/30/2018	Rate April
<b>Amount in Trustee TexStar</b>						
2011 Sr Lien Financial Assist Fund			27,346.10		20,434,384.07	1.6304%
2013 Sub Lien Debt Service Reserve			6,793.21		5,076,216.47	1.6304%
General Fund			33,967.23		25,382,015.53	1.6304%
Trustee Operating Fund	1,743,437.47		1,440.59	1,600,000.00	992,317.96	1.6304%
Renewal and Replacement			684.24		511,292.09	1.6304%
Grant Fund			12,313.43		9,201,209.01	1.6304%
Senior Lien Debt Service Reserve Fund			14,390.30		10,753,142.50	1.6304%
183S Utility Custody Deposit			2,726.42	525,000.00	2,019,962.38	1.6304%
2015A Sr Ln Project Cap Interest			62,109.32		46,411,187.71	1.6304%
2015B Sr Ln Project			10,254.27		7,662,481.63	1.6304%
2015D State Highway Fund Project Acct			7,088.82	13,500,000.00	4,053,872.56	1.6304%
2015E SIB Project Account			25,632.10		19,153,571.69	1.6304%
<b>165,328,470.10</b>	<b>1,743,437.47</b>		<b>204,746.03</b>	<b>15,625,000.00</b>	<b>151,651,653.60</b>	
<b>Amount in TexStar Operating Fund</b>						
	1,600,000.00		496.77	1,450,000.00	410,932.72	1.6304%
<b>Goldman Sachs</b>						
Operating Fund	1,705,342.00		118.47	1,743,437.47	0.00	1.590%
45SW Trust Account Travis County			1,049.91		863,130.41	1.590%
45SW Project Fund			16,720.82	7,128,646.76	6,617,518.81	1.590%
2015A Project Account			1.07		877.79	1.590%
2015B Project Account			10,094.24		22,954,408.79	1.590%
2015D State Highway Fund Project Acct	13,500,000.00		118.90	12,679,241.58	918,702.89	1.590%
2015C TIFIA Project Account	51,441,885.00		61.79		51,492,686.52	1.590%
2015E SIB Project Account			988.90	29,731.32	783,246.42	1.590%
183S Utility Custody Deposit	525,000.00		207.72	515,359.23	185,590.70	1.590%
2011 Sr Financial Assistance Fund			0.01		4.12	1.590%
2010 Senior DSF	149,976.11		472.33		601,635.51	1.590%
2011 Senior Lien Debt Service Acct			923.20		758,964.92	1.590%
2013 Senior Lien Debt Service Acct	869,017.46		2,758.45		3,503,838.81	1.590%
2013 Subordinate Debt Service Acct	504,686.61		1,598.00		2,031,598.90	1.590%
2015 Sr Capitalized Interest			4.64		3,817.33	1.590%
2015A Debt Service Acct					3.30	1.590%
2015B Debt Service Acct	285,871.46		903.51		1,149,410.13	1.590%
2016 Sr Lien Rev Refunding Debt Service Account	975,488.63		6,566.46		6,785,850.48	1.590%
2016 Sub Lien Rev Refunding Debt Service Account	312,311.05		988.20		1,256,637.92	1.590%
2016 Sub Lein Rev Refunding DSR			2,063.42		1,696,334.93	1.590%
RIF			2,448.52		2,012,981.93	1.590%
Grant Fund			584.05		479,148.33	1.590%
Renewal and Replacement			231.78		190,549.08	1.590%
Revenue Fund	9,709,609.48		5,157.61	10,635,496.26	5,369,620.50	1.590%
General Fund	5,601,111.66		33,979.07	987,020.78	33,343,581.37	1.590%
Senior Lien Debt Service Reserve Fund	162,500.00		2,788.21		5,201,423.29	1.590%
71E Revenue Fund	675,024.32		2,603.79		2,413,943.17	1.590%
2013 Sub Debt Service Reserve Fund			4,268.69		3,509,286.89	1.590%
MoPac Revenue Fund	179,114.27		69.89	139,729.34	65,170.68	1.590%
MoPac General Fund			149.49	46,335.94	48,737.63	1.590%
MoPac Operating Fund	139,729.34		277.29	255,171.87	198,443.43	1.590%
MoPac Loan Repayment Fund	46,335.94		9.78		46,345.72	1.590%
MoPac Managed Lane Construction Fund			25,184.74	1,978,642.87	18,724,846.02	1.590%
<b>122,440,753.86</b>	<b>86,783,003.33</b>	<b>0.00</b>	<b>123,392.95</b>		<b>173,208,336.72</b>	
<b>Amount in Fed Agencies and Treasuries</b>						
Amortized Principal		8,682.53			79,981,896.30	
	0.00	8,682.53	0.00	0.00	79,981,896.30	
<b>Certificates of Deposit</b>						
<b>Total in Pools</b>	3,343,437.47		205,242.80	17,075,000.00	152,062,586.32	
<b>Total in GS FSGF</b>	86,783,003.33		123,392.95		173,208,336.72	
<b>Total in Fed Agencies and Treasuries</b>	0.00	8,682.53		0.00	79,981,896.30	
<b>Total Invested</b>	<b>90,126,440.80</b>	<b>8,682.53</b>	<b>328,635.75</b>	<b>17,075,000.00</b>	<b>405,252,819.34</b>	

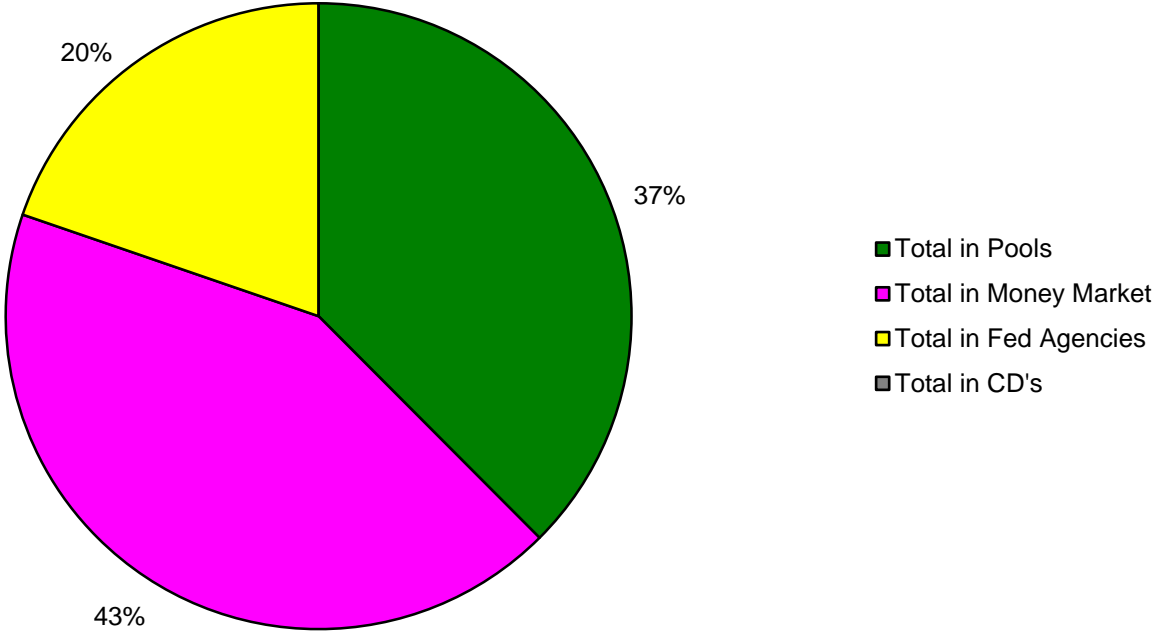
All Investments in the portfolio are in compliance with the CTRMA's Investment policy and the relevant provisions of the Public Funds Investment Act Chapter 2256.023

William Chapman, CFO

Mary Temple, Controller

4/30/2018

# Allocation of Funds



Amount of Investments As of April 30, 2018

Agency	CUSIP #	COST	Book Value	Market Value	Yield to Maturity	Purchased	Matures	FUND
Federal Home loan Bank	313378QK0	10,253,642.07	10,075,475.10	9,967,070.00	1.0369%	2/8/2016	3/8/2019	2015B Sr Project
Federal Home loan Bank	3130A8BD4	24,907,000.00	24,985,692.29	24,965,050.00	1.2288%	6/7/2017	6/29/2018	Senior DSRF
Fannie Mae	3135G0G72	19,946,880.00	19,976,391.12	19,871,900.00	1.3401%	9/15/2017	12/14/2018	Senior DSRF
Federal Home loan Bank	3130ABJD9	4,995,000.00	4,999,583.33	4,997,050.00	1.2265%	6/7/2017	6/5/2018	2016 Sub DSRF
US Treasury Note	912828C65	19,929,687.50	19,944,754.46	19,883,593.80	1.9260%	1/25/2018	3/31/2019	Senior DSRF
		<u>80,032,209.57</u>	<u>79,981,896.30</u>	<u>79,684,663.80</u>				

Agency	CUSIP #	COST	Cumulative Amortization	4/30/2018		Interest Income April 30, 2018		
				Book Value	Maturity Value	Accrued Interest	Amortization	Interest Earned
Federal Home loan Bank	313378QK0	10,253,642.07	178,166.97	10,075,475.10	10,000,000.00	15,625.00	(6,861.37)	8,763.63
Federal Home loan Bank	3130A8BD4	24,907,000.00	(78,692.29)	24,985,692.29	25,000,000.00	18,229.17	7,153.80	25,382.97
Fannie Mae	3135G0G72	19,946,880.00	(29,511.12)	19,976,391.12	20,000,000.00	18,750.00	2,951.11	21,701.11
Federal Home loan Bank	3130ABJD9	4,995,000.00	(4,583.33)	4,999,583.33	5,000,000.00	4,687.50	416.67	5,104.17
US Treasury Note	912828C65	19,929,687.50	(15,066.96)	19,944,754.46	20,000,000.00	29,017.86	5,022.32	34,040.18
		<u>80,032,209.57</u>	<u>50,313.27</u>	<u>79,981,896.30</u>	<u>80,000,000.00</u>	<u>86,309.53</u>	<u>8,682.53</u>	<u>94,992.06</u>





# 183 South Design-Build Project

## Contingency Status

Apr 30, 2018



CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY

**Original Construction Contract Value: \$581,545,700**

<b>Total Project Contingency</b>	<b>\$47,860,000</b>
----------------------------------	---------------------

<b>Obligations</b>	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 Interchange Revisions	\$3,488,230
	Others Less than \$300,000 (6)	\$366,670
	Executed Change Orders	\$2,657,214
	Change Orders Under Negotiation	\$9,050,000
Potential Contractual Obligations	\$10,610,000	

<b>(-) Total Obligations</b>	<b>\$22,317,214</b>
------------------------------	---------------------

<b>Remaining Project Contingency</b>	<b>\$25,542,786</b>
--------------------------------------	---------------------



**SH 45SW Construction  
Contingency Status**  
April 30, 2018



**Original Construction Contract Value: \$75,103,623**

<b>Total Project Contingency</b>		<b>\$ 7,520,000</b>
<b>Obligations</b>	CO #01 Asbestos Removal	\$ 1,962
	CO #02 TCEQ Protection Plan	\$ 103,773
	CO #03 Conduit Installation Revision	\$ (11,970)
	CO #04 Installation of PEC and TWC Conduits	\$ 458,439
	CO #05 Installation of SSTR Drilled Shafts and Moment Slab	\$ 538,945
	CO #06 Feature 004 Protection and Bridge Drain Assembly	\$ 2,932
	CO #07 Traffic Control Savings and Removal of Mulch	\$ (5,560)
	CO #08 Slope Protection Under Bear Creek Bridge	\$ 167,338
	CO #09 Temporary Relocation of Overhead Lines	\$ 7,227
	CO #10 Bridge Drain Outfall Revision and Bicycle Detour Plan	\$ 28,229
	CO #11 Additional Clearing for PEC Transmission Lines	\$ 86,609
	CO #12 Closure Plan / Mitigation for Potential Features 11 and 12	\$ -
	CO #13 Elevation Changes in Retaining Walls 20 and 24	\$ -
	Executed Change Orders	<b>\$ 1,377,924</b>
Change Orders in Negotiations	\$ -	
Potential Contractual Obligations	<b>\$ 2,106,797</b>	
<b>(-) Total Obligations</b>		<b>\$ 3,484,721</b>
<b>Remaining Project Contingency</b>		<b>\$ 4,035,279</b>



**MOPAC Construction**  
**Financial Status**  
**April 30, 2018**



**Original Construction Contract Value: \$ 136,632,100**

<b>Change Orders</b>	CO#01B	5th & Cesar Chavez SB Reconfig (Construction)	\$593,031	<b>Approved = \$11.7M</b>
	CO#05B	FM 2222 Bridge NB Ret Wall Abutment Repair (Construction)	\$850,000	
	CO#07	FM 2222 Exit Storage Lane	\$426,000	
	CO#08C	Refuge Area: Added Shoulder Adjustment Sound Wall #1	\$2,508,548	
	CO#09	Westover SB Frontage Repairs	\$450,000	
	CO#12	Barrier Rail Opaque Seal	\$542,419	
	CO#17	Bike and Ped Improvements at Far West Blvd Bridge/FM 2222	\$971,889	
	CO#20	Northern Terminus Sound Wall #3	(\$1,210,540)	
	CO#32	Void of CO#05B, #09, #10, UPRR	(\$1,501,437)	
	CO#33	Shared Use Path at US 183	(\$1,000,000)	
	CO#34	Undercrossing Fire Protection	\$1,412,574	
	CO#35	TxDOT Duct Bank Interference	\$1,357,196	
	CO#36	Non-Compliant Existing Illumination	\$2,226,189	
	CO#37	NB Pavement Cross Slope and Profile Corrections	\$3,635,477	
CO#38	SB Pavement Cross Slope and Profile Corrections	\$3,100,298		
Total of Others Less than \$300,000 (21)		\$1,572,258		

**Executed Change Orders \$ 15,933,902**

**Revised Construction Contract Value \$ 152,566,002**

**Change Orders under Negotiation \$ 5,301,049**

**Potential Construction Contract Value \$ 157,867,051**

**Incentive/Milestone \$ 21,500,000**

**Potential Construction Contract Value with Incentive/Milestone \$ 179,367,051**

**Amount paid CH2M for Incentives/Milestones \$ (16,825,210)**

**Amount paid CH2M through January 2018 draw (as of 04/30/2018) \$ (119,755,351)**

**Assessed Liquidated Damages \$ (20,000,000)**

**Potential Amount Payable to CH2M \$ 22,786,490**



## Monthly Newsletter - April 2018

### Performance

#### As of April 30, 2018

Current Invested Balance	\$6,358,425,417.53
Weighted Average Maturity (1)	18 Days
Weighted Average Maturity (2)	101 Days
Net Asset Value	0.999949
Total Number of Participants	861
Management Fee on Invested Balance	0.06%*
Interest Distributed	\$9,044,635.84
Management Fee Collected	\$321,060.27
% of Portfolio Invested Beyond 1 Year	10.25%
Standard & Poor's Current Rating	AAAm

#### April Averages

Average Invested Balance	\$6,510,144,682.25
Average Monthly Yield, on a simple basis	1.6304%
Average Weighted Average Maturity (1)*	18 Days
Average Weighted Average Maturity (2)*	99 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.

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

### New Participants

We would like to welcome the following entities who joined the TexSTAR program in April:

- ★ Fort Bend County MUD No. 185
- ★ Hutto Economic Development Corporation Type B
- ★ City of Lorena
- ★ Permian Basin Regional Planning Commission

### Holiday Reminder

In observance of **Memorial Day, TexSTAR will be closed on Monday, May 28, 2018.** All ACH transactions initiated on Friday, May 25th will settle on Tuesday, May 29th. 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

Risk assets were under pressure again in April as issues over trade, potentially slowing economic momentum in Europe and building inflation pressures fueled market volatility. China and the U.S. ratcheted up tariff threats before agreeing to begin negotiations. The Trump administration also announced extensions of the steel and aluminum tariff exemptions for the EU, Canada and Mexico, which helped trade concerns to fade slightly. Although Q1 U.S. GDP came in stronger than expected, there were several weaker than expected economic data releases in addition to the backdrop of rising interest rates. The 10-year Treasury yield reached 3% for the first time since 2013, before ending the month at 2.95%. Oil prices rose over the month driven in part by geopolitical tension in the Middle East and potential US withdrawal from the Iran nuclear deal, but also as a result of the OPEC-Russia supply pact, which has helped dissipate the global oil glut. The majority of companies that have reported Q1 earnings so far have beat revenue and earnings estimates, reinforcing the solid fundamentals backdrop.

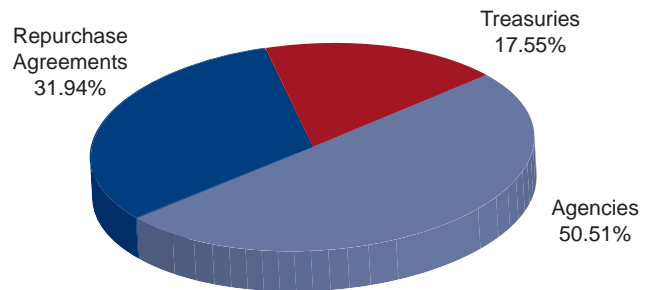
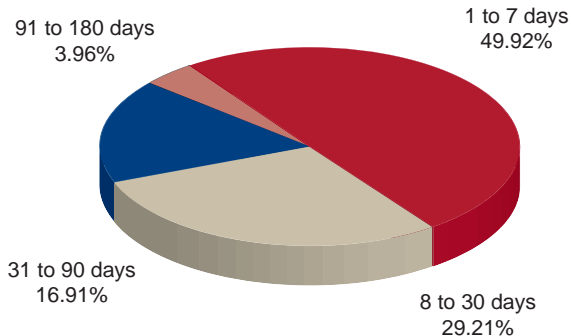
The US economy is starting 2018 with strong growth momentum. Despite increased risk asset volatility, business and consumer confidence remains elevated and real business investment remains robust. The combination of tax reform and the spending bill will create a significant boost to growth both this year and in 2019. Core CPI is expected to run around an annualized trend pace of modestly above 2% over the coming months. We expect the Federal Reserve under Jerome Powell's leadership will continue to keep the pace of rate hikes "gradual". The median of the committee continues to forecast 3 rate hikes this year. Our base case is the Fed will ultimately raise rate four times in 2018 given our view that the U.S. unemployment rate will trend further below estimates of the non-accelerating inflation rate of unemployment (NAIRU), inflation will continue to rise and global growth will remain supported. The Fed should be able to continue raising rates in 2019 as the fiscal stimulus from the tax and spending bills should have maximum impact in H2 2018 and H1 2019.

This information is an excerpt from an economic report dated April 2018 provided to TexSTAR by JP Morgan Asset Management, Inc., the investment manager of the TexSTAR pool.

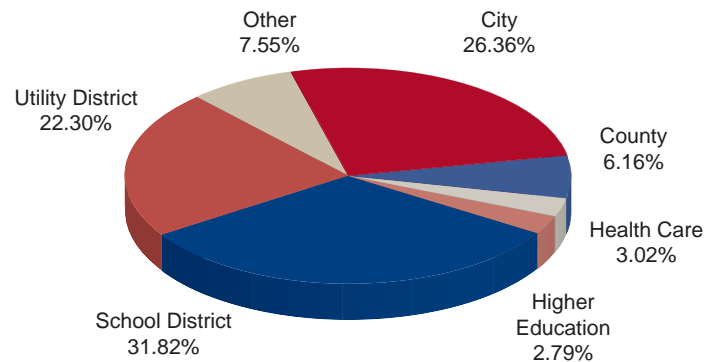
**For more information about TexSTAR, please visit our web site at [www.texstar.org](http://www.texstar.org).**

# Information at a Glance

## Portfolio by Type of Investment As of April 30, 2018



## Portfolio by Maturity As of April 30, 2018



## Distribution of Participants by Type As of April 30, 2018

# Historical Program Information

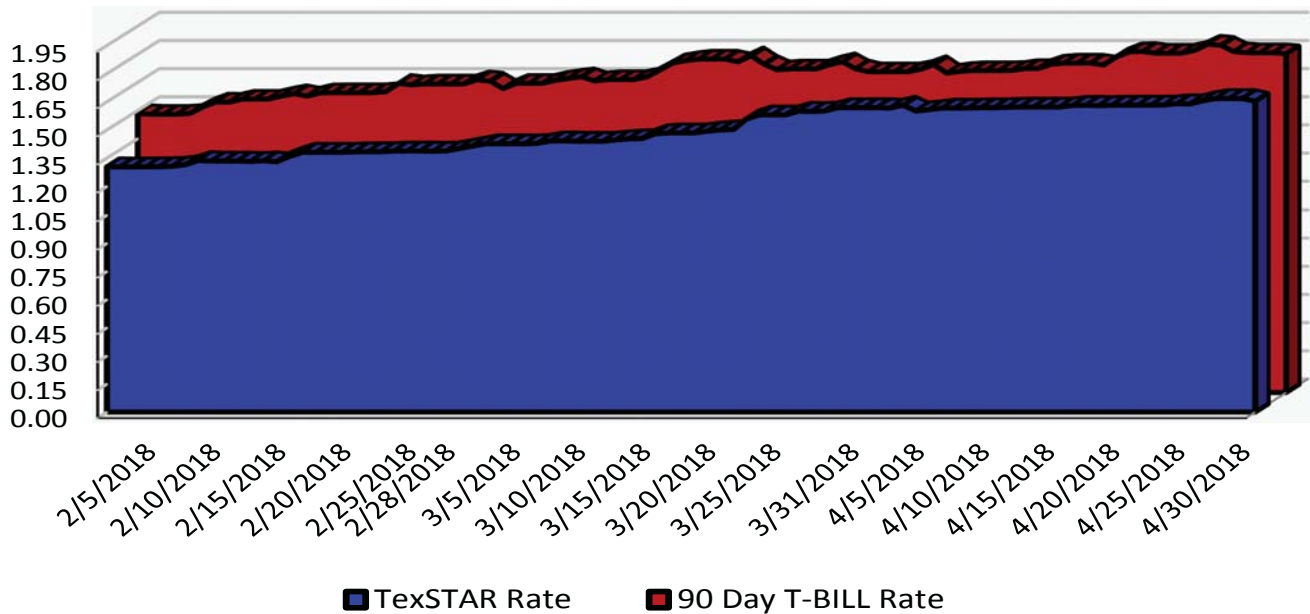
Month	Average Rate	Book Value	Market Value	Net Asset Value	WAM (1)*	WAM (2)*	Number of Participants
Apr 18	1.6304%	\$6,358,425,417.53	\$6,358,101,312.82	0.999949	18	99	861
Mar 18	1.4995%	6,461,363,510.56	6,460,804,379.93	0.999892	28	105	857
Feb 18	1.3518%	7,130,310,070.00	7,129,718,573.04	0.999917	28	97	854
Jan 18	1.2900%	7,090,345,755.93	7,090,199,741.00	0.999979	31	83	853
Dec 17	1.1762%	6,518,450,917.63	6,518,448,483.33	0.999984	36	82	853
Nov 17	1.0695%	6,157,485,042.89	6,157,068,439.39	0.999932	38	90	853
Oct 17	1.0482%	5,848,642,382.89	5,848,708,234.12	1.000011	38	96	852
Sep 17	1.0384%	5,841,986,573.82	5,842,202,955.19	1.000022	28	92	848
Aug 17	1.0343%	5,770,863,631.13	5,770,945,786.15	1.000014	33	102	846
Jul 17	0.9827%	5,941,902,116.09	5,941,981,984.60	1.000013	32	97	844
Jun 17	0.8631%	6,071,512,305.56	6,071,586,949.16	0.999993	30	92	838
May 17	0.7535%	6,440,388,492.41	6,440,492,333.25	1.000016	28	97	836

# Portfolio Asset Summary as of April 30, 2018

	Book Value	Market Value
Uninvested Balance	\$ 104,289,133.13	\$ 104,289,133.13
Accrual of Interest Income	2,291,854.72	2,291,854.72
Interest and Management Fees Payable	(9,089,090.33)	(9,089,090.33)
Payable for Investment Purchased	0.00	0.00
Repurchase Agreement	1,999,999,999.64	1,999,999,999.64
Government Securities	4,260,933,520.37	4,260,609,415.66
<b>Total</b>	<b>\$ 6,358,425,417.53</b>	<b>\$ 6,358,101,312.82</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. The TexSTAR yield is calculated in accordance with regulations governing the registration of open-end management investment companies under the Investment Company Act of 1940 as promulgated from time to time by the federal Securities and Exchange Commission.

## Daily Summary for April 2018

Date	Mny Mkt Fund Equiv. [SEC Std.]	Daily Allocation Factor	TexSTAR Invested Balance	Market Value Per Share	WAM Days (1)*	WAM Days (2)*
4/1/2018	1.6187%	0.000044349	\$6,461,363,510.56	0.999892	24	105
4/2/2018	1.6164%	0.000044285	\$6,524,541,357.46	0.999888	23	103
4/3/2018	1.6315%	0.000044699	\$6,522,765,427.86	0.999882	22	102
4/4/2018	1.6009%	0.000043861	\$6,514,889,705.07	0.999884	22	105
4/5/2018	1.6077%	0.000044046	\$6,539,723,333.78	0.999910	21	103
4/6/2018	1.6166%	0.000044290	\$6,501,049,788.13	0.999914	20	102
4/7/2018	1.6166%	0.000044290	\$6,501,049,788.13	0.999914	20	102
4/8/2018	1.6166%	0.000044290	\$6,501,049,788.13	0.999914	20	102
4/9/2018	1.6188%	0.000044350	\$6,497,274,182.38	0.999915	20	101
4/10/2018	1.6181%	0.000044332	\$6,502,394,290.16	0.999931	19	100
4/11/2018	1.6207%	0.000044404	\$6,548,236,162.18	0.999939	19	99
4/12/2018	1.6224%	0.000044450	\$6,588,147,557.89	0.999938	19	99
4/13/2018	1.6222%	0.000044443	\$6,539,386,609.88	0.999944	17	97
4/14/2018	1.6222%	0.000044443	\$6,539,386,609.88	0.999944	17	97
4/15/2018	1.6222%	0.000044443	\$6,539,386,609.88	0.999944	17	97
4/16/2018	1.6300%	0.000044657	\$6,577,184,102.20	0.999943	17	96
4/17/2018	1.6315%	0.000044699	\$6,594,282,525.48	0.999942	16	95
4/18/2018	1.6291%	0.000044634	\$6,589,185,229.19	0.999940	16	94
4/19/2018	1.6314%	0.000044697	\$6,558,419,404.77	0.999942	17	96
4/20/2018	1.6321%	0.000044714	\$6,567,435,778.65	0.999945	16	94
4/21/2018	1.6321%	0.000044714	\$6,567,435,778.65	0.999945	16	94
4/22/2018	1.6321%	0.000044714	\$6,567,435,778.65	0.999945	16	94
4/23/2018	1.6332%	0.000044746	\$6,527,987,843.64	0.999942	15	93
4/24/2018	1.6402%	0.000044938	\$6,543,082,312.05	0.999937	15	95
4/25/2018	1.6388%	0.000044899	\$6,491,931,908.51	0.999939	15	96
4/26/2018	1.6559%	0.000045368	\$6,464,523,474.79	0.999942	19	98
4/27/2018	1.6675%	0.000045684	\$6,358,788,730.72	0.999945	19	101
4/28/2018	1.6675%	0.000045684	\$6,358,788,730.72	0.999945	19	101
4/29/2018	1.6675%	0.000045684	\$6,358,788,730.72	0.999945	19	101
4/30/2018	1.6528%	0.000045283	\$6,358,425,417.53	0.999949	18	101
Average	1.6304%	0.000044670	\$6,510,144,682.25		18	99

TexSTAR Participant Services  
Hilltop Securities Inc.  
1201 Elm Street, Suite 3500  
Dallas, Texas 75270



## **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>
<i>Eric Cannon</i>	<i>City of Allen</i>	<i>Governing Board Treasurer</i>
<i>David Medanich</i>	<i>FirstSouthwest / Hilltop Securities</i>	<i>Governing Board Secretary</i>
<i>Jennifer Novak</i>	<i>J.P. Morgan Asset Management</i>	<i>Governing Board Asst. Sec./Treas.</i>
<i>Nicole Conley</i>	<i>Austin ISD</i>	<i>Advisory Board</i>
<i>Becky Brooks</i>	<i>Government Resource Associates, LLC</i>	<i>Advisory Board</i>
<i>Monte Mercer</i>	<i>North Central TX Council of Government</i>	<i>Advisory Board</i>
<i>David Pate</i>	<i>Richardson ISD</i>	<i>Advisory Board</i>
<i>James Mauldin</i>	<i>University of North Texas System</i>	<i>Advisory Board</i>

For more information contact TexSTAR Participant Services ★ 1-800-839-7827 ★ [www.texstar.org](http://www.texstar.org)





CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

May 30, 2018  
**AGENDA ITEM #8**

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Discuss and consider adoption of the  
2018 Strategic Plan

Strategic Plan Relevance: Regional Mobility/Economic Vitality/ Sustainability  
Department: Executive/Finance/Communications  
Contact: Dee Anne Heath, Director of External Affairs, Media Relations  
Associated Costs: N/A  
Funding Source: N/A  
Action Requested: Consider and act on draft resolution

**Summary:**

Pursuant to Sec. 370.261 of the Transportation Code, the Mobility Authority updates its Strategic Plan on a biennial basis to reflect the agency's priorities for the five succeeding fiscal years. This plan considers the challenges, risks and opportunities facing the regional transportation system in Central Texas and outlines a set of goals and strategies the agency will employ to achieve its vision of greater mobility through sustainable transportation solutions. The 2018 and 2016 Strategic Plans are included in the backup for reference.

Backup Provided: Draft resolution  
Draft 2018 Strategic Plan  
2016 Strategic Plan



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

**RESOLUTION NO. 18-0XX**

**ADOPT THE 2018 MOBILITY AUTHORITY STRATEGIC PLAN**

WHEREAS, pursuant to Texas Transportation Code Section 370.261 and CTRMA Policy Code Section 101.013(a), each even numbered year the Central Texas Regional Mobility Authority is required to prepare a Strategic Plan covering its next five fiscal years; and

WHEREAS, each Strategic Plan must be submitted to the Board for review, approval and adoption; and

WHEREAS, at the April 25, 2018 Board Meeting the Executive Director distributed a draft of the proposed 2018 Strategic Plan to each Board Member for review and consideration; and

WHEREAS, the Executive Director recommends approval and adoption of the proposed 2018 Mobility Authority Strategic Plan, a copy of which is attached hereto as Exhibit A.

NOW THEREFORE, BE IT RESOLVED that Board hereby approves and adopts the proposed 2018 Mobility Authority Strategic Plan in the form attached hereto as Exhibit A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30<sup>th</sup> day of May 2018.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Geoffrey Petrov, General Counsel

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

**Exhibit A**

## 2018 Mobility Authority Strategic Plan

### INTRODUCTION

The Central Texas Regional Mobility Authority (Mobility Authority) was established by Travis and Williamson counties in 2002 as the state's first regional mobility authority. The agency operates under Chapter 370 of the Transportation Code, representing the Texas Legislature's vision to allow local communities greater flexibility to meet their transportation needs.

Pursuant to Sec. 370.261. of the Transportation Code, the Mobility Authority updates its Strategic Plan on a biennial basis to reflect the agency's priorities for the five succeeding fiscal years. This plan considers the challenges, risks and opportunities facing the regional transportation system in Central Texas and outlines a set of goals and strategies the agency will employ to achieve its vision of greater mobility through sustainable transportation solutions.

### MISSION STATEMENT

Our mission is to implement innovative, multi-modal transportation solutions that reduce congestion and create transportation choices that enhance quality of life and economic vitality.

### BACKGROUND

The Mobility Authority continues to evolve with the support and guidance of Travis and Williamson counties, and in collaboration with regional partners. Amidst a transportation funding crisis, the agency has delivered critically-needed infrastructure for Central Texas in an efficient and cost-effective manner. The toll facilities owned and operated by the Mobility Authority provide the traveling public with reliable transportation options that enhance quality of life and economic vitality. The emergence of 183A Toll, 290 Toll, the 71 Toll Lane and the MoPac Express Lane has laid the foundation for a comprehensive regional roadway network that will continue to reduce travel times, spur economic development, and bring greater reliability to emergency response times, while reducing air pollution and fuel consumption.

Further expanding mobility options for the traveling public, the agency has established a partnership with Capital Metro whereby Express Buses ride toll-free in the MoPac Express Lane. This partnership has led to increased ridership and new transit routes across the region, while plans are in development for additional Park & Ride facilities to serve Mobility Authority customers. Looking forward, the agency is positioned to expand beyond toll roads. Leveraging our ability to deliver such projects in a faster, more cost-effective manner, we are developing non-tolled projects for Travis County and are exploring the feasibility of further broadening our portfolio to include additional mobility solutions.

## ALIGNING WITH THE CENTRAL TEXAS TRANSPORTATION LANDSCAPE

### SITUATIONAL ANALYSIS: CHALLENGES, RISKS, OPPORTUNITIES

The Central Texas region continues to evolve as one of our nation's strongest economies, and Austin consistently ranks as one of the best places to live in the United States. With a vibrant economy, great climate and plentiful amenities and opportunities, it's no surprise that Austin was ranked among the top 10 fastest growing U.S. cities by Forbes in 2018.

With population expected to reach three million by 2030, we are faced with the reality that our region is attracting large numbers of college graduates, families with children, and others pursuing the prospect of a better future. In fact, Williamson County population is expected to grow by 200% between 2020 and 2050, and Travis County population is projected to grow by 57% in the same timeframe. And yet the gas tax-supported funding stream dedicated to transportation improvements remains static. This primary source of transportation funding for our state has lost nearly half its purchasing power since it was last increased in 1991, and will continue to diminish.

Our research shows that traffic congestion remains a top concern among people and industry, with 87% of Central Texans reporting that less time stuck in traffic would improve their quality of life. Increased demand for our already overburdened transportation network means our mission is more important than ever. We owe it to the traveling public, the ones driving on our roads day in and day out, to explore all viable options. By leveraging the flexible financing options afforded to us as a regional mobility authority, we'll continue to facilitate the movement of people and goods throughout our region, bridge the gap between affordable housing and employment centers, connect our residents to everything they love about Central Texas, and reinvest into the region.

It is important to recognize that the vitality of our mobility future has more than population growth to contend with. Significant changes to the nature of mobility and every aspect of our regional landscape are inevitable, making how we move people and goods a growing challenge.

- **Growing distance between affordable housing, employment centers and health care:** Connecting the underserved communities outside Austin's downtown core with employment centers and state-of-the art healthcare facilities is critical. Many of these services are clustered near central Austin, while affordable housing options are getting pushed farther and farther out due to high housing prices downtown. Suburban communities on the periphery will continue to rely heavily on the commute into Austin to stay connected to the services they need.
- **Freight rail traffic density:** As shown in [CAMPO 2040 Regional Transportation Plan](#) the freight rail traffic density in the region is significant, with 10.1-20 million gross tons per mile being carried through the Central Texas region. Optimal mobility along our regional freight corridors is critical to the continued movement of commerce as well as moving the workers responsible for production.
- **Environmental regulations:** There will be tougher air quality requirements, stricter environmental standards to comply with, and significant changes to our carbon-based economy as we look forward in planning our mobility future.

- **Technology advancement:** The emergence of transformational technologies that serve our industry will continue to change the nature of mobility as we understand it. As innovation inevitably brings interoperability and more sophisticated tolling equipment, as well as technologies like automated and connected vehicles (AV/CV), self-driving cars, electric vehicles, and mechanisms for sharing rides within reach for a greater percentage of the population, we will be forced to adapt to an ever-evolving regional mobility landscape.
- **Shifting political priorities:** Competing priorities among policymakers in the Texas Legislature have impacted our ability to deliver critically-needed infrastructure by limiting funding sources and project delivery methods. The way we finance and execute projects is changing, and we must be proactive in garnering local support and adapting to shifting political priorities.
- **Traffic Demand Management:** Adding smart capacity is a critical component to alleviating congestion. To solve the congestion crisis however, we must use all the tools in our toolbox and promote and encourage broader engagement with all transportation alternatives.

Moving Central Texas forward despite the mobility barriers we face requires a strong foundation that is both future-oriented and rooted in the present. We are developing processes to systematically monitor, track, and apply industry best practices to the mobility solutions we are implementing. Keeping our finger on the pulse of the industry through public opinion research and collaborative partnerships ensures our transportation solutions keep pace with technological and societal advancements.

**We are ideally positioned to achieve our vision for the future. Our distinct structure, strong governance, and broad charter gives us the authority to address a wide range of mobility problems and deliver multimodal solutions that extend beyond roadways. We apply that authority responsibly—we collaborate with regional partners and engage stakeholders to develop mobility solutions that preserve the affected community’s cultural values and regional identity. We approach our challenge strategically and holistically, and in a way that allows us to be uniquely flexible, efficient and decisive.**

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## THE MOBILITY AUTHORITY AT ITS CORE

### **Core Purpose**

*Be the driving force behind preserving and enhancing quality of life through the delivery of reliable and forward-thinking mobility solutions.*

### **Core Values**

#### ***Integrity***

*We are committed to honest communications, transparent transactions, ethical decisions, and forthright behavior.*

#### ***Transparency***

*We are committed to open, honest and fair business practices; visibility into our processes; and accessibility of information to the general public.*

#### ***Accountability***

*We are fiscally responsible and follow through on commitments to our founding counties, investors, customers, constituents, and partners.*

#### ***Credibility***

*We work to earn and sustain public trust through dependable public service, two-way communication, partner collaboration, and fair and appropriate solutions.*

#### ***Service***

*We provide customer service that is defined by efficiency and responsiveness. We seek to improve quality of life by acting as environmental stewards and supporting our community.*

#### ***Innovation***

*We have an entrepreneurial spirit that nurtures new ideas and embraces opportunities to implement transformative technology.*

#### **A FORWARD-THINKING MOBILITY VISION:**

We are creating a new lens through which we view all things mobility. By optimizing the use of our current infrastructure, best practices and new technology, we're affecting real change within our transportation network that will serve our region for decades to come.

To fully realize our potential, the Mobility Authority board and staff have determined that establishing the following goals will help us achieve our vision:

## **1. GOAL**

### **Deliver Multi-Faceted Mobility Solutions**

We will continue developing a comprehensive regional roadway network that adds value to the community and provides our customers with the reliable transportation choices that enhance quality of life.

#### **Strategies**

- Implement tolled and non-tolled mobility projects that give Central Texans more reliable travel options and reduced travel times, and deliver them on time and within budget.
- Incorporate additional features into our projects to maximize available capacity and enhance personal mobility including: traffic and incident management, vehicle connectivity, safety elements, special aesthetics, enhanced landscaping, and other added value benefits.
- Incorporate bicycle and pedestrian accommodations such as shared use paths, sidewalks, and bike lanes into our projects to serve the diverse needs of the traveling public.

## **2. GOAL**

### **Employ a Collaborative Approach to Implementing Mobility Solutions**

We will work closely with state, regional, and local leaders, the business community, and partner agencies to responsibly develop mobility solutions critical to our region's continued economic vitality.

#### **Strategies**

- Build on our current relationships and partnerships with TxDOT; Williamson, Travis, and Hays counties; the cities of Austin, Cedar Park, Leander, Manor, and others; Capital Metro; CAMPO, and other partners.
- Continue involvement in regional planning activities with community partners and support initiatives of partner agencies.
- Support the enactment of legislation that ensures flexible and reliable options to develop regional mobility projects.

## **3. GOAL**

### **Explore Efforts that Extend Beyond Roadways**

We will continue optimizing our region's overburdened transportation network. These efforts will extend beyond simply building new capacity, and will include programs and partnerships that enhance quality of life for Central Texas and make existing corridors smarter and fully optimized.

### Strategies

- Foster a continued partnership with Capital Metro whereby Express Buses are allowed toll-free access to our express lanes.
- Study Park & Ride opportunities throughout the region in collaboration with Capital Metro and the relevant counties.
- Explore the feasibility of transportation and infrastructure projects, programs, and initiatives allowed within our enabling legislation, including: transit services, airports, and public utility facilities.
- Launch a Workforce Development Program to bridge service gaps while enhancing the region's workforce and spurring economic growth.
- Partner with organizations that provide information and technology solutions that incentivize adoption of smarter commuting habits, such as Commute Solutions.

## 4. GOAL

### Explore Transformative Technology and Adopt Industry Best Practices

We nurture promising new ideas and processes, embrace industry best practices, and explore new technologies to achieve our mission.

### Strategies

- Employ innovative financial strategies to expedite and make viable the transportation projects critical to our region.
- Explore the incorporation of smart road technology into our roads for enhanced safety and operations, including wrong way driver detection and prevention, AV/VI and dark fiber.
- Monitor our facilities through our Traffic & Incident Management Center to promote safe and efficient operations and efficient deployment of resources.
- Prepare our transportation corridors for the eventual shift to automated and connected vehicle technology.

## 5. GOAL

### Deliver Responsible Mobility Solutions that Respect the Communities We Serve

We foster positive relationships with our community, stakeholders, and customers to understand expectations and develop projects that meet diverse needs.

### Strategies

- Exceed the minimum public involvement requirements of the National Environmental Policy Act to ensure the project design is reflective of community values and needs.
- Be a good neighbor to residents and businesses adjacent to our construction projects as well as the traveling public.
- Provide exemplary customer service for drivers on our open facilities.



## 6. GOAL

### **Invest in Sustainability Initiatives that Protect our Environment**

We are committed to preserving the natural resources that make Central Texas an attractive place to live and work.

#### **Strategies**

- Incorporate sustainable design principles into our projects that reduce our overall footprint, such as permeable friction course pavement, measures to meet or exceed water quality standards, and other environmentally-sensitive elements.
- Pursue certification from third-party sustainability rating agencies where feasible.
- Engage in partnerships with environmental groups and non-profit organizations whose mission mirrors our desire to protect the environment, such as TreeFolks.

## 7. GOAL

### **Deliver on Commitments to our Customers and our Investors**

We are committed to serving our region for decades to come, and seek to ensure the long-term viability of the agency through smart business practices and efficient delivery.

#### **Strategies**

- Hire, invest in, and retain a highly qualified team.
- Preserve assets and investments through execution of a Master Trust Indenture (guiding financial document), which sets forth a detailed plan for roadway maintenance and inspection practices.
- Increase toll tag penetration among toll road users to lessen costs to consumer.
- Develop, implement and measure exceptional customer service practices and procedures.
- Analyze costs from a long-term sustainability perspective.
- Increase efficiency of roadway, traffic, and toll operations.
- Maintain standards for financial and operations reporting, consistent with the Municipal Securities Rulemaking Board.
- Respond to all Open Record Requests and Customer Inquiries in a prompt, thorough and respectful manner.



CENTRAL TEXAS  
Regional Mobility Authority

# STRATEGIC PLAN 2016



# INTRODUCTION

The Central Texas Regional Mobility Authority (Mobility Authority) is authorized by the Texas Legislature under Chapter 370 of the Texas Transportation Code. Formed in 2002 as the State's first regional mobility authority, the Mobility Authority represents the Legislature's vision to give local communities greater flexibility to develop and implement innovative transportation programs. With the support and guidance of Travis and Williamson counties, the Mobility Authority has evolved into a vibrant, agile, highly effective organization with several successful projects under our belt and solid vision for a future of greater mobility.



CENTRAL TEXAS  
Regional Mobility Authority



## OPEN TO TRAFFIC

The Mobility Authority's first project, 183A Toll, completed in 2007, continues to exceed original traffic and revenue expectations. As a result, the agency invested an additional \$105 million to extend the 183A corridor seven years ahead of original plans. The extension opened to traffic in spring 2012. We are once again setting our sights on the future and exploring plans to further extend the 183A corridor northward from Hero Way to SH 29 as Phase III of the 183A system. The Mobility Authority also invested more than \$426 million on constructing its second project, 290 Toll. Phase I of the project opened to traffic in January 2013 with transactions consistently double the initial estimates. Phase II opened in May 2014, both on time and well within budget, offering greater mobility for both tolled and non-tolled travel.

## UNDER CONSTRUCTION

Perhaps the most high-profile project under construction is the MoPac Improvement Project in Central Austin, which will add one Express Lane in each direction on an 11-mile stretch of MoPac between Cesar Chavez Street in downtown Austin and Parmer Lane in north Austin. The northbound north end segment of the Express Lane opened to traffic in October 2016, with transactions continuing to increase. Construction on the remaining sections is ongoing. Looking to the east, the 183 South Project broke ground in April 2016. The first phase of construction is anticipated to be complete in 2019 with the full project expected to open a year later. The \$743 million project will add a new tolled expressway with three lanes in each direction along an eight-mile stretch of US 183 between US 290 and SH 71 while reconstructing and improving the non-tolled general purpose lanes.

In an effort to reconnect northern Hays and southern Travis counties to the greater Austin area, construction of the SH 45SW Project began in November 2016. The 3.6-mile, \$109 million project is expected to open to traffic in late 2019. Answering to demand for greater mobility between Bastrop and Austin, the 71 Toll Lane Project adds a toll lane in each direction along SH 71 from Presidential Boulevard at ABIA eastward to SH 130. Once the road is open to traffic in 2017, the Mobility Authority will assume operation and maintenance.

## IN DEVELOPMENT

While we forge ahead with projects under construction, our sights remain focused on the future mobility needs of our region. In partnership with TxDOT, the Oak Hill Parkway Project is nearing the final year of a comprehensive environmental study and will ultimately fall under the Mobility Authority's purview. The agency is also leading the development of the MoPac South Project, as well as the 183 North Project, which received environmental clearance in April 2016 and is currently in the final design stage.

To build upon our previous success and continue to plan strategically for the region's mobility future, we present the following strategic plan, which represents the Mobility Authority's long-term visions, initiatives, goals, and objectives as we continue to evolve as a leading regional mobility provider in the State..

# POSITIONING FOR THE FUTURE

Austin is consistently ranked as one of the best places to live in the United States and has experienced tremendous growth in the past two decades. With a vibrant economy, great climate and plentiful cultural and social opportunities, there is no expectation that this will change anytime soon. In fact, Austin was ranked as the fastest-growing large metro area in 2016 and grew nearly 16% over the past five years – and projections show that our area will double in size in the next 30 years. With this level of sustained growth, the region has to anticipate, plan and implement a wide-range of integrated transportation solutions to ensure Central Texas retains the high quality of life currently enjoyed. Mobility is a key component for the region's future.

In addition, it is important to recognize that mobility in general is facing a major transformation in the next 20 years. Not only will there be more people to serve, but every aspect of moving people and goods will change. An increasing percentage of the population will be retired and on fixed incomes. The purchasing power of the gas tax, the primary source of funding for transportation, will continue to diminish. There will be tougher air quality requirements, stricter environmental standards to comply with and significant changes to our carbon-based economy. These are a few examples of factors the Mobility Authority must consider in developing a long-term mobility strategy.

To frame this Strategic Plan, the Mobility Authority will articulate an envisioned future that conveys a concrete, yet unrealized vision for the region's mobility. It will consist of our positioning statement, which represents a clear and compelling catalyst that serves as a focal point for our efforts, and the intersection of what we are passionate about, what we do best, and how we can marshal the resources to accomplish our vision.



## CORE IDEOLOGY

Our core ideology consists of two notions: core purpose (our reason for being) and core values (the essential and enduring principles that guide our organization).

## CORE PURPOSE

Be the provider of innovative regional mobility solutions in Central Texas.

## CORE VALUES

### **Integrity**

Demonstrated by honest communication, transparent transactions, ethical decisions, and forthright behavior.

### **Accountability**

Demonstrated in fiscal responsibility, commitment to our customers and constituents, and collaboration with local and regional partners.

### **Credibility**

Demonstrated in an earned reputation for fairness, dependability, and dedication to public service.

### **Innovation**

Demonstrated in visionary leadership and entrepreneurial spirit.

# VISUALIZATION — WHAT DOES FUTURE MOBILITY LOOK LIKE?

## POSITIONING STATEMENT

The Central Texas Regional Mobility Authority will be the driving force behind preserving and enhancing quality of life in Central Texas through sustainable mobility solutions. Our visionary leadership across organizations will continue to bring sustainable transportation solutions to our growing region. Our drive to deliver faster, more efficient relief through the flexibility of a robust financial engine and local resources will continue, preserving quality of life for those who call Central Texas home. Our progressive approach to protecting economic vitality will effectively connect communities and commerce, increase access to social opportunities and quality healthcare, and close the gap between affordable housing and employment centers.



We **Evolve** with the changing regional landscape, **Engage** with the communities we serve, and **Protect** the environment we all share.

# THE PLAN

The following represents our plan to enable better quality of life in our region, empowered by improved mobility solutions, and the goals and objectives that will get us there.

## GOAL

### Lead a Unified Regional Approach to Transportation Improvements

We work across organizations to responsibly deliver the infrastructure critical to our region's continued economic vitality by preventing fragmentation, retaining our sense of community, and easing the pains of change associated with rapid and unstructured growth.

#### Objectives

- Effectively develop a regional transportation network in collaboration with our partner agencies and governments.
- Work closely with elected officials and support the enactment of legislation that ensures flexible options to achieve regional mobility, including funding mechanisms and efficient construction methodologies.
- Lead efforts to increase all levels of funding for regional mobility.
- Continue involvement in regional planning activities with community partners and support initiatives of partner agencies.
- Take a lead role in environmental studies to identify mobility solutions for some of our region's most notoriously congested roadways.
- Advocate for projects critical to our region's mobility future.

## GOAL

### Deliver Innovative Multi-Modal Mobility Solutions

We will create a modern, multi-modal regional transportation network for Central Texas to expand capacity, reduce congestion, and create transportation options that enhance quality of life and economic vitality.

#### Objectives

- Execute upon multi-year plans to develop and build out the region's transportation infrastructure, better connecting residents and commuters.
- Take on projects that give Central Texans more reliable travel options and reduced travel times, and deliver them on time and within budget.
- Address continued growth and outward migration within the region by providing new roadway options that connect affordable housing communities to employment centers and other resources.
- Deliver non-tolled and intersection improvement projects to enhance safety and operations at key traffic snarls.
- Make improvements to modernize dated infrastructure when it can no longer keep pace with demand to ensure our communities remain connected rather than divided.
- Incorporate bicycle and pedestrian accommodations such as shared use paths, sidewalks, and bike lanes into our projects to serve a multi-modal traveling public.

## GOAL

### Improve Mobility Through Efforts that Extend Beyond Roadways

We will continue optimizing our existing overburdened transportation network beyond simply building new capacity via programs and partnerships that enhance travel experiences.

#### Objectives

- Partner with organizations that provide information and solutions for commuters to best navigate our roadways, such as carpooling programs.
- Partner with organizations that provide information and technology solutions that incentivize adoption of smarter commuting habits.
- Administer roadside assistance programs to keep our roadways safe and free-flowing in the case of an incident.
- Incorporate non-roadway transportation options such as bicycle and pedestrian accommodations to relieve congestion and influence the future of mobility for the region.

## GOAL

### Embrace Industry Best Practices

We will deliver projects that reflect industry best practices and embrace the technology available to us to achieve our goal of greater regional mobility.

#### Objectives

- Incorporate smart road technology into our roads for safety and operations.
- Utilize innovative congestion management tools like variable tolling to enhance operations on our roadways.
- Employ mobile applications that promote information sharing and traffic management to make optimal use of existing infrastructure.
- Utilize our Traffic Management Center to monitor our facilities and promote safe and efficient roadway operations through the efficient deployment of resources.
- Continue expansion of toll tag interoperability and increase toll tag penetration among toll road users.
- Consider innovative land use and mitigation options.



## GOAL

### Balance Infrastructure Improvements with Preservation of the Natural and Human Environment

Our mobility solutions preserve the natural resources that make Central Texas unique while ensuring the continued movement of communities and commerce.

#### Objectives

- Prioritize sustainable design principles by pursuing GreenRoads® certification for our projects when feasible.
- Incorporate environmentally-sensitive design features into our projects that reduce our overall footprint, such as permeable friction course pavement and other measures to exceed water quality standards.
- Carry forward the 'No-Build Alternative' in the environmental study phase of project development to ensure that all options are thoroughly considered before a single blade of grass is disturbed.
- Engage in partnerships with environmental groups and non-profit organizations whose mission mirror our desire to protect the environment.

## GOAL

### Provide Sustainable Mobility Options that Respect the Communities We Serve

The Mobility Authority believes communities make projects better and goes above and beyond the requirements of the National Environmental Policy Act during the environmental process and beyond, soliciting public input every step of the way and adjusting project design when reasonable and feasible.

#### Objectives

- Proactively engage the public in regional transportation issues to ensure we understand their needs and expectations before ground is broken on a project.
- Define, utilize, and advocate for environmentally sound design and construction methods consistent with our community's values.
- Perform thorough reviews of each project, taking the environment, both human and natural, into account when proposing solutions.
- Go above and beyond the minimum National Environmental Policy Act's public involvement requirements.
- Preserve the regional identity of project areas through execution of the Context Sensitive Solutions Process that solicits feedback from affected stakeholders to ensure project design is reflective of their cultural values and aesthetic preferences.

## Employ Smart, Effective and Transparent Business Practices

The Mobility Authority will exhibit its core values of integrity, accountability, credibility, and innovation through effective management of the business of enhancing mobility in Central Texas.

### Objectives

- Ensure long-term viability of assets and investments through execution of a Master Trust Indenture, which sets forth a detailed plan for roadway maintenance and inspection practices.
- Analyze costs from a long-term sustainability perspective.
- Identify and implement strategies to increase efficiency of roadway, traffic, and toll operations.
- Employ innovative financial strategies to expedite the funding of needed transportation projects.
- Develop and implement exceptional customer service practices and procedures.
- Maintain standards for financial and operations reporting, consistent with the Municipal Securities Rulemaking Board.



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

May 30, 2018  
**AGENDA ITEM #9**

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Authorize the procurement of a contractor for  
construction of the Manor Expressway  
(290E) Phase III Project

Strategic Plan Relevance: Regional Mobility  
Department: Engineering  
Contact: Justin Word, P.E., Director of Engineering  
Associated Costs: \$80,000,000 - \$ 90,000,000  
Funding Source: Project Funds  
Action Requested: Consider and act on draft resolution

**Summary:**

The Manor Expressway (290E) Phase III project will provide drivers with additional free-flowing, direct connections between SH 130 and 290 Toll without the need to pass through a signalized intersection and will reduce the travel delays at the non-tolled general purpose lane intersections. This project adds the SH 130 south to 290 Toll west, SH 130 north to 290 Toll west, and 290 Toll east to SH 130 south direct connectors to the existing interchange.

Staff requests Board authorization to initiate the procurement of construction services for the Manor Expressway (290E) Phase III project. Following receipt of bids, staff will present the responsive low bidder to the Board of Directors for final approval for the award of a contract. No funds will be committed until the contract is approved by the Board and a contract is executed.

Backup Provided: Draft Resolution

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

**RESOLUTION NO. 18-0XX**

**AUTHORIZE THE PROCUREMENT OF A CONTRACTOR  
FOR CONSTRUCTION OF THE  
MANOR EXPRESSWAY (290E) PHASE III PROJECT**

WHEREAS, the Mobility Authority is developing the Manor Expressway (290E) Phase III Project (“Project”) consisting of the addition of three direct connectors to the current interchange at 290E and SH 130 in order to improve safety and operations; and

WHEREAS, the Project will include a southbound SH 130 to westbound 290E tolled direct connector, a northbound SH 130 to westbound 290E tolled direct connector, and an eastbound 290E to southbound SH 130 non-tolled direct connector (to be built on behalf of the Texas Department of Transportation); and

WHEREAS, the Manor Expressway (290E) Phase III Project construction plans, specifications and estimates are expected to be completed in June 2018; and

WHEREAS, the Executive Director recommends that the Mobility Authority initiate a procurement for a construction services contract for the Manor Expressway (290E) Phase III Project.

NOW THEREFORE, BE IT RESOLVED that the Executive Director is hereby authorized and directed to advertise for bid proposals for a construction services contract for the Manor Expressway (290E) Phase III Project.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30<sup>th</sup> day of May 2018.

Submitted and reviewed by:

Approved:

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Geoffrey Petrov, General Counsel

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Ray A. Wilkerson  
Chairman, Board of Directors



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

May 30, 2018  
**AGENDA ITEM #10**

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Discuss and reaffirm further development of  
the 183A Phase III Project

Strategic Plan Relevance: Regional Mobility  
Department: Engineering  
Contact: Justin Word, P.E., Director of Engineering  
Associated Costs: None  
Funding Source: None  
Action Requested: Consider staff's recommendation to continue to  
develop the 183A Phase III Project

**Summary:**

This project is in the schematic development and environmental study phase of development. Work progress has been limited to financial planning and project delivery analyses since December 2017 due to a statewide re-evaluation of toll road projects. The Board previously authorized this work as well as to authorize staff to procure an engineering firm to develop construction documents.

Williamson County reaffirmed its support for the 183A, Phase III project by resolution at its May 22, 2018 Commissioners Court meeting.

After further consideration staff recommends proceeding with development of the project as previously authorized by the Board. Staff provide an update on work activities and considerations for moving this work forward.

Backup Provided: Draft Resolution  
Williamson County Commissioners Court Resolution

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

**RESOLUTION NO. 18-0XX**

**AUTHORIZE FURTHER DEVELOPMENT OF THE 183A PHASE III PROJECT**

WHEREAS, by Resolution No. 17-068 dated December 13, 2017, the Board of Directors approved funding for general engineering consultant services for the development of the 183A Phase III Project; and

WHEREAS, the Executive Director, working with Mobility Authority staff, has evaluated and reviewed configurations and phasing options for the potential development of the 183A Phase III Project; and

WHEREAS, the Executive Director has briefed the Board on the current status and options for moving forward on the 183A Phase III Project;

WHEREAS, the Executive Director recommends that the Board authorize staff to proceed with further development of the 183A Phase III Project.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors authorizes the Executive Director to proceed with further development of the 183A Phase III Project.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30<sup>th</sup> day of May 2018.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Geoffrey Petrov, General Counsel

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

State of Texas  
County of Williamson  
Know all men by these presents:

That on the **22nd** day of May 2018, the Commissioners Court of Williamson County, Texas met in duly called session at the Williamson County Courthouse, 710 Main Street, Georgetown, Texas, with the following members present:

Dan Gattis, County Judge  
Terry Cook, Commissioner Precinct One  
Cynthia Long, Commissioner Precinct Two  
Valerie Covey, Commissioner Precinct Three  
Larry Madsen, Commissioner Precinct Four

And at said meeting, among other business, the Court considered the following:

**RESOLUTION  
IN SUPPORT OF THE 183A PHASE III PROJECT**

**WHEREAS;** Williamson County serves as the County Government for all the citizens of Williamson County and its Communities; and,

**WHEREAS;** Williamson County is committed to improving economic growth and providing mobility options to the citizens of the region; and,

**WHEREAS;** a reliable transportation infrastructure is vital to connect goods and people, with connectivity for motorists being the cornerstone of prosperity, creating expanded economic development and more financial opportunities for individuals and families; and,

**WHEREAS;** the Central Texas Regional Mobility Authority was created to improve the transportation system in Williamson and Travis Counties with a mission to implement transportation options that reduce congestion and create choices that enhance quality of life and economic vitality; and,

**WHEREAS;** the Central Texas Regional Mobility Authority developed the first two phases of 183A ahead of schedule and on budget, adding hundreds of millions of dollars in new tax revenue for the local government and the State, and creating new options for mobility; and,

**WHEREAS;** the Central Texas Regional Mobility Authority is developing the 183A Phase III Project in Williamson County, a 5.3-mile extension of the existing 11.6-mile roadway northward from Hero Way to just north of SH 29; and,

**WHEREAS;** the need for this roadway is demonstrated by the average monthly transactions along 183A, which have increased from approximately 1.8 million in July of 2007 to 4.7 million in April 2018; and,

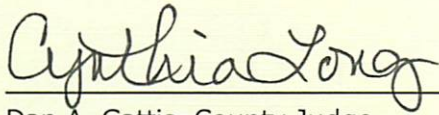
**WHEREAS;** the populations in both Cedar Park and Leander increased by more than 35% from 2010 – 2015 according to the United States Census Bureau, and the Williamson County population is expected to more than triple to approximately 2,000,000 residents by 2050; and,

**WHEREAS;** congestion is bad for the environment, for the economy, for public safety, and for quality of life; and the 183A Phase III Project will give drivers the option to spend less time on the road, help improve air quality and reduce the threat to public safety caused by crowded roadways; and,

**WHEREAS;** continued investment in mobility in the region is pivotal in accommodating the population and economic growth of Williamson County.

**NOW THEREFORE BE IT RESOLVED** that the Williamson County Commissioners Court reaffirms its past support for the development of the 183A Phase III Project to improve the quality of life and safety of Williamson County residents and the region.

**RESOLVED THIS 22nd DAY OF MAY 2018.**



~~Dan A. Gattis, County Judge~~

Commissioner





CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

May 30, 2018  
**AGENDA ITEM #11**

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Project Status Report

Strategic Plan Relevance: Regional Mobility  
Department: Engineering  
Contact: Jeff Dailey, Deputy Executive Director  
Associated Costs: N/A  
Funding Source: N/A  
Action Requested: Briefing and Board Discussion Only

Summary:

Project Status Report:

- A. Projects Under Construction
- B. Park and Ride

Backup Provided: None



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

May 30, 2018  
**AGENDA ITEM #12**

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Executive Director Board Report

Strategic Plan Relevance: Regional Mobility  
Department: Executive  
Contact: Mike Heiligenstein, Executive Director  
Associated Costs: N/A  
Funding Source: N/A  
Action Requested: Briefing and Board Discussion Only

Executive Director Board Report

- A. Projects under development
- B. BikeTexas Builder Award – Texas Trails and Active Transportation Conference 2018

Backup Provided: None.



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

May 30, 2018  
**AGENDA ITEM #13**

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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**

May 30, 2018  
**AGENDA ITEM #14**

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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**

May 30, 2018  
AGENDA ITEM #15

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Executive Session

*Executive Session:*

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