



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

## Regular Meeting of the Board of Directors

---

**9:00 a.m.**  
Wednesday, June 27, 2018

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

---

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

## AGENDA

---

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

---

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.

### ***Regular Items***

---

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

3. Approve the minutes from the May 30, 2018 Regular Board meeting.
4. Accept the financial statements for May 2018.
5. Discuss and consider adoption of the 2018 Strategic Plan.
6. Discuss and consider adoption of the 2019 Operating Budget.
7. Award a contract for construction engineering and inspection services for the Manor Expressway (290E) Phase III Project.
8. Consider and take appropriate action on a resolution in support of the Kramer Station relocation by Capital Metro and authorization for negotiation of possible financial and development support.

## **Briefings and Reports**

---

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

9. Executive Director Board Report
  - A. Status Report on Winsted Lane and MoPac
  - B. Status Report on 183A Brushy Creek and RM 1431 Trip Options
  - C. InterCity visit to Atlanta, October 28 – 30, 2018

## **Executive Session**

---

*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:*

10. Discuss acquisition of one or more parcels or interests in real property needed for the Bergstrom Expressway (183 South) Project and related legal issues, including consideration of the use of eminent domain to condemn property, pursuant to §551.072 (Deliberation Regarding Real Property; Closed Meeting) and §551.071 (Consultation With Attorney; Closed Meeting).
11. 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).
12. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation with Attorney).
13. Discuss personnel matters as authorized by §551.074 (Personnel Matters).

## **Reconvene in Open Session.**

---

## **Regular Items**

---

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

14. **Consideration of the use of eminent domain to condemn property:** Declare a public necessity to acquire the following described parcels of land, or interests therein, for the 183 South (Bergstrom Expressway) Project; and with respect to each such parcel or

interest therein, authorize any of the following actions: (i) acquisition through negotiation or by the use of eminent domain to condemn the parcel or interest therein; (ii) execution of a contract to purchase, and (iii) execution of a possession and use agreement:

- A. Parcel E23E of the 183 South (Bergstrom Expressway) Project, an easement taking of 0.090 acres, from approximately 3.76 acres of real estate, owned by **Icon 811-827 Interchange Boulevard Owner Pool 2, LLC, a Delaware Limited Liability Company**, and located at 811 Interchange Boulevard, Austin, Travis County, Texas on the west side of 183S.
- B. Parcel E24 of the 183 South (Bergstrom Expressway) Project, an easement taking of 0.125 acres, from 8.05 acres of real estate, owned by **Icon IPC TX Property Owner Pool 6 Austin, LLC, a Delaware Limited Liability Company**, and located at 800 Interchange Boulevard, Austin, Travis County, Texas on the west side of 183S.

15. Adjourn Meeting.

## Notes

**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.

*Mobility Authority Board Meeting Agenda  
Wednesday, June 27, 2018*

(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.

~~(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**

June 27, 2018  
**AGENDA ITEM #1**

---

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**

June 27, 2018  
**AGENDA ITEM #2**

---

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**

June 27, 2018  
**AGENDA ITEM #3**

---

Approve minutes from the May 30, 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 May 30, 2018 Regular Board Meeting.

Backup provided: Draft minutes, May 30, 2018 Regular Board Meeting

# MINUTES

## Regular Meeting of the Board of

### Directors of the

#### CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Wednesday, May 30, 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 May 25, 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/05302018-532>

**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, Chairman Wilkerson called the meeting to order at 9:03 a.m. with the following Board members present: David Singleton, Nikelle Meade, Mark Ayotte, and John Langmore.

**2. Opportunity for public comment.**

No comments were offered.

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

Mr. Wilkerson introduced Frank Leffingwell, the new Board Member replacing Amy Ellsworth and administered the oath office.

**4. Board Workshop & Policy Discussion.**

A. 2018 Strategic Plan

Presentation by Jori Hayter, Communications Manager

B. FY 2019 Operating Budget

Presentation by Mike Heiligenstein, Executive Director and Bill Chapman, Chief Financial Officer



- i. Qualified Veterans Discount Program  
Presentation by Tracie Brown, Director of Operations
- ii. Pay by Mail Fees  
Presentation by Tracie Brown, Director of Operations
- iii. 183A access at Brushy Creek and RM 1431  
Presentation by Justin Word, P.E., Director of Engineering
- iv. Additional budget discussion

**Regular Board Items**

**5. Discuss and consider the election of a Secretary.**

Chairman Wilkerson sought nominations for the position of Secretary. Nikelle Meade nominated Mark Ayotte for the position of Secretary and the motion was put to a vote.

**MOTION:** Appoint Mark Ayotte as Secretary of the CTRMA Board

**RESULT:** Approved (Unanimous); 5-0

**MOTION BY:** David Singleton

**SECONDED BY:** John Langmore

**AYE:** Wilkerson, Meade, Singleton, Langmore, Ayotte, Leffingwell

**NAY:** None.

**ADOPTED AS:** Resolution No. 18-015

**7. Accept the financial statements for April 2018.**

Presentation by Mary Temple, Controller

**MOTION:** Accept the financial statements for April 2018

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

**MOTION BY:** John Langmore

**SECONDED BY:** Mark Ayotte

**AYE:** Wilkerson, Meade, Singleton, Langmore, Ayotte, Leffingwell

**NAY:** None.

**ADOPTED AS:** Resolution No. 18-016

**8. Discuss and consider adoption of the 2018 Strategic Plan.**

Chairman Wilkerson tabled this item.

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

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

**MOTION:** Authorize procurement of contractor construction of the Manor Expressway (290E) Phase III Project

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

**MOTION BY:** John Langmore

**SECONDED BY:** Mark Ayotte

**AYE:** Wilkerson, Meade, Singleton, Langmore, Ayotte, Leffingwell

**NAY:** None.

**ADOPTED AS:** Resolution No. 18-017

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

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

**MOTION:** Authorize procurement of contractor construction of the Manor Expressway (290E) Phase III Project

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

**MOTION BY:** David Singleton

**SECONDED BY:** John Langmore

**AYE:** Wilkerson, Meade, Singleton, Langmore, Ayotte, Leffingwell

**NAY:** None.

**ADOPTED AS:** Resolution No. 18-018

**6. Approve the minutes from the April May 30, 2018 Regular Board Meeting.**

**MOTION:** Approval for the May 30, 2018, Board Meeting minutes.

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

**MOTION:** David Singleton

**SECONDED BY:** Nikelle Meade

**AYE:** Wilkerson, Meade, Singleton, Langmore, Ayotte, Leffingwell

**NAY:** None.

NOTE: Nikelle Meade and David Singleton left the dais is 11:08 a.m.

## **Briefings and Reports**

### **11. Project Status Report**

#### A. Projects under Construction

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

#### B. Park and Ride

Presentation by Jeff Dailey, Deputy Executive Director

### **12. Executive Director Report**

#### A. Projects under Development

Presentation by Mike Heiligenstein, Executive Director; Brain Cassidy, Partner, Locke Lord; Karen Johnson, Government Relations Specialist, Infrastructure Solutions, Inc.

#### B. Bike Texas Builder Award – Texas Trails and Active Transportation Conference 2018

Presentation by Mike Heiligenstein, Executive Director

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

**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).

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 11:33 a.m.

**16.** Adjourn Meeting.



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

June 27, 2018  
**AGENDA ITEM #4**

---

Accept the financial statements for  
May 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 May 2018.

Backup provided: Draft financial statements for May 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 MAY 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; and

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

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

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27<sup>th</sup> day of June 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 May 31, 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	62,956,986	103.09%	49,696,244
Video Tolls	14,377,753	13,760,250	95.71%	12,791,910
Fee Revenue	6,022,247	4,901,689	81.39%	5,142,958
<b>Total Operating Revenue</b>	<b>81,469,539</b>	<b>81,618,926</b>	<b>100.18%</b>	<b>67,631,112</b>
<b>Other Revenue</b>				
Interest Income	950,000	2,247,926	236.62%	899,561
Grant Revenue	720,000	15,870,775	2204.27%	19,911,876
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>18,120,052</b>	<b>910.66%</b>	<b>21,025,319</b>
<b>TOTAL REVENUE</b>	<b>\$83,459,319</b>	<b>\$99,738,978</b>	<b>119.51%</b>	<b>88,656,431</b>
<b>EXPENSES</b>				
<b>Salaries and Benefits</b>				
Salary Expense-Regular	3,520,456	3,208,633	91.14%	2,896,217
Salary Reserve	80,000	-	-	-
TCDRS	515,649	437,535	84.85%	402,332
FICA	165,251	143,371	86.76%	133,497
FICA MED	55,277	46,202	83.58%	42,463
Health Insurance Expense	396,258	308,911	77.96%	309,987
Life Insurance Expense	32,942	6,993	21.23%	7,175
Auto Allowance Expense	10,200	9,350	91.67%	9,350
Other Benefits	153,197	122,597	80.03%	196,921
Unemployment Taxes	19,950	4,233	21.22%	4,233
<b>Total Salaries and Benefits</b>	<b>4,949,181</b>	<b>4,287,825</b>	<b>86.64%</b>	<b>4,002,175</b>

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending May 31, 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	7,305	73.05%	6,999
Auditing	100,000	29,500	29.50%	53,880
Human Resources	15,000	29,677	197.85%	15,226
Legal	-	28,983	-	-
IT Services	103,500	119,905	115.85%	69,745
Internet	4,125	4,209	102.04%	1,882
Software Licenses	49,800	32,418	65.10%	69,101
Cell Phones	18,500	14,105	76.24%	13,899
Local Telephone Service	2,000	11,944	597.20%	14,342
Overnight Delivery Services	850	680	79.95%	109
Local Delivery Services	600	23	3.90%	-
Copy Machine	17,000	13,041	76.71%	13,922
Repair & Maintenance-General	2,500	1,147	45.89%	2,030
Community Meeting/ Events	2,000	-	-	25
Meeting Expense	15,000	7,222	48.14%	15,155
Public Notices	100	25	25.00%	25
Toll Tag Expense	3,150	2,837	90.08%	1,358
Parking	4,200	595	14.16%	1,461
Mileage Reimbursement	11,200	5,123	45.74%	4,335
Insurance Expense	150,000	160,200	106.80%	136,069
Rent Expense	515,000	484,363	94.05%	501,119
Legal Services	288,000	219,349	76.16%	61,172
<b>Total Administrative and Office Expenses</b>	<b>1,312,525</b>	<b>1,172,651</b>	<b>89.34%</b>	<b>981,854</b>
<b>Office Supplies</b>				
Books & Publications	6,000	880	14.66%	772
Office Supplies	19,900	10,416	52.34%	15,313
Computer Supplies	46,800	12,388	26.47%	14,435
Copy Supplies	1,000	1,476	147.62%	1,625
Other Reports-Printing	8,000	-	-	6,054
Office Supplies-Printed	1,000	1,833	183.25%	943
Misc Materials & Supplies	2,750	-	-	1,153
Postage Expense	900	367	40.74%	454
<b>Total Office Supplies</b>	<b>86,350</b>	<b>27,359</b>	<b>31.68%</b>	<b>40,748</b>



**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending May 31, 2018**

	Budget Amount FY 2018	Actual Year to Date	Percent of Budget	Actual Prior Year to Date
<b>Communications and Public Relations</b>				
Graphic Design Services	35,000	19,804	56.58%	6,625
Website Maintenance	130,000	32,311	24.85%	107,184
Research Services	110,000	179,589	163.26%	87,828
Communications and Marketing	400,000	170,896	42.72%	290,311
Advertising Expense	330,000	468,962	142.11%	161,831
Direct Mail	10,000	726	7.26%	-
Video Production	31,000	8,913	28.75%	12,342
Photography	11,000	5,857	53.24%	3,701
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	53,713	106.36%	2,461
<b>Total Communications and Public Relations</b>	<b>1,169,000</b>	<b>993,658</b>	<b>85.00%</b>	<b>678,254</b>
<b>Employee Development</b>				
Subscriptions	3,200	1,559	48.72%	1,965
Agency Memberships	51,250	37,287	72.76%	36,127
Continuing Education	10,500	874	8.32%	135
Professional Development	4,000	11,214	280.35%	-
Other Licenses	1,750	248	14.17%	257
Seminars and Conferences	42,500	19,032	44.78%	24,468
Travel	97,000	45,668	47.08%	49,565
<b>Total Employee Development</b>	<b>210,200</b>	<b>115,882</b>	<b>55.13%</b>	<b>112,516</b>
<b>Financing and Banking Fees</b>				
Trustee Fees	30,000	38,188	127.29%	36,789
Bank Fee Expense	6,500	4,532	69.72%	5,290
Continuing Disclosure	10,000	9,812	98.12%	3,500
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>76,386</b>	<b>90.40%</b>	<b>67,034</b>
<b>Total Administrative</b>	<b>2,862,575</b>	<b>2,385,936</b>	<b>83.35%</b>	<b>1,880,406</b>

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending May 31, 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	119,343	77.00%	97,434
GEC-Financial Planning Support	50,000	-	-	750
GEC-Toll Ops Support	20,000	-	-	25,492
GEC-Roadway Ops Support	410,000	500,556	122.09%	442,157
GEC-Technology Support	60,000	2,106	3.51%	19,026
GEC-Public Information Support	-	81,429	-	78,095
GEC-General Support	800,000	961,252	120.16%	721,004
General System Consultant	170,000	249,759	146.92%	85,511
Traffic and Revenue Consultant	95,000	180,555	190.06%	98,136
<b>Total Operations and Maintenance Consulting</b>	<b>1,760,000</b>	<b>2,095,000</b>	<b>119.03%</b>	<b>1,567,603</b>
<b>Roadway Operations and Maintenance</b>				
Roadway Maintenance	5,007,401	2,553,626	51.00%	2,456,847
Landscape Maintenance	2,500	-	-	20
Signal & Illumination Maint	5,000	12,554	251.09%	279,623
Maintenance Supplies-Roadway	5,500	91,020	1654.91%	880
Tools & Equipment Expense	1,000	301	30.12%	381
Gasoline	13,700	13,290	97.01%	7,149
Repair & Maintenance-Vehicles	5,000	3,879	77.59%	2,823
Roadway Operations	-	10,767	-	-
Electricity - Roadways	200,000	133,090	66.55%	136,891
<b>Total Roadway Operations and Maintenance</b>	<b>5,240,101</b>	<b>2,818,528</b>	<b>53.79%</b>	<b>2,884,613</b>
<b>Toll Processing and Collection Expense</b>				
Image Processing	1,563,594	1,840,590	117.72%	1,270,785
Tag Collection Fees	4,100,826	5,967,967	145.53%	3,392,978
Court Enforcement Costs	40,000	28,525	71.31%	12,566
DMV Lookup Fees	1,000	381	38.09%	433
<b>Total Processing and Collection Expense</b>	<b>5,705,420</b>	<b>7,837,463</b>	<b>137.37%</b>	<b>4,676,762</b>

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending May 31, 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%	194
Fire and Burglar Alarm	500	370	74.02%	276
Refuse	1,700	1,255	73.83%	1,251
Telecommunications	120,000	66,928	55.77%	43,971
Water - Irrigation	22,000	4,108	18.67%	12,962
Electricity	2,500	1,391	55.64%	1,863
ETC spare parts expense	20,000	-	-	-
Repair & Maintenance Toll Equip	5,000	-	-	11,928
Law Enforcement	275,000	263,459	95.80%	182,856
ETC Maintenance Contract	1,755,098	1,331,432	75.86%	983,264
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>1,670,690</b>	<b>55.20%</b>	<b>1,312,242</b>
<b>Total Operations and Maintenance</b>	<b>15,731,907</b>	<b>14,421,681</b>	<b>91.67%</b>	<b>10,441,220</b>
<b>Other Expenses</b>				
<b>Special Projects and Contingencies</b>				
HERO	720,000	576,280	80.04%	1,131,890
Special Projects	113,000	-	-	12,027
71 Express Net Revenue Payment	2,280,600	3,048,844	133.69%	165,479
Other Contractual Svcs	150,000	93,655	62.44%	76,061
Contingency	250,000	828	0.33%	10,578
<b>Total Special Projects and Contingencies</b>	<b>3,513,600</b>	<b>3,719,607</b>	<b>105.86%</b>	<b>1,396,035</b>

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending May 31, 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	465,269	120.85%	351,840
Amort Expense - Refund Savings	1,034,000	950,428	91.92%	946,637
Dep Exp- Furniture & Fixtures	2,620	2,396	91.44%	2,260
Dep Expense - Equipment	16,050	15,423	96.09%	14,165
Dep Expense - Autos & Trucks	19,312	18,606	96.35%	10,151
Dep Expense-Buildng & Toll Fac	177,115	162,111	91.53%	162,355
Dep Expense-Highways & Bridges	18,048,333	19,359,487	107.26%	16,065,965
Dep Expense-Communic Equip	196,115	-	-	179,772
Dep Expense-Toll Equipment	2,756,238	2,264,896	82.17%	2,526,551
Dep Expense - Signs	325,900	298,735	91.66%	298,735
Dep Expense-Land Improvemts	884,934	811,190	91.67%	811,190
Depreciation Expense-Computers	13,210	16,340	123.70%	12,605
<b>Total Non Cash Expenses</b>	<b>23,858,827</b>	<b>24,364,881</b>	<b>102.12%</b>	<b>21,382,227</b>
<b>Total Other Expenses</b>	<b>27,372,427</b>	<b>28,084,487</b>	<b>102.60%</b>	<b>22,778,262</b>
<b>Non Operating Expenses</b>				
Bond issuance expense	1,450,000	207,857	14.33%	1,147,665
Interest Expense	38,074,354	29,090,285	76.40%	28,877,930
Community Initiatives	100,000	51,000	51.00%	28,500
<b>Total Non Operating Expenses</b>	<b>39,624,354</b>	<b>29,349,142</b>	<b>74.07%</b>	<b>30,054,095</b>
<b>TOTAL EXPENSES</b>	<b>\$90,540,444</b>	<b>\$78,529,071</b>	<b>86.73%</b>	<b>\$69,156,159</b>
<b>Net Income</b>	<b>(\$7,081,125)</b>	<b>\$21,209,906</b>		<b>19,500,272</b>

**Central Texas Regional Mobility Authority**  
**Balance Sheet**  
**as of May 31, 2018**

	as of 05/31/2018	as of 05/31/2017
<b>ASSETS</b>		
<b>Current Assets</b>		
<b>Cash</b>		
Regions Operating Account	\$ 946,254	\$ 449,930
Cash in TexStar	(248,479)	555,550
Regions Payroll Account	157,641	78,279
<b>Restricted Cash</b>		
Goldman Sachs FSGF 465	146,801,147	173,258,045
Restricted Cash - TexSTAR	137,201,431	195,064,391
Overpayments account	199,910	169,075
<b>Total Cash and Cash Equivalents</b>	<u>285,057,904</u>	<u>369,575,270</u>
<b>Accounts Receivable</b>		
Accounts Receivable	-	14,485
Due From Other Agencies	3,928	-
Due From TTA	442,315	2,361,403
Due From NTTA	642,857	448,367
Due From HCTRA	2,760,733	523,804
Due From TxDOT	690,220	464,309
Interest Receivable	317,339	456,862
<b>Total Receivables</b>	<u>4,857,392</u>	<u>4,269,229</u>
<b>Short Term Investments</b>		
Agencies	114,889,651	141,555,239
<b>Total Short Term Investments</b>	<u>114,889,651</u>	<u>141,555,239</u>
<b>Total Current Assets</b>	<u>404,804,947</u>	<u>515,399,739</u>
<b>Total Construction in Progress</b>	755,741,499	510,913,204
<b>Fixed Assets (Net of Depreciation and Amortization)</b>		
Computer	31,826	27,666
Computer Software	922,245	810,230
Furniture and Fixtures	12,850	15,464
Equipment	20,705	(1,186)
Autos and Trucks	61,737	51,848
Buildings and Toll Facilities	5,128,428	5,305,298
Highways and Bridges	745,160,170	600,569,207
Communication Equipment	-	38,649
Toll Equipment	13,725,099	14,730,144
Signs	10,631,727	10,957,620
Land Improvements	9,812,749	10,697,683
Right of way	88,149,606	87,944,995
Leasehold Improvements	137,572	150,452
<b>Total Fixed Assets</b>	<u>873,794,716</u>	<u>731,298,071</u>
<b>Other Assets</b>		
Intangible Assets-Net	103,566,074	102,402,124
2005 Bond Insurance Costs	4,305,750	4,519,258
Prepaid Insurance	61,679	50,320
Deferred Outflows (pension related)	711,563	780,064
Pension Asset	355,139	202,023
<b>Total Other Assets</b>	<u>109,000,204</u>	<u>107,953,789</u>
<b>Total Assets</b>	<u><u>\$ 2,143,341,366</u></u>	<u><u>\$ 1,865,564,803</u></u>

**Central Texas Regional Mobility Authority**  
**Balance Sheet**  
**as of May 31, 2018**

	as of 05/31/2018	as of 05/31/2017
<b>LIABILITIES</b>		
<b>Current Liabilities</b>		
Accounts Payable	\$ 437,058	\$ (286,163)
Construction Payable	2,397,000	271,039
Overpayments	202,715	171,620
Interest Payable	21,614,552	21,732,703
Deferred Compensation Payable	142	(1)
TCDRS Payable	57,112	54,677
Medical Reimbursement Payable	-	1,735
Due to other Agencies	2,016,118	-
Due to TTA	1,034,390	-
Due to NTTA	58,966	-
Due to HCTRA	144,815	-
Due to Other Entities	3,051,405	6,435,314
71E TxDOT Obligation - ST	960,164	-
<b>Total Current Liabilities</b>	31,974,437	28,380,924
<b>Long Term Liabilities</b>		
Compensated Absences	182,441	138,927
Deferred Inflows (pension related)	286,449	172,017
<b>Long Term Payables</b>	468,891	310,944
<b>Bonds Payable</b>		
<b>Senior Lien Revenue Bonds:</b>		
Senior Lien Revenue Bonds 2010	73,161,491	68,521,596
Senior Lien Revenue Bonds 2011	15,345,001	14,361,514
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	8,257,828	10,193,350
Sn Lien Revenue Bnd Prem 2015	20,877,057	22,073,562
Sn Lien Put Bnd Prem 2015	3,881,433	5,744,736
Senior lien premium 2016 revenue bonds	52,057,655	56,377,904
<b>Total Senior Lien Revenue Bonds</b>	1,039,070,465	1,047,060,663
<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	1,872,638	2,365,697
Sub Refunding 2016 Prem/Disc	9,227,231	10,170,444
<b>Total Sub Lien Revenue Bonds</b>	185,934,869	188,756,141
<b>Other Obligations</b>		
TIFIA note 2015	51,842,830	52,580
SIB loan 2015	31,648,291	30,454,758
State Highway Fund Loan 2015	31,648,321	30,454,758
State 45SW Loan	22,080,000	-
2013 American Bank Loan	-	3,570,000
71E TxDOT Obligation - LT	65,000,000	165,479
Regions 2017 MoPAC Note	17,000,000	-
<b>Total Other Obligations</b>	219,219,441	64,697,575
<b>Total Long Term Liabilities</b>	1,444,693,666	1,300,825,323
<b>Total Liabilities</b>	<u>1,476,668,103</u>	<u>1,329,206,247</u>
<b>NET ASSETS</b>		
Contributed Capital	136,725,550	40,347,060
Net Assets Beginning	508,907,391	476,432,916
Current Year Operations	21,040,322	19,578,580
<b>Total Net Assets</b>	<u>666,673,263</u>	<u>536,358,556</u>
<b>Total Liabilities and Net Assets</b>	<u>\$ 2,143,341,366</u>	<u>\$ 1,865,564,803</u>

**Central Texas Regional Mobility Authority**  
**Statement of Cash Flow**  
**as of May 31, 2018**

**Cash flows from operating activities:**

Receipts from toll fees	\$	80,901,305
Receipts from other fees		1,350
Receipts from interest income		8,190
Payments to vendors		(21,014,934)
Payments to employees		(4,287,215)
Net cash flows provided by (used in) operating activities		55,608,696

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

Proceeds from notes payable		90,870,299
Receipts from Department of Transportation		29,164,458
Payments on principal		(8,370,000)
Interest payments		(50,768,289)
Acquisition of capital assets		(29,886)
Acquisitions of construction in progress		(215,566,414)
Net cash flows provided by (used in) capital and related financing activities		(154,699,831)

**Cash flows from investing activities:**

Interest income		2,247,926
Purchase of investments		(174,802,482)
Proceeds from sale or maturity of investments		217,989,872
Net cash flows provided by (used in) investing activities		45,435,316
Net increase (decrease) in cash and cash equivalents		(53,655,820)
Cash and cash equivalents at beginning of period		201,260,772
Cash and cash equivalents at end of period	\$	147,604,952

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

Operating income	\$	33,424,767
Adjustments to reconcile change in net assets to net cash provided by operating activities:		
Depreciation and amortization		23,414,453
Changes in assets and liabilities:		
(Increase) decrease in accounts receivable		(737,688)
(Increase) decrease in prepaid expenses and other assets		(23,679)
(Decrease) increase in accounts payable		428,029
Increase (decrease) in accrued expenses		(897,186)
Total adjustments		22,183,928
Net cash flows provided by (used in) operating activities	\$	55,608,696

**Reconciliation of cash and cash equivalents:**

Unrestricted cash and cash equivalents	\$	803,806
Restricted cash and cash equivalents		146,801,147
Total	\$	147,604,952

**INVESTMENTS by FUND**

		Balance May 31, 2018	
Renewal & Replacement Fund			
TexSTAR	512,041.53		TexSTAR 135,430,028.65
Goldman Sachs	190,797.46		Goldman Sachs 142,394,544.26
Agencies		702,838.99	Agencies & Treasury Notes 114,889,650.32
Grant Fund			\$ 392,714,223.23
TexSTAR	9,214,695.96		
Goldman Sachs	480,774.19		
Agencies		9,695,470.15	
Senior Debt Service Reserve Fund			
TexSTAR	5,763,192.21		
Goldman Sachs	208,196.18		
Agencies	74,921,965.17	80,893,353.56	
2010 Senior Lien DSF			
Goldman Sachs	752,298.64		
TexSTAR		752,298.64	
2011 Debt Service Acct			
Goldman Sachs	759,954.21	759,954.21	
2013 Sr Debt Service Acct			
Goldman Sachs	4,376,860.26	4,376,860.26	
2013 Sub Debt Service Account			
Goldman Sachs	2,538,606.58	2,538,606.58	
2015 Sr Capitalized Interest			
Goldman Sachs	3,822.31	46,483,038.66	
TexSTAR	46,479,216.35		
2015A Debt Service Account			
Goldman Sachs	3.30	3.30	
2015B Debt Service Account			
Goldman Sachs	1,436,594.55	1,436,594.55	
2016 Sr Lien Rev Refunding Debt Service Account			
Goldman Sachs	7,769,552.10	7,769,552.10	
2016 Sub Lien Rev Refunding Debt Service Account			
Goldman Sachs	1,570,384.57	6,570,384.57	
Agencies	5,000,000.00		
2016 Sub Lein Rev Refunding DSR			
Goldman Sachs	1,698,546.05	1,698,546.05	
Operating Fund			
TexSTAR	251,521.22		
TexSTAR-Trustee	393,469.32		
Goldman Sachs	-	644,990.54	
Revenue Fund			
Goldman Sachs	3,465,492.77	3,465,492.77	
General Fund			
TexSTAR	25,419,220.01		
Goldman Sachs	37,204,554.15		
2013 Sub Debt Service Reserve Fund			
TexSTAR	5,083,657.08		
Goldman Sachs	3,513,861.14		
Agencies		8,597,518.22	
71E Revenue Fund			
Goldman Sachs	3,176,287.32	3,176,287.32	
MoPac Revenue Fund			
Goldman Sachs	41,659.15	41,659.15	
MoPac Construction Fund			
Goldman Sachs	17,781,664.99	17,781,664.99	
MoPac General Fund			
Goldman Sachs	538.35		
MoPac Operating Fund			
Goldman Sachs	228,124.26		
MoPac Loan Repayment Fund			
Goldman Sachs	48,325.18		
2015B Project Account			
Goldman Sachs	13,041,045.35		
Agencies	20,028,242.29	40,743,000.80	
TexSTAR	7,673,713.16		
2015A Project Account			
TexSTAR			
Goldman Sachs	0.00	0.00	
2015 TIFIA Project Account			
Goldman Sachs	36,611,540.88		
Agencies	14,939,442.86	51,550,983.74	
2015 State Highway Fund Project Account			
TexSTAR	0.00		
Goldman Sachs	0.00	0.00	
2015 SIB Project Account			
TexSTAR	14,174,965.42		
Goldman Sachs	933,266.90	15,108,232.32	
2011 Sr Financial Assistance Fund			
Goldman Sachs	4.13	20,464,340.52	
TexSTAR	20,464,336.39		
45SW Project Fund			
Goldman Sachs	3,698,438.32	3,698,438.32	
45SW Trust Account Travis County			
Goldman Sachs	863,350.97	863,350.97	
		<u>\$ 329,813,461.28</u>	



**CTRMA INVESTMENT REPORT**

	Month Ending 05/31/18					Rate May	
	Balance 5/1/2018	Additions	Discount Amortization	Accrued Interest	Withdrawals		Balance 5/31/2018
<b>Amount in Trustee TexStar</b>							
2011 Sr Lien Financial Assist Fund	20,434,384.07			29,952.32		20,464,336.39	1.7258%
2013 Sub Lien Debt Service Reserve General Fund	5,076,216.47 25,382,015.53			7,440.61 37,204.48		5,083,657.08 25,419,220.01	1.7258% 1.7258%
Trustee Operating Fund	992,317.96	1,600,024.69		1,126.67	2,200,000.00	393,469.32	1.7258%
Renewal and Replacement Grant Fund	511,292.09 9,201,209.01			749.44 13,486.95		512,041.53 9,214,695.96	1.7258% 1.7258%
Senior Lien Debt Service Reserve Fund	10,753,142.50			10,049.71	5,000,000.00	5,763,192.21	1.7258%
2015A Sr Ln Project Cap Interest	46,411,187.71			68,028.64		46,479,216.35	1.7258%
2015B Sr Ln Project	7,662,481.63			11,231.53		7,673,713.16	1.7258%
2015D State Highway Fund Project Acct	4,053,872.56			0.00	4,053,872.56	0.00	1.7258%
2015E SIB Project Account	19,153,571.69			21,393.73	5,000,000.00	14,174,965.42	1.7258%
	<b>149,631,691.22</b>	<b>1,600,024.69</b>		<b>200,664.08</b>	<b>16,253,872.56</b>	<b>135,178,507.43</b>	
<b>Amount in TexStar Operating Fund</b>	<b>410,932.72</b>	<b>2,200,000.00</b>		<b>588.50</b>	<b>2,360,000.00</b>	<b>251,521.22</b>	<b>1.7258%</b>
<b>Goldman Sachs</b>							
Operating Fund	0.00	1,600,000.00		24.69	1,600,024.69	0.00	1.630%
45SW Trust Account Travis County	863,130.41			1,125.06	904.50	863,350.97	1.630%
45SW Project Fund	6,617,518.81			11,847.40	2,930,927.89	3,698,438.32	1.630%
2015A Project Account	877.79			1.14	878.93	0.00	1.630%
2015B Project Account	22,954,408.79	62,500.00		29,921.18	10,005,784.62	13,041,045.35	1.630%
2015D State Highway Fund Project Acct	918,702.89	4,053,872.56		1,013.43	4,973,588.88	0.00	1.630%
2015C TIFIA Project Account	51,492,686.52	93,750.00		33,781.28	15,008,676.92	36,611,540.88	1.630%
2015E SIB Project Account	783,246.42	5,000,000.00		1,041.50	4,851,021.02	933,266.90	1.630%
2011 Sr Financial Assistance Fund	4.12			0.01		4.13	1.630%
2010 Senior DSF	601,635.51	149,976.11		687.02		752,298.64	1.630%
2011 Senior Lien Debt Service Acct	758,964.92			989.29		759,954.21	1.630%
2013 Senior Lien Debt Service Acct	3,503,838.81	869,017.46		4,003.99		4,376,860.26	1.630%
2013 Subordinate Debt Service Acct	2,031,598.90	504,686.61		2,321.07		2,538,606.58	1.630%
2015 Sr Capitalized Interest	3,817.33			4.98		3,822.31	1.630%
2015A Debt Service Acct	3.30					3.30	1.630%
2015B Debt Service Acct	1,149,410.13	285,871.46		1,312.96		1,436,594.55	1.630%
2016 Sr Lien Rev Refunding Debt Service Account	6,785,850.48	975,488.63		8,212.99		7,769,552.10	1.630%
2016 Sub Lien Rev Refunding Debt Service Account	1,256,637.92	312,311.05		1,435.60		1,570,384.57	1.630%
2016 Sub Lein Rev Refunding DSR	1,696,334.93			2,211.12		1,698,546.05	1.630%
Grant Fund	480,148.33			625.86		480,774.19	1.630%
Renewal and Replacement	190,549.08			248.38		190,797.46	1.630%
Revenue Fund	5,369,620.50	8,853,125.22		6,589.70	10,763,842.65	3,465,492.77	1.630%
General Fund	33,343,581.37	4,250,486.94		40,706.21	430,220.37	37,204,554.15	1.630%
Senior Lien Debt Service Reserve Fund	5,201,423.29	5,000,000.00		6,772.89	10,000,000.00	208,196.18	1.630%
71E Revenue Fund	2,413,943.17	792,537.58		2,806.57	33,000.00	3,176,287.32	1.630%
2013 Sub Debt Service Reserve Fund	3,509,286.89			4,574.25		3,513,861.14	1.630%
MoPac Revenue Fund	65,170.68	250,039.03		93.21	273,643.77	41,659.15	1.630%
MoPac General Fund	48,737.63			111.69	48,310.97	538.35	1.630%
MoPac Operating Fund	198,443.43	273,643.77		242.67	244,205.61	228,124.26	1.630%
MoPac Loan Repayment Fund	46,345.72	48,310.97		14.21	46,345.72	48,325.18	1.630%
MoPac Managed Lane Construction Fund	18,724,846.02			26,164.53	969,345.56	17,781,664.99	1.630%
	<b>171,010,764.09</b>	<b>33,375,617.39</b>	<b>0.00</b>	<b>188,884.88</b>	<b>62,180,722.10</b>	<b>142,394,544.26</b>	
<b>Amount in Fed Agencies and Treasuries</b>							
Amortized Principal	79,981,896.36	34,882,250.00	25,503.96			114,889,650.32	
	79,981,896.36	34,882,250.00	25,503.96	0.00	0.00	114,889,650.32	
<b>Certificates of Deposit</b>							
<b>Total in Pools</b>	150,042,623.94	3,800,024.69		201,252.58	18,613,872.56	135,430,028.65	
<b>Total in GS FSGF</b>	171,010,764.09	33,375,617.39		188,884.88	62,180,722.10	142,394,544.26	
<b>Total in Fed Agencies and Treasuries</b>	79,981,896.36	34,882,250.00	25,503.96		0.00	114,889,650.32	
<b>Total Invested</b>	<b>401,035,284.39</b>	<b>72,057,892.08</b>	<b>25,503.96</b>	<b>390,137.46</b>	<b>80,794,594.66</b>	<b>392,714,223.23</b>	

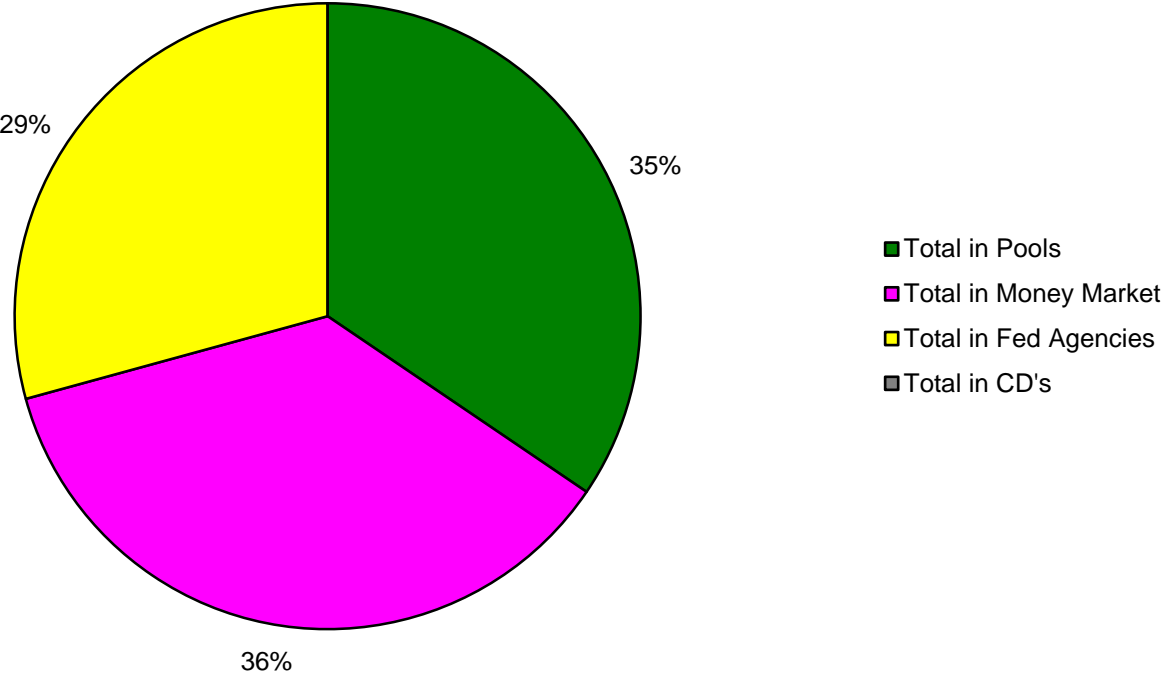
All Investments in the portfolio are in compliance with the CTRMA's Investment policy and the relevant provisions of the Public Funds Investment Act Chapter 2256.023

William Chapman, CFO

Mary Temple, Controller

5/31/2018

# Allocation of Funds



Amount of Investments As of May 31, 2018

Agency	CUSIP #	COST	Book Value	Market Value	Yield to Maturity	Purchased	Matures	FUND
Federal Home loan Bank	313378QK0	10,253,642.07	10,068,613.72	9,952,280.00	1.0369%	2/8/2016	3/8/2019	2015B Sr Project
US Treasury Note	919828A34	9,952,900.00	9,959,628.57	9,957,812.50	2.0748%	5/2/2018	11/30/2018	2015B Sr Project
Federal Home loan Bank	3130A8BD4	24,907,000.00	24,992,846.15	24,980,925.00	1.2288%	6/7/2017	6/29/2018	Senior DSRF
Fannie Mae	3135G0G72	19,946,880.00	19,979,342.23	19,890,660.00	1.3401%	9/15/2017	12/14/2018	Senior DSRF
Federal Home loan Bank	3130ABJD9	4,995,000.00	5,000,000.00	4,999,600.00	1.2265%	6/7/2017	6/5/2018	2016 Sub DSRF
US Treasury Note	912828C65	19,929,687.50	19,949,776.79	19,898,437.60	1.9260%	1/25/2018	3/31/2019	Senior DSRF
Farmer Mac	3132X0W64	10,000,000.00	10,000,000.00	10,005,600.00	2.3297%	5/8/2018	5/8/2019	Senior DSRF
US Treasury Note	912828A34	14,929,350.00	14,939,442.86	14,936,718.75	2.0708%	5/2/2018	11/30/2018	2015C TIFIA Project
		<u>114,914,459.57</u>	<u>114,889,650.32</u>	<u>114,622,033.85</u>				

Agency	CUSIP #	COST	Cumulative Amortization	5/31/2018		Interest Income		
				Book Value	Maturity Value	May 31, 2018		
						Accrued Interest	Amortization	Interest Earned
Federal Home loan Bank	313378QK0	10,253,642.07	185,028.35	10,068,613.72	10,000,000.00	15,625.00	(6,861.37)	8,763.63
US Treasury Note	919828A34	9,952,900.00	(6,728.57)	9,959,628.57	10,000,000.00	-	6,728.57	6,728.57
Federal Home loan Bank	3130A8BD4	24,907,000.00	(85,846.15)	24,992,846.15	25,000,000.00	18,229.17	7,153.80	25,382.97
Fannie Mae	3135G0G72	19,946,880.00	(32,462.23)	19,979,342.23	20,000,000.00	18,750.00	2,951.11	21,701.11
Federal Home loan Bank	3130ABJD9	4,995,000.00	(5,000.00)	5,000,000.00	5,000,000.00	4,687.50	416.67	5,104.17
US Treasury Note	912828C65	19,929,687.50	(20,089.29)	19,949,776.79	20,000,000.00	29,017.86	5,022.32	34,040.18
Farmer Mac	3132X0W64	10,000,000.00	-	10,000,000.00	10,000,000.00	-	-	-
US Treasury Note	912828A34	14,929,350.00	(10,092.86)	14,939,442.86	15,000,000.00	-	10,092.86	10,092.86
		<u>114,914,459.57</u>	<u>24,809.25</u>	<u>114,889,650.32</u>	<u>115,000,000.00</u>	<u>86,309.53</u>	<u>25,503.96</u>	<u>111,813.49</u>

**Travis County Escrow Fund - Elroy Road**

	<b>Balance</b>		<b>Accrued</b>		<b>Balance</b>
	<b>5/1/2018</b>	<b>Additions</b>	<b>Interest</b>	<b>Withdrawals</b>	<b>5/31/2018</b>
Goldman Sachs	-	2,397,000.00	-	6,691.23	2,390,308.77

**Campo Regional Infrastructure Fund**

	<b>Balance</b>		<b>Accrued</b>		<b>Balance</b>
	<b>5/1/2018</b>	<b>Additions</b>	<b>Interest</b>	<b>Withdrawals</b>	<b>5/31/2018</b>
Goldman Sachs	2,012,981.93	-	2,623.76	-	2,015,605.69

**183S Utility Custody Deposit**

	<b>Balance</b>		<b>Accrued</b>		<b>Balance</b>
	<b>5/1/2018</b>	<b>Additions</b>	<b>Interest</b>	<b>Withdrawals</b>	<b>5/31/2018</b>
Goldman Sachs	185,590.70	-	241.49	185,144.30	687.89
TexStar	2,019,962.38	-	2,960.81	-	2,022,923.19



**183 South Design-Build Project**  
**Contingency Status**  
 May 30, 2018



**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	\$9,230,000	
Potential Contractual Obligations	\$10,610,000	

<b>(-) Total Obligations</b>	<b>\$22,497,214</b>
------------------------------	---------------------

<b>Remaining Project Contingency</b>	<b>\$25,362,786</b>
--------------------------------------	---------------------



**SH 45SW Construction**  
**Contingency Status**  
 May 31, 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	\$ -
	CO #14 Driveway Revision and Spot Mowing	\$ -
	Executed Change Orders	<b>\$ 1,377,924</b>
Change Orders in Negotiations	\$ -	
Potential Contractual Obligations	<b>\$ 2,072,604</b>	
<b>(-) Total Obligations</b>		<b>\$ 3,450,528</b>
<b>Remaining Project Contingency</b>		<b>\$ 4,069,472</b>



**MOPAC Construction**  
**Financial Status**  
 May 31, 2018



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

<b>Change Orders</b>	CO#01B	5th & Cesar Chavez SB Reconfig (Construction)	\$593,031
	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
	CO#42	NB04, NB08, and Westminster Wall Revisions	(\$402,964)
		Total of Others Less than \$300,000 (21)	\$1,572,258

Approved = \$11.7M

**Executed Change Orders \$ 15,530,938**

**Revised Construction Contract Value \$ 152,163,038**

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

**Potential Construction Contract Value \$ 157,464,087**

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

**Potential Construction Contract Value with Incentive/Milestone \$ 178,964,087**

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

**Amount paid CH2M through January 2018 draw (as of 05/31/2018) \$ (119,755,351)**

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

**Potential Amount Payable to CH2M \$ 22,383,526**



## Monthly Newsletter - May 2018

### Performance

#### As of May 31, 2018

Current Invested Balance	\$6,489,773,533.02
Weighted Average Maturity (1)	29 Days
Weighted Average Maturity (2)	103 Days
Net Asset Value	0.999953
Total Number of Participants	868
Management Fee on Invested Balance	0.06%*
Interest Distributed	\$9,684,084.79
Management Fee Collected	\$325,365.48
% of Portfolio Invested Beyond 1 Year	9.88%
Standard & Poor's Current Rating	AAAm

#### May Averages

Average Invested Balance	\$6,384,611,383.18
Average Monthly Yield, on a simple basis	1.7258%
Average Weighted Average Maturity (1)*	29 Days
Average Weighted Average Maturity (2)*	106 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 May:

- ★ Baytown Area Water Authority
- ★ City of Colleyville
- ★ Harris Brazoria County MUD 509
- ★ Harris County MUD 530
- ★ Fulshear County MUD 1
- ★ Fulshear County MUD 3A
- ★ West Ranch Management District

### Holiday Reminder

In observance of **Independence Day, TexSTAR will be closed on Wednesday, July 4, 2018.** All ACH transactions initiated on Tuesday, July 3rd will settle on Thursday, July 5th. 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

Geopolitical headline risks were a major theme in May. Trade tensions between Washington and Beijing persisted, as the U.S. and China appeared to be making progress towards a compromise but struggled to reach an agreement. Tariffs on \$50 billion of goods and other sanctions on China were announced by month end. The steel/aluminum tariff exemptions granted in March to the European Union, Canada and Mexico were allowed to expire and prompted retaliation. The U.S. also withdrew from the Iranian nuclear deal, which could stir up further instability in the Middle East. Oil prices rose to a four year high due to fears that the U.S. pulling out of the Iranian nuclear deal could further exacerbate supply, but ended the month lower, on the back of comments from OPEC-Russia officials suggesting an easing up of the production limits in response to the potential supply shock.

Government spending is expected to contribute positively to growth in 2018 as the budget deficit is forecasted to rise along with Treasury issuance. The combination of tax reform and the spending bill will create a significant boost to growth both this year and 2019 which could be upwards of 0.5%. On the monetary policy front, minutes from the Federal Reserve (Fed) meeting were construed as dovish as the language on inflation suggested that committee members were comfortable with inflation overshooting the 2% target temporarily. Nonetheless, a rate hike at the June Federal Open Market Committee (FOMC) meeting is widely expected. We expect the Fed under Jerome Powell's leadership to 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 three to four times in 2018 given our view that the U.S. unemployment rate will trend further below estimates of 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.

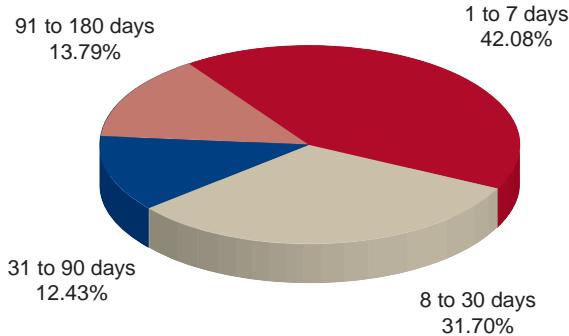
This information is an excerpt from an economic report dated May 2018 provided to TexSTAR by JP Morgan Asset Management, Inc., the investment manager of the TexSTAR pool.

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

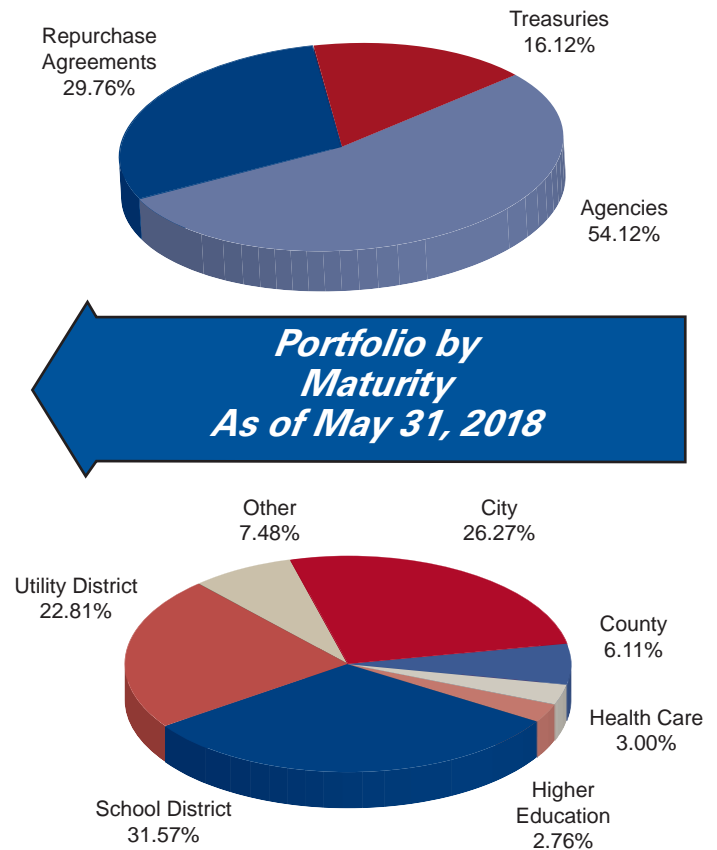


# Information at a Glance

**Portfolio by  
Type of Investment  
As of May 31, 2018**



**Distribution of  
Participants by Type  
As of May 31, 2018**



## Historical Program Information

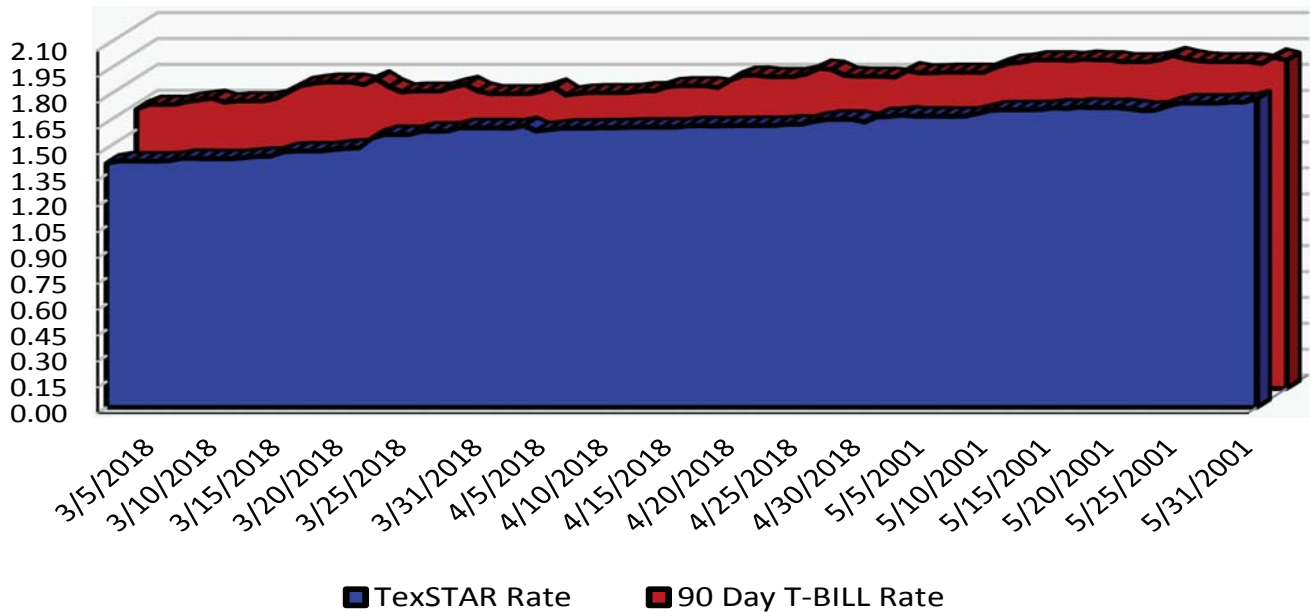
Month	Average Rate	Book Value	Market Value	Net Asset Value	WAM (1)*	WAM (2)*	Number of Participants
May 18	1.7258%	\$6,489,773,533.02	\$6,489,474,005.73	0.999953	29	106	868
Apr 18	1.6304%	6,358,425,417.53	6,358,101,312.82	0.999949	18	99	861
Mar 18	1.4995%	6,461,363,510.56	6,460,804,379.93	0.999892	28	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

## Portfolio Asset Summary as of May 31, 2018

	Book Value	Market Value
Uninvested Balance	\$ 153.01	\$ 153.01
Accrual of Interest Income	3,690,901.88	3,690,901.88
Interest and Management Fees Payable	(9,737,470.89)	(9,737,470.89)
Payable for Investment Purchased	0.00	0.00
Repurchase Agreement	1,933,063,999.61	1,933,063,999.61
Government Securities	4,562,755,949.41	4,562,456,422.12
<b>Total</b>	<b>\$ 6,489,773,533.02</b>	<b>\$ 6,489,474,005.73</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 May 2018

Date	Mny Mkt Fund Equiv. [SEC Std.]	Daily Allocation Factor	TexSTAR Invested Balance	Market Value Per Share	WAM Days (1)*	WAM Days (2)*
5/1/2018	1.6819%	0.000046080	\$6,443,229,783.56	0.999941	22	103
5/2/2018	1.6852%	0.000046170	\$6,402,973,762.93	0.999940	25	104
5/3/2018	1.6917%	0.000046349	\$6,370,271,258.53	0.999942	26	107
5/4/2018	1.6862%	0.000046197	\$6,366,611,504.26	0.999950	26	105
5/5/2018	1.6862%	0.000046197	\$6,366,611,504.26	0.999950	26	105
5/6/2018	1.6862%	0.000046197	\$6,366,611,504.26	0.999950	26	105
5/7/2018	1.6856%	0.000046181	\$6,332,991,224.23	0.999946	28	105
5/8/2018	1.6870%	0.000046220	\$6,350,245,598.93	0.999947	27	104
5/9/2018	1.7025%	0.000046645	\$6,340,570,602.45	0.999943	31	108
5/10/2018	1.7201%	0.000047127	\$6,332,831,471.91	0.999952	32	111
5/11/2018	1.7232%	0.000047212	\$6,367,799,231.56	0.999946	31	108
5/12/2018	1.7232%	0.000047212	\$6,367,799,231.56	0.999946	31	108
5/13/2018	1.7232%	0.000047212	\$6,367,799,231.56	0.999946	31	108
5/14/2018	1.7253%	0.000047268	\$6,340,588,805.00	0.999944	30	108
5/15/2018	1.7342%	0.000047513	\$6,364,293,756.11	0.999939	30	106
5/16/2018	1.7303%	0.000047405	\$6,400,701,128.51	0.999937	32	108
5/17/2018	1.7393%	0.000047651	\$6,453,609,740.49	0.999937	31	107
5/18/2018	1.7355%	0.000047548	\$6,390,982,545.61	0.999936	31	107
5/19/2018	1.7355%	0.000047548	\$6,390,982,545.61	0.999936	31	107
5/20/2018	1.7355%	0.000047548	\$6,390,982,545.61	0.999936	31	107
5/21/2018	1.7286%	0.000047359	\$6,444,501,086.35	0.999934	30	105
5/22/2018	1.7183%	0.000047078	\$6,417,885,065.96	0.999936	30	105
5/23/2018	1.7208%	0.000047144	\$6,404,544,300.27	0.999935	29	104
5/24/2018	1.7455%	0.000047822	\$6,434,238,134.54	0.999942	32	111
5/25/2018	1.7619%	0.000048270	\$6,362,939,946.10	0.999943	30	106
5/26/2018	1.7619%	0.000048270	\$6,362,939,946.10	0.999943	30	106
5/27/2018	1.7619%	0.000048270	\$6,362,939,946.10	0.999943	30	106
5/28/2018	1.7619%	0.000048270	\$6,362,939,946.10	0.999943	30	106
5/29/2018	1.7687%	0.000048458	\$6,353,210,280.87	0.999952	30	106
5/30/2018	1.7674%	0.000048421	\$6,418,553,716.17	0.999951	30	105
5/31/2018	1.7863%	0.000048940	\$6,489,773,533.02	0.999953	29	103
Average	1.7258%	0.000047283	\$6,384,611,383.18		29	106

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)



**J.P.Morgan**  
Asset Management



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

June 27, 2018  
**AGENDA ITEM #5**

---

Discuss and consider adoption of the  
2018 Strategic Plan

Strategic Plan Relevance: Regional Mobility/Economic Vitality/ Sustainability  
Department: Executive/Communications  
Contact: Jori Hayter, Communications Manager  
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 improve greater mobility in central Texas.

The Board discussed the draft 2018 Strategic Plan as a part of a staff presentation during the workshop portion of the May meeting. Subsequently, we received comments and incorporated them into the revised draft 2018 Strategic Plan (redline version).

Staff requests Board approval of the draft resolution, which approves and adopts the 2018 2018 Strategic Plan. The 2016 Strategic Plan is included in the backup for reference.

Backup Provided: Draft resolution  
Draft 2018 Strategic Plan (redline version)  
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, the Central Texas Regional Mobility Authority (“CTRMA”) was created pursuant to the request of Travis and Williamson Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, *et. seq.* (the “RMA Rules”); and

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 Board held a Workshop & Policy Discussion at the May 30, 2018 Board Meeting to discuss and provide comments on the proposed 2018 Strategic Plan and FY 2019 Operating Budget; and

WHEREAS, the Executive Director has incorporated the Board Member’s comments into the proposed 2018 Mobility Authority Strategic Plan, a copy of which is attached hereto as Exhibit A.

NOW THEREFORE, BE IT RESOLVED that the 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 27<sup>th</sup> day of June 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.**

**THE MOBILITY AUTHORITY AT ITS CORE**

**Core Purpose**

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

Formatted: Underline, Font color: Red

Formatted: Underline, Font color: Red

**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 of our users by acting as environmental stewards and supporting our community.*

Formatted: Underline, Font color: Red

Formatted: Font color: Red

***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 transportation network that adds value to the community and provides our customers with the reliable transportation choices that enhance quality of life.

Formatted: Underline, Font color: Red

**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, environmental community, neighborhoods and partner agencies to responsibly develop mobility solutions critical to our region's continued economic vitality.

Formatted: Underline, Font color: Red

**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 Invest in 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.

Formatted: Underline, Font color: Red

Formatted: Font color: Red



**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 support 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.

Formatted: Underline, Font color: Red

## 4. GOAL

### Explore and Invest in 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.

Formatted: Underline, Font color: Red

Formatted: Font color: Red

**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**

- Provide exemplary customer service for drivers on our open facilities.
- 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.

## 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.

Formatted: Strikethrough

#### 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.

Formatted: Strikethrough

## 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**

June 27, 2018  
**AGENDA ITEM #6**

---

Discuss and consider adoption of the  
2019 Operating Budget

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

**Summary:**

An update of the proposed FY 2019 Operating budget will be made at the Board meeting.

Major assumptions used in the development of this budget:

- ✓ No toll rate increased assumed - rate adjustment, if any, will be brought to the Board for consideration in the fall
- ✓ No adjustments to revenue for Veterans discount
- ✓ No adjustment to revenue or expense for potential fee cap
- ✓ New road openings, and corresponding revenue, would not occur until either after the end of FY 2019 or would have minimal impact on this budget

Changes to the numbers as presented in the Draft budget at the May 30, 2018 Board meeting include:

- Revised revenue forecast - increased by \$1M (pages 4, 7)
  - Based on better information with May revenues
- Operations - Adjusted Image Processing - increased by \$1.7M (pages 10, 30)
  - Based on better information with May revenues and transactions
- Fiscal year 2018 year-end cash revised upward to reflect unrestricted cash as of June 1, 2018



- Finance - Increase to the 71E estimated net revenue payment to TxDOT
  - Based on better information with May 71E revenues and expenses
- Operations - Added \$300,000 (Kapsch) General System Consultant for the Pay By Mail back office system implementation (pages 9, 30)
  - Based on pricing submitted by consultant
- Operations - Increased ETC Development by \$200,000 for possible system integrator procurement support (pages 10, 31)
  - Anticipated procurement during FY 2019
- Legal - Increase Legal procurement support \$50,000 (pages 8, 41)
  - Anticipated legal review of several FY 2019 possible procurements
- Finance - Added funding for Software Licenses (pages 8, 20)
  - Financial software upgrade \$20,000, current version no longer supported
- Operations - Added software and hardware components to support Roadway User Information and Education initiatives \$1.1M (pages 4, 50)
  - Inadvertently omitted from prior versions by staff
- Administration - Added Technology Task Force for \$650,000 (pages 10, 17)
  - New line item

Backup Provided:      Draft Resolution

FY 2019 Proposed Operating Budget to be provided at Board meeting

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

**RESOLUTION NO. 18-0XX**

**APPROVING THE BUDGET FOR FISCAL YEAR 2019**

WHEREAS, the Central Texas Regional Mobility Authority (“CTRMA”) was created pursuant to the request of Travis and Williamson Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, *et. seq.* (the “RMA Rules”); and

WHEREAS, prudent management and fiscal oversight are overriding objectives of the CTRMA Board of Directors; and

WHEREAS, during the course of the year, CTRMA intends to issue one or more series of revenue bonds for the development of additional projects and to issue refunding bonds as market opportunities arise; and

WHEREAS, it is necessary and desirable to develop and adopt a budget for CTRMA operations for each fiscal year; and

WHEREAS, the Executive Director and staff have developed and recommend that the Board of Directors approve the budget for fiscal year 2018-2019 (“FY 2019”) attached as Exhibit A.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors approves the FY 2019 Budget attached as Exhibit A; and

BE IT FURTHER RESOLVED that the FY 2019 Budget may be amended from time-to-time by approval of the Board of Directors; and

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is hereby authorized to issue letter agreements committing funds from the Engineering, Operations, and Maintenance Budgets for non-project related general engineering services, provided such commitments do not exceed the amounts set forth in the FY 2019 Budget; and

BE IT FURTHER RESOLVED that the Executive Director is directed to provide a copy of this resolution with the attached FY 2019 Budget to Commissioners Courts for Williamson and Travis Counties; and

BE IT FURTHER RESOLVED that, by copy of this resolution, CTRMA hereby provides notice to the Commissioners Courts of Travis County, Texas and Williamson County, Texas of contemplated revenue bond issuances as required by Section 370.261, Texas Transportation Code.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27<sup>th</sup> day of June 2018.

Submitted and reviewed by:

Approved:

---

Geoffrey Petrov, General Counsel

---

Ray A. Wilkerson  
Chairman, Board of Directors

**Exhibit A**

**(To be provided at the June 27, 2018 Board Meeting)**



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

June 27, 2018  
**AGENDA ITEM #7**

---

Award a contract for construction engineering  
and inspection services for the Manor  
Expressway (290E) Phase III Project

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

Summary:

The Board authorized staff to proceed with procurement efforts for construction engineering and inspection services at the September 2017 Board meeting. A procurement timeline is provided below:

September 6, 2017	Board Authorized Procurement
October 13, 2017	Issued Request for Qualifications
November 13, 2017	Qualification Statements Due
May 14, 2018	Consultant Interviews

An overview of the process, scoring, and recommendation will be presented at the Board meeting. Staff requests Board consideration and approval of a resolution that awards a contract and authorizes staff to negotiate a contract with the recommended firm. 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**

**AWARD A CONTRACT FOR CONSTRUCTION ENGINEERING  
AND INSPECTION SERVICES FOR THE  
MANOR EXPRESSWAY (290E) PHASE III PROJECT**

WHEREAS, by Resolution No. 17-047, dated September 7, 2017, the Board authorized and directed the Executive Director to initiate the procurement of construction engineering and inspection services for the Manor Expressway (290E) Phase III Project (“Project”); and

WHEREAS, on October 13, 2017, consistent with Mobility Authority procurement policies, the Mobility Authority issued a Request for Qualifications to firms interested in providing construction engineering and inspection services for the Project (“RFQ”); and

WHEREAS, the Mobility Authority received six responses to the RFQ by the November 13, 2017 deadline; and

WHEREAS, in accordance with the terms of the RFQ, the Mobility Authority evaluated the responses and then conducted interviews with a shortlist comprised of three of the six eligible firms on May 14, 2018; and

WHEREAS, based on the evaluation and selection criteria set forth in the RFQ, the Executive Director recommends the selection of \_\_\_\_\_.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors hereby awards a professional services contract to provide construction engineering and inspection services for the Manor Expressway (290E) Phase III Project to \_\_\_\_\_; and

BE IT FURTHER RESOLVED, that the Board authorizes the Executive Director to negotiate on behalf of the Mobility Authority the contract awarded to \_\_\_\_\_ consistent with \_\_\_\_\_ response to the RFQ, the Mobility Authority’s Procurement Policies, and as the Executive Director further determines is in the best interest of the Mobility Authority.

BE IT FURTHER RESOLVED that once an agreement is reached the Executive Director shall present that proposed contract to the Board for its approval.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27<sup>th</sup> day of June 2018.

Submitted and reviewed by:

Approved:

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

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



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

June 27, 2018  
**AGENDA ITEM #8**

---

Consider and take appropriate action on a resolution in support of the Kramer Station relocation by Capital Metro and authorization for negotiation of possible financial and development support

Strategic Plan Relevance: Regional Mobility  
Department: Engineering  
Contact: Jeffrey Dailey, Deputy Executive Director  
Associated Costs: TBD  
Funding Source: Project Funds  
Action Requested: Consider and take appropriate action on draft resolution.

Summary:

Capital Metropolitan Transportation Authority (Capital Metro) is proposing to relocate the MetroRail Red Line Kramer Station in conjunction with the master-planned Broadmoor Development adjacent to the Domain. The new location would include parking for commuters and a pedestrian plaza connecting the station to the planned mixed-use development. This new location is within a City of Austin designated Regional Center, is consistent with the City of Austin's Comprehensive Plan, and Capital Metro believes that it will improve access to commuter rail service and significantly increase ridership.

To fund this project, Capital Metro is partnering with Brandywine Realty Trust ("Brandywine") and Charles Schwab to fund 54% of the combined station and plaza costs, and is seeking \$7.7 million from the United States Department of Transportation's Better Utilizing Investments to Leverage Development ("BUILD") grant program for the station. The BUILD grant applications are due July 19, 2018. In the event the BUILD grant is not successful or falls short of the requested amount, CTRMA could assist the delivery and provide innovative financing support.

The table below outlines the funding and cost components of the project.

<b>Funding Source</b>	<b>Kramer Station</b>	<b>Plaza</b>	<b>Total</b>	<b>%</b>
Private	\$ 4.0 M	\$ 4.0 M	\$ 8.0 M	54%
Capital Metro	\$ 1.0 M	\$ 0.0 M	\$ 1.0 M	
BUILD	\$ 7.7 M	\$ 0.0 M	\$ 7.7 M	46%
Total	\$12.7 M	\$ 4.0 M	\$16.7 M	100%

There has been significant support for this effort including from Senator Cornyn, State Senator Watson, State Representative Hinjosa, Travis County Judge Eckhardt, City of Austin Mayor Adler, CAMPO, and others (see attached). The Kramer Station Relocation Project is expected to provide significant mobility and economic benefits. Support from CTRMA for the BUILD grant, or through project delivery and financing of any shortfall, will help to make this improvement a reality.

Therefore, staff recommends approval of the proposed Board Resolution supporting the Capital Metro BUILD grant application and, if additional funding is required, authorizing staff to negotiate an agreement with Capital Metro and/or other development partners to develop and finance the Kramer Station relocation with reasonable terms of repayment.

Backup provided: Draft Resolution  
Location and Development Map  
Letters of Support



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

**RESOLUTION NO. 18-0XX**

**SUPPORT FOR KRAMER STATION RELOCATION BY CAP METRO AND  
AUTHORIZATION FOR POSSIBLE FINANCIAL AND DEVELOPMENT SUPPORT**

WHEREAS, the Central Texas Regional Mobility Authority (“Mobility Authority”) was created pursuant to the request of Travis and Williamson Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, et. seq. (the “RMA Rules”); and

WHEREAS, the Mobility Authority is authorized to design and construct transportation projects to improve mobility throughout the region; and

WHEREAS, the Capital Metropolitan Transportation Authority (“Cap Metro”) provides mass transit services in the region and, as part of the transit options it offers, operates its 32-mile MetroRail commuter rail line from downtown Austin to Leander; and

WHEREAS, one of the stops on the MetroRail line is the Kramer Station which, because of an unfavorable location that is not adjacent to existing development, is plagued by low ridership, poor multimodal access, and difficult bike and pedestrian connections, and

WHEREAS, Brandywine Realty Trust (“Brandywine”) has a proposed a mixed-use development in the area, and Charles Schwab (“Schwab”) is developing a corporate campus that will be the site of up to 5000 jobs; and

WHEREAS, Cap Metro is partnering with Brandywine and Schwab in an effort to relocate the Kramer Station to a location with access to multi-modal connections; walkable blocks; close proximity to employment, housing, and entertainment options; and with a facility that will include a pedestrian plaza connecting the station to the development; and

WHEREAS, the Kramer Station relocation aligns with Imagine Austin (the City of Austin’s Comprehensive Plan), and the City has designated the area around the proposed new Kramer Station as a “Regional Center”, based on density, the nature of the development, and accessibility to multimodal transportation options; and

WHEREAS, Cap Metro is pursuing funding for the Kramer Station relocation in conjunction with Brandywine and Schwab, and it also intends to apply for a grant under the Better Utilizing Investments to Leverage Development (“BUILD”) program administered by the US Department of Transportation to support a portion of the relocation costs; and

WHEREAS, the Mobility Authority fully supports the efforts of Cap Metro to secure BUILD grant funding and to advance the Kramer Station relocation project; and

WHEREAS, in the event that funding is not obtained through the BUILD program the Mobility Authority may be able to make funding available for a portion of the project costs, subject to repayment from Cap Metro and/or its development partners;

NOW THEREFORE, BE IT RESOLVED that the Board fully supports the Kramer Station relocation project as well as the efforts to Cap Metro to secure a BUILD grant to pay for a portion of the project costs; and

BE IT FURTHER RESOLVED that, in the event additional funding is required for the project, the Executive Director is authorized to negotiate with Cap Metro and the other development entities to make funding available for a portion of the project improvements and/or to construct a portion of those improvements, subject to repayment of such funding on fair and reasonable terms; and

BE IT FURTHER RESOLVED, that any agreements related to funding and/or work performed by the Mobility Authority will be subject to approval by the Board.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27<sup>th</sup> day of June, 2018.

Submitted and reviewed by:

Approved:

---

Geoffrey Petrov, General Counsel

---

Ray A. Wilkerson  
Chairman, Board of Directors

## Existing Station Location

Note that Broadmoor Development, Charles Schwab Campus and the Domain are **beyond** ½ mile walking distance.



## Proposed New Station Location

Note that Broadmoor Development and Schwab Campus (up to 20,000+ employees, 2,200 housing units, 150 hotel rooms) are **within** ¼ mile walking distance, and the Domain (17,500+ employees, nearly 2,000 housing units, 800 hotel rooms and 150+ retailers) is within ½ mile walking distance.



## United States Senate

WASHINGTON, DC 20510-4305

September 27, 2017

Secretary Elaine Chao  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my support for the TIGER application submitted to the Department of Transportation by the Capital Metropolitan Transportation Authority (Capital Metro).

As you and your staff review the proposal, I trust you will give full consideration to the many strengths of this application. As you may know, Capital Metro provides vital transportation services in Central Texas, which faces significant traffic and mobility challenges. This grant, if awarded, would enable Capital Metro to construct a new station within walking distance to existing and planned high density residential and retail centers, as well as multiple major employment campuses. The new station will provide safer and more direct multimodal connections including train, bus, bicycle, and pedestrian access to homes, businesses, and essential services. Ultimately, this project will allow greater mobility in one of the fastest growing regions in the country.

I would appreciate your efforts to ensure that I am kept informed of the progress of this application. Please contact Andrea McGee ([Andrea\\_McGee@cornyn.senate.gov](mailto:Andrea_McGee@cornyn.senate.gov)), my Grants Coordinator, with any developments regarding this proposal as soon as they are available.

Thank you for your assistance and consideration.

Sincerely,



JOHN CORNYN  
United States Senator



**KIRK WATSON**  
STATE SENATOR  
DISTRICT 14

COMMITTEES:

FINANCE  
HEALTH AND HUMAN SERVICES  
HIGHER EDUCATION  
NOMINATIONS - VICE CHAIR  
JOINT OVERSIGHT ON  
GOVERNMENT FACILITIES

CAPITOL ADDRESS  
P.O. Box 12068  
ROOM E1.804  
AUSTIN, TEXAS 78711  
512/463-0114  
FAX 512/463-5949

October 12, 2017

Secretary Elaine Chao  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary Chao,

I'm writing to express my support for the FY 2017 TIGER Grant Program application submitted by the Capital Metropolitan Transportation Authority (Capital Metro) for a new Kramer Station on the MetroRail Red Line.

As the public transportation provider in the fast-growing Central Texas region, Capital Metro provides vital transportation services in an area facing significant traffic and mobility challenges. The proposed TIGER project would construct a station along the Capital Metro Red Line within walking distance to existing and planned high density residential and retail centers as well as multiple major employment campuses. This project would provide safer and more direct multimodal connections including train, bus, bicycle and pedestrian access to homes, businesses, and other essential services. These improvements would enhance connections for the many people who live and work along the Red Line, allowing for greater mobility throughout the Capital Metro service area.

By aligning with existing and future development, the proposed project promotes smart land use and leverages investment from private sector to provide enhanced mobility for all Central Texans.

Thank you for your full and fair consideration.

Sincerely,

A handwritten signature in black ink that reads "Kirk Watson".  
Kirk Watson



# GINA HINOJOSA



STATE REPRESENTATIVE • DISTRICT 49

October 13, 2017

Secretary Elaine Chao  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary Chao,

I write today to express my support for the FY 2017 TIGER Grant Program application submitted by the Capital Metropolitan Transportation Authority (Capital Metro) for a new Kramer Station on the MetroRail Red Line.

As the public transportation provider in the fast-growing Central Texas region, Capital Metro provides vital transportation services in an area facing significant traffic and mobility challenges. The proposed TIGER project would construct a station along the Capital Metro Red Line within walking distance to existing and planned high density residential and retail centers as well as multiple major employment campuses. This project would provide safer and more direct multimodal connections including train, bus, bicycle and pedestrian access to homes, businesses, and other essential services. These improvements would enhance connections for the many people who live and work along the Red Line, allowing for greater mobility throughout the Capital Metro service area.

By aligning with existing and future development, the proposed project promotes smart land use and leverages investment from private sector to provide enhanced mobility for all Central Texans.

Thank you for your full and fair consideration.

A handwritten signature in black ink, appearing to read "Gina Hinojosa".

Rep. Gina Hinojosa





OFFICE OF TRAVIS COUNTY JUDGE SARAH ECKHARDT

---

16 October 2017

Secretary Elaine Chao  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary Chao,

I write today to express my support for the FY 2017 TIGER Grant Program application submitted by the Capital Metropolitan Transportation Authority (Capital Metro) for a new Kramer Station on the MetroRail Red Line.

As the public transportation provider in the fast-growing Central Texas region, Capital Metro provides vital transportation services in an area facing significant traffic and mobility challenges. The proposed TIGER project would construct a station along the Capital Metro Red Line within walking distance to existing and planned high density residential and retail centers as well as multiple major employment campuses. This project would provide safer and more direct multimodal connections including train, bus, bicycle and pedestrian access to homes, businesses, and other essential services. These improvements would enhance connections for the many people who live and work along the Red Line, allowing for greater mobility throughout the Capital Metro service area.

By aligning with existing and future development, the proposed project promotes smart land use and leverages investment from private sector to provide enhanced mobility for all Central Texans.

Thank you for your full and fair consideration.

Sarah Eckhardt  
Travis County Judge



# City of Austin

**Steve Adler, Mayor**

301 W. 2nd St., Austin, TX 78701  
(512) 978-2100, Fax (512) 978-2120  
[steve.adler@austintexas.gov](mailto:steve.adler@austintexas.gov)

Secretary Elaine Chao  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary Chao,

I write in support of the 2017 TIGER Grant Program application submitted by the Capital Metropolitan Transportation Authority (Capital Metro) to develop a new Kramer Station on the MetroRail Red Line.

Central Texas has been among the fastest growing metropolitan areas in the US for several years, and with such growth the demands upon our infrastructure have been overwhelming. Our region now finds itself mired in a mobility crisis threatening our continued economic prosperity and quality of life. The proposed TIGER grant would support a public/private project to construct a new commuter rail station on the Capital MetroRail Red Line within walking distance to existing and planned major employment campuses and high density residential and retail centers. The new Kramer Station would provide safer and more direct multimodal connections to thousands of homes, jobs, and essential services, while enhancing mobility throughout the Capital Metro service area and aligning with our region's land use plans.

Thank you for your consideration.

Sincerely,

Steve Adler  
Mayor





# City of Austin

---

**Leslie Pool, Council Member  
District 7**  
301 W. 2nd St., Austin, TX 78701  
(512) 978-2107, Fax (512) 978-2117

October 10, 2017

Secretary Elaine Chao  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary Chao,

I write today to express my support for the FY 2017 TIGER Grant Program application submitted by the Capital Metropolitan Transportation Authority (Capital Metro) for a new Kramer Station on the MetroRail Red Line.

As the public transportation provider in the fast-growing Central Texas region, Capital Metro provides vital transportation services in an area facing significant traffic and mobility challenges. The proposed TIGER project would construct a station along the Capital Metro Red Line within walking distance to existing and planned high density residential and retail centers as well as multiple major employment campuses. This project would provide safer and more direct multimodal connections including train, bus, bicycle and pedestrian access to homes, businesses, and other essential services. These improvements would enhance connections for the many people who live and work along the Red Line, allowing for greater mobility throughout the Capital Metro service area.

By aligning with existing and future development, the proposed project promotes smart land use and leverages investment from private sector to provide enhanced mobility for all Central Texans.

Thank you for your full and fair consideration.

Leslie Pool  
Council Member, District 7



## Capital Area Council of Governments

6800 Burluson Road, Building 310, Suite 165, Austin, Texas 78744

(p) 512-916-6000 (f) 512-916-6001

[www.capcog.org](http://www.capcog.org)

October 5, 2017

Secretary Elaine Chao

U.S. Department of Transportation

1200 New Jersey Avenue SE

Washington, DC 20590

Dear Secretary Chao,

I write today to express the Capital Area Council of Governments (CAPCOG)'s support for the FY 2017 TIGER Grant Program application submitted by the Capital Metropolitan Transportation Authority (Capital Metro) for a new station on the MetroRail Red Line. CAPCOG is the regional planning commission for the ten-county area around Austin, Texas, and we fully recognize that strategic investments in public transit infrastructure, such as this commuter rail project, are critical to the long-term success of our rapidly growing region.

As the region's urban public transportation provider, Capital Metro provides vital services that combat our region's serious traffic and mobility challenges. The proposed TIGER project would strengthen Capital Metro's heavily used commuter rail service by constructing a new station along the Red Line in an ideal location. The new station would be within walking distance of both existing and planned high-density residential and retail centers, as well as multiple major employment campuses. This project is an excellent example of smart, integrated transportation and land use planning, placing a rail station at Austin's "second downtown."

The project would also provide much safer and more direct multimodal connections – including train, bus, bicycle, and pedestrian access – among the many homes, businesses, and other essential services near the station. These improvements would enhance first- and last-mile connections for the growing number of people who live and work along the Red Line, which provides service to multiple counties and cities in Texas' Capital Area. And by aligning with existing and future development, the proposed project leverages investment from the private sector to enhance mobility for the entire region.

Thank you for your consideration of Capital Metro's outstanding station proposal.

Betty Voights  
Executive Director

Chair  
Judge Bert Cobb  
Hays County

1st Vice Chair  
Council Member Corbin Van Arsdale  
City of Cedar Park

2nd Vice Chair  
Commissioner Gerald Daugherty  
Travis County

Secretary  
Council Member Andrea Navarrette  
City of Leander

Past Chair and Parliamentarian  
Commissioner Cynthia Long  
Williamson County

Council Member Eileen Altmiller  
City of Buda

Judge Brett Bray  
Blanco County

Commissioner Will Conley  
Hays County

Judge Mary Cunningham  
Llano County

Representative John Cyrier  
Texas House

Commissioner Joe Don Dockery  
Burnet County

Judge Dan Gattis  
Williamson County

Representative Jason Isaac  
Texas House

Mayor Victor Gonzales  
City of Pflugerville

Council Member William Gordon  
City of Smithville

Mayor Pro Tem Jane Hughson  
City of San Marcos

Judge Ed Janecka  
Fayette County

Council Member Frank Leffingwell  
City of Round Rock

Mayor Caroline Murphy  
City of Bee Cave

Judge James Oakley  
Burnet County

Judge Paul Pape  
Bastrop County

Commissioner Maurice Pitts  
Lee County

Mayor Brandt Rydell  
City of Taylor

Judge Ken Schawe  
Caldwell County

Commissioner Brigid Shea  
Travis County

Council Member Ellen Troxclair  
City of Austin

Mayor Lew White  
City of Lockhart

Representative Paul Workman  
Texas House



October 5, 2017

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary Chao:

As Executive Director of the Capital Area Metropolitan Planning Organization (CAMPO), I write today to express my support for the FY 2017 TIGER Grant Program application submitted by the Capital Metropolitan Transportation Authority (Capital Metro) for a new Kramer Station on the MetroRail Red Line.

Austin is one of the fastest growing regions in the nation in population and employment. Our demographic and employment forecasts indicate that our high level of growth will be sustained well into the future. Austin and Texas have natural beauty and a business-friendly climate. It is important to our continued success that our community continue to seek out transportation options that promote mobility, safety, and equity and provide benefits to the natural environment at the same time. Capital Metro is a key partner that helps our region achieve those goals and a new station at the Kramer location would support a very successful development in our region that provides jobs to hundreds of our residents.

The proposed TIGER project would construct a station along the Capital Metro Red Line within walking distance to existing and planned high density residential and retail centers as well as multiple major employment campuses. This project would provide safer and more direct multimodal connections including train, bus, bicycle and pedestrian access to homes, businesses, and other essential services. These improvements would enhance connections for the many people who live and work along the Red Line, allowing for greater mobility throughout the Capital Metro service area.

By aligning with existing and future development, the proposed project promotes smart land use and leverages investment from private sector to provide enhanced mobility for all Central Texans.

CAMPO will gladly amend its Transportation Improvement Program to include this project should USDOT award a grant to Capital Metro.

Please contact me on 512-215-8225 if you should have any questions or require additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ashby Johnson", is written over a white background.

Ashby Johnson  
Executive Director

Cc: Ms. Linda Watson, Capital Metro  
Mr. Justin Henderson, Capital Metro  
Mr. Todd Hemingson, Capital Metro



October 10, 2017

Secretary Elaine Chao  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary Chao,

On behalf of the 3,000 businesses who comprise the Greater Austin Chamber of Commerce, I write today to express my support for the FY 2017 TIGER Grant Program application submitted by the Capital Metropolitan Transportation Authority (Capital Metro) for a new Kramer Station at Broadmoor in the Domain development on the MetroRail Red Line.

As the public transportation provider in the fast-growing Austin region, Capital Metro provides vital transportation services in an area facing significant traffic and mobility challenges. The proposed TIGER project would construct a station along the Capital Metro Red Line within walking distance to existing and planned high density residential and retail centers as well as multiple major employment campuses. This project would provide safer and more direct multimodal connections including train, bus, bicycle and pedestrian access to homes, businesses, and other essential services. These improvements would enhance connections for the many people who live and work along the Red Line, allowing for greater mobility throughout the Capital Metro service area.

One of the most exciting elements of this stop change is the economic opportunity created by connecting two of our region's most dynamic and dense centers with the developing transit oriented development in Leander to the north. This will encourage cross-commuting, reduce roadway congestion and develop more business nodes.

By aligning with existing and future development, the proposed project promotes smart land use and leverages investment from private sector to provide enhanced mobility for all Central Texans.

Thank you for your full and fair consideration.

Sincerely,

A handwritten signature in black ink that reads 'Mike Rollins'.

President



[www.brandywinerealty.com](http://www.brandywinerealty.com)

111 Congress Avenue | Suite 3000 | Austin, TX 78701 | t 512.306.1994

October 13, 2017

The Honorable Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington DC, 20590

Dear Secretary Chao:

Brandywine Realty Trust would like to express its strong support for Capital Metro and their pursuit of improving Austin's public transportation. As the largest owner and developer of office space in Austin, we are committed to creating exceptional communities – ones that respect the environment, encourage collaboration, and are both physically and economically accessible to all of Austin's diverse population. By providing affordable transportation options and reducing traffic and pollution, Capital Metro's goals go hand and hand with Brandywine's vision. We believe developers and transit providers can work together to create synergistic value for the entire community. Specifically, we are excited to work with Capital Metro to relocate the Kramer light rail station to Brandywine's 66 acre Broadmoor campus.

With an onsite light rail station, Brandywine looks forward to building the kind of dense, mixed-use development that allows public transportation to thrive. In addition to rail, Brandywine looks forward to providing other alternatives for a holistic transportation solution. The area around the station would serve as a nexus where bus routes, automobile parking, bike paths, and a trail to the nearby Walnut Creek Greenbelt converge. We believe the relocation of the Kramer station is a crucial step that will allow us to eventually create a community with 16,000 employees, 3,500 residents and over \$1.8B of investment. In addition to Brandywine's Broadmoor development, the station would be adjacent to the new Charles Schwab campus with up to 5,000 employees and within walking distance to The Domain (100 retailers, 6,000 residents, and 17,500 employees). This is a phenomenal opportunity to create a transit oriented development with a concentration of diverse homes, jobs, and public green spaces unlike anything that exists in Austin today.

The station will provide residents, employees, and visitors to the Broadmoor campus and surrounding area an inexpensive, reliable, environmentally friendly transportation option with linkages to the rest of the city, and the resulting development will add tens of millions of dollars in new tax revenue for the City of Austin as well as Capital Metro.

Brandywine fully supports Capital Metro's desire to relocate the Kramer station. We strongly urge you to award the TIGER Grant to Capital Metro and allow them to advance their plan.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads 'William D. Redd'. The signature is written in a cursive, slightly slanted style.

William D. Redd  
Executive Vice President and Senior Managing Director

September 28, 2017

The Honorable Elaine L. Chao  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington DC, 20590  
United States

Dear Secretary Chao,

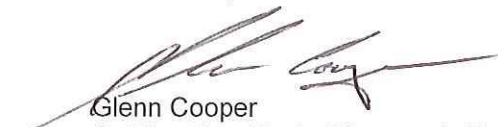
Charles Schwab would like to express its strong support for Capital Metro and their pursuit of improving Austin's public transportation. Specifically, we are excited about the possibility of Capital Metro relocating the Kramer light rail station to Brandywine's Broadmoor campus. As a major employer in Austin, we are deeply committed to improving the lives of those in our community.

The Kramer Lane light rail station is currently in a less than optimal location that has poor access and lacks multi-modal interface capabilities. Relocating the station to Brandywine's Broadmoor campus resolves these issues, as well as provides a safe location for a transit center that will be integrated in a new environment that can provide multi-modal interface and several pedestrian amenities.

The station will provide residents, employees, and visitors to the surrounding area an affordable, reliable, environmentally friendly transportation option with linkages to the rest of the city. As a result ridership will increase and the full transit user experience will be enhanced. Additionally, Charles Schwab will be able to continue to attract high quality employees and provide service to a wide range of Austinites in an exceptional setting.

Charles Schwab fully supports Capital Metro's desire to relocate the Kramer Lane station to the Broadmoor campus. We strongly urge you to award the TIGER grant to Capital Metro and allow them to advance their plan.

Thanks for your time and consideration,

A handwritten signature in black ink, appearing to read "Glenn Cooper", written over a horizontal line.

Glenn Cooper  
Sr. Vice President of Corporate Real Estate  
Charles Schwab & Co., Inc.



September 26, 2017

The Honorable Elaine Chao  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: Tiger Grant for Capital Metro station at Broadmoor/Charles Schwab Campus in Austin, TX

Dear Secretary Chao:

The undersigned collectively own approximately 1,500 residential units, 550,000 sf of retail and roughly 1.1 million square feet of office property at The Domain, a 300 acre, mixed-use project directly across the street from the Broadmoor/Schwab Campus. The Domain is generally recognized as Austin's "Second Downtown". It is home to nearly 5,000 residents, 10,000 daytime employees, 1,800,000 sf of entertainment and retail establishments and nearly 800 hotel rooms.

We cannot think of a better site for a Capital Metro stop than the Broadmoor/Schwab campus. Such a stop will serve not only The Domain demand that mentioned above, but also the nearly 4,000 employees at Broadmoor/Schwab.

Thank you for your time and consideration.

Sincerely,

Brian Crittendon  
Northwood Investors

William Reister  
Tier REIT

Chad Marsh  
Endeavor Real Estate Group

Robert Shaw  
Columbus Realty Partners



11400 Burnet Road  
Austin, TX 78758

October 10, 2017

The Honorable Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington DC, 20590

Dear Secretary Chao,

IBM would like to express its strong support for Capital Metro and its pursuit of improving Austin's public transportation. Specifically, we are excited about the possibility of Capital Metro developing a new rail station at the new Broadmoor development. As a major employer in Austin, IBM is committed to improving the lives of those in the community. This new station will provide affordable transportation options for our employees who live across the region, thereby reducing traffic and pollution.

We believe this is a positive opportunity to create a transit-oriented development that will provide access to housing, jobs, and recreation at the Broadmoor development as well as better transit and pedestrian access to existing development in the area.

IBM fully supports Capital Metro's desire to build a new station at Broadmoor. We strongly urge you to award the TIGER Grant to Capital Metro and allow them to advance their plan.

Thank you for your time and consideration,

A handwritten signature in black ink, appearing to read 'D. Henderson'.

Dexter Henderson  
Vice President, Business Development,  
Cognitive Systems and Austin SLE  
IBM Systems  
Phone: 512-286-8600  
henderde@us.ibm.com





CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

June 27, 2018  
**AGENDA ITEM #9**

---

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. Status Report on Winsted Lane and MoPac
- B. Status Report on 183A access at Brushy Creek and RM 1431 Trip Options
- C. InterCity visit to Atlanta, October 28 - 30, 2018

Backup Provided: Presentation



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

June 27, 2018  
**AGENDA ITEM #10**

---

Executive Session

*Executive Session:*

Discuss acquisition of one or more parcels or interests in real property needed for the 183 South Project (Bergstrom Expressway) and related legal issues, including consideration of the use of eminent domain to condemn property, pursuant to §551.072 (Deliberation Regarding Real Property) and §551.071 (Consultation with Attorney).



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

June 27, 2018  
AGENDA ITEM #11

---

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**

June 27, 2018  
**AGENDA ITEM #12**

---

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**

June 27, 2018  
AGENDA ITEM #13

---

Executive Session

*Executive Session:*

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



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

June 27, 2018  
**AGENDA ITEM #14**

---

Consideration of the use of eminent domain to  
condemn property for the 183 South Project

Strategic Plan Relevance: Regional Mobility  
Department: Engineering / Law  
Contact: Justin Word P.E., Director of Engineering /  
Geoff Petrov, General Counsel  
Associated Costs: N/A  
Funding Source: N/A  
Action Requested: Consider and act on draft resolution

Summary:

The Mobility Authority must acquire certain parcels, utility easements and/or related property interests (“Property”) from real estate that abuts or is near the existing 183 South Project right-of-way. Each owner of a parcel or property interest identified has received an official written offer to purchase the Property for an amount determined by an independent, professional appraiser. The Mobility Authority or its agent is required to pay no less than the offer made for the Property.

If, for any reason, a negotiation to acquire a parcel reaches an impasse, having this authorization to file a condemnation suit will minimize the risk of a possible delay and additional costs.

The parcels for your consideration and action at this meeting are:

- A. Parcel E23E of the 183 South (Bergstrom Expressway) Project, an easement taking of 0.090 acres, from approximately 3.76 acres of real estate, owned by **Icon 811-827 Interchange Boulevard Owner Pool 2, LLC, a Delaware Limited Liability Company**, and located at 811 Interchange Boulevard, Austin, Travis County, Texas on the west side of 183S.



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

**RESOLUTION NO. 18-0XX**

**RESOLUTION AUTHORIZING ACQUISITION OF PROPERTY RIGHTS BY  
AGREEMENT OR CONDEMNATION OF CERTAIN PROPERTY IN TRAVIS  
COUNTY FOR THE 183 SOUTH / BERGSTROM EXPRESSWAY PROJECT  
(PARCEL E23E)**

WHEREAS, pursuant to and under the authority of Subchapter E, Chapter 370, Texas Transportation Code and other applicable law, the Central Texas Regional Mobility Authority (“Mobility Authority”) hereby finds and determines that to promote the public safety, to facilitate the safety and movement of traffic, and to preserve the financial investment of the public in its roadways and the roadways of the State of Texas, public convenience and necessity requires acquisition of a water and wastewater utility easement, as that easement is described by metes and bounds in Exhibit A to this Resolution (the “Property”), owned by Icon 811-827 Interchange Boulevard Owner Pool 2, LLC (the “Owner”), located at 811 Interchange Blvd., Austin, Texas 78721, for the construction, reconstruction, maintaining, widening, straightening, lengthening, and operating of the US 183 South / Bergstrom Expressway Project (the “Project”), as a part of the improvements to the Project; and

WHEREAS, an independent, professional appraisal report of the Property has been submitted to the Mobility Authority, and an amount has been established to be just compensation for the property rights to be acquired; and

WHEREAS, the Executive Director of the Mobility Authority, through agents employed or contracted with the Mobility Authority, has transmitted an official written offer to the Owner, based on the amount determined to be just compensation, and has entered into good faith negotiations with the Owner of the Property to acquire the Property; and

WHEREAS, as of the date of this Resolution, the Executive Director and the Owner have failed to agree on the amount determined to be just compensation due to said Owner for the Property; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that the Executive Director is specifically authorized to negotiate and execute, if possible, an agreement to acquire the Property for consideration in an amount that does not exceed the official written offer previously transmitted to the Owner; and

BE IT FURTHER RESOLVED that the Executive Director is authorized and directed to negotiate an agreement to acquire the Property and all leasehold interests in the Property by agreement, subject to approval of the agreement and acquisition price by the Board of Directors; and



BE IT FURTHER RESOLVED that at such time as the Executive Director concludes that further negotiations with Owner to acquire the Property by agreement would be futile, the Executive Director or his designee is hereby authorized and directed to file or cause to be filed a suit in eminent domain to acquire the Property for the aforesaid purposes against the Owner and the owners of any interest in, and the holders of any lien secured by the Property described in the attached Exhibit A; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is hereby authorized and directed to incur such expenses and to employ such experts as he shall deem necessary to assist in the prosecution of such suit in eminent domain, including, but not limited to, appraisers, engineers, and land use planners.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27th day of June 2018.

Submitted and reviewed by:

Approved:

---

Geoff Petrov, General Counsel

---

Ray A. Wilkerson, Chairman

**Exhibit A**

**Description of Parcel E23E**

Field Notes for Parcel 23E Water Easement

**BEING A 0.090 ACRE WATER LINE EASEMENT (3,915 SQUARE FEET) OUT OF THE REMAINDER OF LOT 9, BLOCK "B", INTERCHANGE BUSINESS CENTER, A SUBDIVISION IN THE CITY OF AUSTIN, TRAVIS COUNTY, TEXAS, AS RECORDED IN VOLUME 85, PAGE 40C OF THE PLAT RECORDS OF TRAVIS COUNTY, TEXAS, SAID 0.090 ACRE WATER LINE EASEMENT BEING A PORTION OF THE REMAINDER OF SAID LOT 9, AS CONVEYED TO ICON 811-827 INTERCHANGE BOULEVARD OWNER POOL 2, LLC, AS CONVEYED BY SPECIAL WARRANTY DEED EXECUTED FEBRUARY 23, 2015, AS RECORDED IN DOCUMENT No. 2015032786 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS, SAID 0.090 ACRE WATER LINE EASEMENT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS AND AS SHOWN ON THE ATTACHED PLAT:**

**BEGINNING** at a 1/2 iron rod found (Grid Coordinates N=10,065,184.34 US Feet, E=3,132,968.71 US Feet, combined scale factor 1.00011) in the southeast line of said Lot 9 and in the northwest line of Lot 4, Block A, The Bend at Bluestein, a subdivision in the City of Austin, Travis County, Texas, as recorded in Volume 94, Page 57 of the Plat Records of Travis County, Texas, same being in an easterly line of an existing 15' drainage and public utility easement recorded in Volume 85, Page 40C of the Plat Records of Travis County, Texas, for the north corner of a 0.318 acre tract of land conveyed to the State of Texas by deed recorded in Document No. 2000203942 of the Official Public Records of Travis County, Texas and being in the curving northwest right-of-way line of U.S. Highway No. 183 (a variable width right-of-way), said 1/2 inch iron rod being the southeast corner of said 0.090 acre water line easement described herein;

**THENCE**, with the southeast line of the remainder of said Lot 9, with the northwest right-of-way line of U.S. Highway No. 183, with the northwest line of said 0.318 acre tract of land, and with a non-tangent curve to the right, having a radius of 1894.86 feet, a central angle of 06 degrees 28 minutes 15 seconds, and whose chord bears South 69 degrees 06 minutes 04 seconds West, a distance of 213.88 feet, passing at an arc length of 24.11 feet the west line of a said 15 foot wide Drainage Easement and Public Utility Easement, and in all an arc length of 214.00 feet to a calculated point for the south corner of the remainder of said Lot 9 and for an angle point in the northwest right-of-way line of U.S. Highway No. 183, said calculated point being an angle point in the north line of said 0.318 acre tract of land and being an angle point in the south line of said 0.090 acre water line easement described herein;

**THENCE** North 55 degrees 41 minutes 58 seconds West, with the southeast line of the remainder of said Lot 9, with the northwest right-of-way line of U.S. Highway No. 183, and with the north line of said 0.318 acre tract of land, a distance of 17.60 feet to a calculated point for the west corner of said 0.090 acre water line easement described herein;

Icon 811-827 Interchange Boulevard Owner Pool 2, LLC  
to  
City of Austin  
(For Water Line Easement)

**THENCE** North 68 degrees 42 minutes 10 seconds East, crossing through said Lot 9, passing at a distance of 219.39 feet, the west line of a said 15 foot wide Drainage Easement and Public Utility Easement, as shown on said Interchange Business Center plat, in all, a distance of 242.27 feet to a calculated point in the southeast line of said Lot 9 and in the northwest line of said Lot 4, for the northeast corner of said 0.090 acre water line easement described herein, from which a 1/2 inch iron rod with CBO Stepstone cap found for the north corner of said Lot 4 and in the southeast line of Lot 8, Block "B" of said Interchange Business Center bears, North 27 degrees 44 minutes 53 seconds East, a distance of 222.65 feet;

**THENCE** South 27 degrees 44 minutes 53 seconds West, with the southeast line of said Lot 9 and with the northwest line of said Lot 4, and with the east line of said Drainage Easement and Public Utility Easement, a distance of 24.42 feet to the **POINT OF BEGINNING**, and containing 0.090 acre or 3,915 square feet of land, more or less, of which 0.009 acre or (379 square feet) lies within a 15' Drainage Easement and Public Utility Easement recorded in Volume 85, Page 40C, Plat Records, Travis County, Texas.

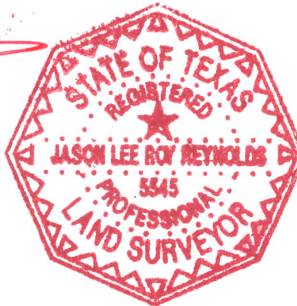
**BEARING BASIS:** The bearings and coordinates described herein are Texas State Plane, Central Zone 4203, NAD 83(HARN), U.S. Feet. Combined Scale factor of 1.00011. Published control points referenced for this project are U.S. 183 South Horizontal and Vertical Control points No. 141 having surface values of N=10068786.90, E=3136881.27 being a cotton spindle found and No. 143 having surface value of N=10067525.33 E=3133714.10 being a 5/8" iron rod found.

TCAD No.: 188575  
City Grid: M21 & L21

TCAD No.: Parcel ID No. 188573 Geo ID No. 0201210103  
City Grid: M21

The field notes and the plat attached hereto represent an on-the-ground survey made under my direct supervision.

Jason Lee Roy Reynolds  
Registered Professional Land Surveyor No. 5545  
TBPLS Firm Registration No. 10106900  
Gorrondonga & Associates, Inc.  
4201 West Parmer Lane, Building B, Suite 100  
Austin, TX 78727  
(512) 719-9933



5/25/16  
Date

FIELD NOTES REVIEWED

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

Date: \_\_\_\_\_

Signed: \_\_\_\_\_

Austin Water Utility

# EXHIBIT "A"

## PARCEL No. 23 WATER EASEMENT

SUBJECT PROPERTY MAP AND LOCATION EASEMENT AS SHOWN



INTERCHANGE BOULEVARD  
(80' RIGHT-OF-WAY)

LOT 9  
BLOCK "B"  
INTERCHANGE BUSINESS CENTER  
VOLUME 85, PAGE 40C  
P.R.T.C.T.

DECLARATION OF EASEMENTS AND RESTRICTIVE COVENANT REGARDING UNIFIED DEVELOPMENT AND MAINTENANCE OF DRAINAGE FACILITIES BETWEEN WHOLE FOODS TRUCK PARKING FACILITY & INDUSTRIAL PROPERTIES TEXAS, LLC  
DOCUMENT No. 2013025011  
O.P.R.T.C.T.

**23E WATER EASEMENT**  
3,915 SQ. FT. OR  
0.090 ACRE

ICON 811-827 INTERCHANGE BOULEVARD OWNER POOL 2, LLC  
DOCUMENT No. 2015032786  
O.P.R.T.C.T.

378 SQUARE FEET OF PUBLIC UTILITY EASEMENT OVERLAP

U.S. HIGHWAY No. 183 SOUTH  
(VARIABLE WIDTH RIGHT-OF-WAY)

0.318 ACRE (BY DEED)  
STATE OF TEXAS  
DOC.#2000203942  
O.P.R.T.C.T.

P.O.B. = POINT OF BEGINNING  
O.P.R.T.C.T. = OFFICIAL PUBLIC RECORDS  
TRAVIS COUNTY TEXAS  
P.R.T.C.T. = PLAT RECORDS TRAVIS COUNTY TEXAS

**P.O.B.**  
FOUND  
1/2" IRON ROD  
GRID COORDINATES  
N=10,065,184.34  
E=3,132,968.71

FOUND  
1/2" IRON ROD W/ CBO  
SETSTONE CAP

LOT 8  
BLOCK "B"  
INTERCHANGE BUSINESS CENTER  
VOLUME 85, PAGE 40C  
P.R.T.C.T.

25' DRAINAGE EASEMENT AND PUBLIC UTILITY EASEMENT  
VOLUME 85, PAGE 40C, P.R.T.C.T.

25' DRAINAGE EASEMENT  
VOLUME 94, PAGE 57  
P.R.T.C.T.  
BLOCK "A"  
THE BEND AT BLUESTEIN  
VOLUME 94, PAGE 57  
P.R.T.C.T.

REMAINDER OF LOT 4

PETER BARLIN  
DOCUMENT No. 2014139332  
O.P.R.T.C.T.

1.548 ACRE (BY DEED)  
THE STATE OF TEXAS  
CONDEMNATION FOR RIGHT-OF-WAY  
DOCUMENT No. 2013211171  
O.P.R.T.C.T.

LEGEND

- CALCULATED POINT
- FOUND MONUMENT (TYPE INDICATED)
- ⊕ FIRE HYDRANT
- ⊗ WATER METER
- ⊘ GUY WIRE
- ⊙ POWER POLE
- ⊚ SIGN

LINE TABLE		
LINE	BEARING	DISTANCE
L-1	N 55°41'58"W	17.60'
L-2	S 27°44'53"W	24.42'

CURVE TABLE						
CURVE	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH	ARC LENGTH	ARC LENGTH
C-1	1894.86'	0°51'59"	S 65°25'57"W	28.65'	28.65'	28.65'
	(1894.86)	(00°51'18")	(S 65°23'39"W)	(28.28')	(28.28')	(28.28')
C-2	1894.86'	6°28'15"	S 69°06'04"W	213.88'	214.00'	214.00'
	(1894.86)	(06°28'51")	(S 69°04'17"W)	(214.22')	(214.33')	(214.33')

SEE PAGE 2 OF 2 FOR EXHIBIT NOTES AND EASEMENT NOTE FOR SUBJECT TRACT



# CITY OF AUSTIN

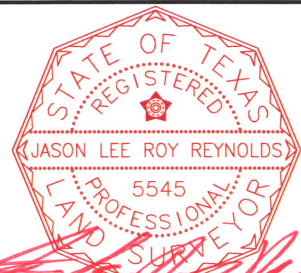
301 W SECOND STREET • AUSTIN, TEXAS 78701

## 23E WATER EASEMENT 183 SOUTH

PARCEL NO. 23E WATER EASEMENT  
TYPE OF EASEMENT: WATER UTILITY  
OWNER: ICON 811-827 INTERCHANGE BOULEVARD OWNER POOL 2, LLC  
SUBDIVISION: INTERCHANGE BUSINESS CENTER  
LOCATION: CITY OF AUSTIN, TRAVIS COUNTY, TEXAS  
(TYPE) ACQUISITION AREA: 3,915 SQUARE FEET OR 0.090 ACRE  
WHOLE PROPERTY ACREAGE: 0.3184 ACRES (PER DEED)

JOB No. CRC\_1501.00      DRAWN BY: PRB      CAD FILE: E23E.DWG  
MARCH 21, 2016      EXHIBIT PAGE 3 OF 4      SCALE: 1" = 60'

GORRONDONA & ASSOCIATES, INC. • 4201 WEST PARMER LANE, BUILDING B, SUITE 100, AUSTIN, TX. 78727 • 512-719-9933 FAX 512-719-9944



JASON LEE ROY REYNOLDS  
REGISTERED PROFESSIONAL LAND SURVEYOR  
NO. 5545      TEXAS FIRM No. 10106901

# EXHIBIT "A"

## PARCEL No. 23 WATER EASEMENT

GF# 1600837-P22  
TCAD# 188575

Commitment for Chicago Title Insurance Co

Effective Date: January 7, 2016 at 8:00am

Commitment No: \_\_\_\_\_

Issued: January 14, 2016 at 8:00am

Schedule B

10. The following matters and all terms of the documents creating or offering evidence of the matters (We must Insert matters or delete this exceptions):
- e. Easement as shown on the plat recorded in Volume 85, Page 40C, Plat Records, Travis County, Texas  
Affects the tract of land and is shown on the survey
  - f. Drainage and public utility Easement as shown on the plat recorded in Volume 85, Page 40C, Plat Records, Travis County, Texas  
Affects the tract of land and is shown on the survey
  - g. Sanitary Sewer and Water Lines Easement to the City of Austin, Recorded in Volume 509, Page 214, Deed Records, Travis County, Texas  
Does not affect the tract of land
  - h. Pipeline Easement to Sinclair refining Company recorded in Volume 787, Page 442, Deed Records, Travis County, Texas.  
Does not affect the tract of land
  - i. Pipeline Easement to Sinclair Refining Company recorded in Volume 961, Page 507, Deed Records, Travis County, Texas.  
Does not affect the tract of land
  - j. Electric and Telephone line Easement to the City of Austin recorded in Volume 2058, Page 211, Deed Records, Travis County, Texas  
Does not affect the tract of land
  - k. Terms, Conditions, and Stipulations in the Declaration of Covenants and Restrictions for Interchange Business Center Agreement recorded in Volume 11682, Page 67, Real Property Records, Travis County, Texas, being further affected by Assignment and Assumption of Developer's Rights and Responsibilities by Document No. 2014032022, Official Public Records, Travis County, Texas.  
Affects the tract of land
  - l. Terms, Conditions, and Stipulations in the Private Wastewater Easement Agreement recorded in Volume 9822, Page 313, Real Property Records, Travis County, Texas, being amended by Volume 9903, Page 59, Real Property Records, Travis County, Texas.  
Affects the tract of land and is a blanket type easement by nature and cannot be plotted on the survey
  - m. Terms, Conditions, and Stipulations in the Declaration of Easements and Restrictive Covenant Regarding Unified Development and Maintenance of Drainage Facilities Agreement recorded in Document No. 2013025011, Official Public Records, Travis County, Texas, being further affected by Assignment and Assumption of Declarant's Rights and Responsibilities by Document No. 2014032020, Official Public Records, Travis County, Texas.  
Affects the tract of land

### NOTES:

1. A LEGAL DESCRIPTION OF EVEN DATE ACCOMPANIES THIS PLAT.
2. ALL BEARINGS AND COORDINATES ARE REFERENCED TO THE TEXAS COORDINATE SYSTEM, NAD-83 (HARN), THE NORTH CENTRAL ZONE 4202, ALL DISTANCES AND AREAS SHOWN ARE SURFACE.
3. BASIS OF BEARING IS THE TEXAS STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE 4203, WITH HORIZONTAL DATUM OF NAD83 (HARN).
4. I, JASON LEE ROY REYNOLDS, REGISTERED PROFESSIONAL LAND SURVEYOR NO. 5545, LICENSED IN THE STATE OF TEXAS, DO HEREBY CERTIFY THAT THIS PLAT IS TRUE AND CORRECT AND WAS PREPARED FROM AN ACTUAL ON-THE-GROUND SURVEY UNDER MY DIRECT SUPERVISION.
5. THIS IS A SURFACE DRAWING. THE COMBINED SCALE FACTOR FOR THIS DRAWING IS 1.00011



# CITY OF AUSTIN

301 W SECOND STREET • AUSTIN, TEXAS 78701

## 23E WATER EASEMENT 183 SOUTH

PARCEL NO. 23E WATER EASEMENT

TYPE OF EASEMENT: WATER UTILITY

OWNER: ICON 811-827 INTERCHANGE BOULEVARD OWNER POOL 2, LLC

SUBDIVISION: INTERCHANGE BUSINESS CENTER

LOCATION: CITY OF AUSTIN, TRAVIS COUNTY, TEXAS

(TYPE) ACQUISITION AREA: 3,915 SQUARE FEET OR 0.090 ACRE

WHOLE PROPERTY ACREAGE: 0.3184 ACRES (PER DEED)

JOB No. CRC\_1501.00

DRAWN BY: PRB

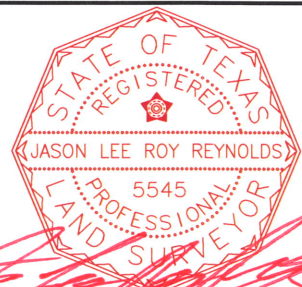
CAD FILE: E23E.DWG

MARCH 21, 2016

EXHIBIT PAGE 4 OF 4

SCALE: 1" = 50'

JASON LEE ROY REYNOLDS  
REGISTERED PROFESSIONAL LAND SURVEYOR  
NO. 5545 TEXAS FIRM No. 10106901



Parcel E23E – Icon 811-827 – White lines at south end show location of water easement





Johnston Terrace

811 Interchange Blvd

Google Earth

30°15'06.07" N 97°41'04.11" W elev 432 ft eye alt 8612 ft

© 2018 Google

1995

111

133

Milburn Ln

Mansell Ave

Gonzales St

Shagy Ln

E 7th St

E Cesar Chavez St

Levanter Loop

Ed Bluestein Blvd

Bastrop Hwy

Kimble Ln

Hergotz Ln

Linger Ln

Bohm Rd

Smith Rd

Eastgate Rd

Arthur Stiles Rd

Mayhall Dr

Perry Rd

Emmitt Run

Walton Ln

Koerner Ln

Glissman Rd

Tracy Lynn Ln

Gardner Rd

Interchange Blvd





811 Interchange Blvd

Interchange Blvd

© 2018 Google

Google Earth

1995

30°15'08.21" N 97°41'03.73" W elev 447 ft eye alt 1240 ft

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

**RESOLUTION NO. 18-0XX**

**RESOLUTION AUTHORIZING ACQUISITION OF PROPERTY RIGHTS BY  
AGREEMENT OR CONDEMNATION OF CERTAIN PROPERTY IN TRAVIS  
COUNTY FOR THE 183 SOUTH / BERGSTROM EXPRESSWAY PROJECT  
(PARCEL E24)**

WHEREAS, pursuant to and under the authority of Subchapter E, Chapter 370, Texas Transportation Code and other applicable law, the Central Texas Regional Mobility Authority (“Mobility Authority”) hereby finds and determines that to promote the public safety, to facilitate the safety and movement of traffic, and to preserve the financial investment of the public in its roadways and the roadways of the State of Texas, public convenience and necessity requires acquisition of a water and wastewater utility easement, as that easement is described by metes and bounds in Exhibit A to this Resolution (the “Property”), owned by Icon IPC TX Property Owner Pool 6 Austin, LLC (the “Owner”), located at 800 Interchange Blvd., Austin, Texas 78721, for the construction, reconstruction, maintaining, widening, straightening, lengthening, and operating of the US 183 South / Bergstrom Expressway Project (the “Project”), as a part of the improvements to the Project; and

WHEREAS, an independent, professional appraisal report of the Property has been submitted to the Mobility Authority, and an amount has been established to be just compensation for the property rights to be acquired; and

WHEREAS, the Executive Director of the Mobility Authority, through agents employed or contracted with the Mobility Authority, has transmitted an official written offer to the Owner, based on the amount determined to be just compensation, and has entered into good faith negotiations with the Owner of the Property to acquire the Property; and

WHEREAS, as of the date of this Resolution, the Executive Director and the Owner have failed to agree on the amount determined to be just compensation due to said Owner for the Property; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that the Executive Director is specifically authorized to negotiate and execute, if possible, an agreement to acquire the Property for consideration in an amount that does not exceed the official written offer previously transmitted to the Owner; and

BE IT FURTHER RESOLVED that the Executive Director is authorized and directed to negotiate an agreement to acquire the Property and all leasehold interests in the Property by agreement, subject to approval of the agreement and acquisition price by the Board of Directors; and

BE IT FURTHER RESOLVED that at such time as the Executive Director concludes that further negotiations with Owner to acquire the Property by agreement would be futile, the Executive Director or his designee is hereby authorized and directed to file or cause to be filed a suit in eminent domain to acquire the Property for the aforesaid purposes against the Owner and the owners of any interest in, and the holders of any lien secured by the Property described in the attached Exhibit A; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is hereby authorized and directed to incur such expenses and to employ such experts as he shall deem necessary to assist in the prosecution of such suit in eminent domain, including, but not limited to, appraisers, engineers, and land use planners.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27th day of June 2018.

Submitted and reviewed by:

Approved:

---

Geoff Petrov, General Counsel

---

Ray A. Wilkerson, Chairman

**Exhibit A**

**Description of Parcel E24**

## Field Notes for Parcel 24 Water Easement

**BEING A 0.125 ACRE WATER EASEMENT (5,430 SQUARE FEET) OUT OF LOT 1, AMENDED PLAT OF LOTS 1-7, BLOCK "A", INTERCHANGE BUSINESS CENTER, A SUBDIVISION IN THE CITY OF AUSTIN, TEXAS, AS RECORDED IN DOCUMENT No. 200200310 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS, AS CONVEYED IN SPECIAL WARRANTY DEED TO ICON IPC TX PROPERTY OWNER POOL 6 AUSTIN, LLC, EXECUTED ON FEBRUARY 26, 2015 AND FILED FOR RECORD MARCH 6, 2015 BY SPECIAL WARRANTY DEED RECORDED IN DOCUMENT No. 2015033029 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS, SAID 0.125 ACRE WATER EASEMENT BEING MORE PARTICULARLY DESCRIBED BY MEETS AND BOUNDS AS FOLLOWS AND SHOWN ON THE ATTACHED PLAT:**

**BEGINNING** at a calculated point (Grid Coordinates N=10,065,021.11 US Feet, E=3,132,415.86 US Feet, combined scale factor 1.00011) in the south line of said Lot 1, in the north right-of-way line of U. S. Highway No. 183 (variable width right-of-way), and being in the north line of a 0.157 acre (by deed) tract of land deeded to the State of Texas recorded in Document No. 2000203192 of the Official Public Records of Travis County, Texas, from which a Type II Texas Department of Transportation (TxDOT) monument found for the most westerly corner of said 0.157 acre tract of land bears, South 77 degrees 23 minutes 38 seconds West, a distance of 80.19 feet, said calculated point being the southwest corner of said 0.125 acre water easement described herein;

**THENCE** North 08 degrees 12 minutes 52 seconds West, a distance of 77.08 feet to a calculated point for an exterior ell corner of said 0.125 acre water easement described herein;

**THENCE** North 52 degrees 04 minutes 47 seconds East, a distance of 179.08 feet to a calculated point for an exterior ell corner of said 0.125 acre water easement described herein;

**THENCE** North 85 degrees 36 minutes 57 seconds East, a distance of 120.64 feet to a calculated point in the east line of said Lot 1 and in the west right-of-way line of Interchange Boulevard (80' wide right-of-way) for the northeast corner of said 0.125 acre water easement described herein;

**THENCE**, with the east line of said Lot 1 and with the west right-of-way line of Interchange Boulevard, along a curve to the left having a radius of 589.90 feet, an arc length of 15.14 feet, a central angle of 01 degree 28 minutes 13 seconds, and whose chord bears South 03 degrees 19 minutes 14 seconds West, a distance of 15.14 feet to a calculated point for the most northerly southeast corner of said 0.125 acre water easement described herein, from which a Type II Texas Department of Transportation (TxDOT) monument found at the intersection of the west right-of-way line of said Interchange Boulevard with the north right-of-way line of U. S. Highway No. 183 bears, along a curve to the left having a radius of 589.90 feet, an arc length of 88.31 feet, a central angle of 08 degrees 34 minutes 37 seconds, and whose chord bears South 01 degree 42 minutes 11 seconds East, a distance of 88.22 feet and South 06 degrees 12 minutes 40 seconds East, a distance of 14.10 feet;

ICON IPC TX Property Owner Pool 6 Austin, LLC  
to  
City of Austin  
(For Water Easement)

**THENCE** South 85 degrees 36 minutes 57 seconds West, a distance of 114.09 feet to a calculated point for an interior ell corner of said 0.125 acre water easement described herein;

**THENCE** South 52 degrees 04 minutes 47 seconds West, a distance of 165.85 feet to a calculated point for an interior ell corner of said 0.125 acre water easement described herein;

**THENCE** South 08 degrees 12 minutes 52 seconds East, a distance of 67.22 feet to a calculated point in the south line of said Lot 1 and in the north right-of-way line of U. S. Highway No. 183, said calculated point being the most southerly southeast corner of said 0.125 acre water easement described herein;

**THENCE** South 77 degrees 23 minutes 38 seconds West, with the south line of said Lot 1 and with the north right-of-way line of U. S. Highway No. 183, a distance of 15.04 feet to the **POINT OF BEGINNING**, and containing 0.125 acre or 5,430 square feet of land, more or less.

**BEARING BASIS:** The bearings and coordinates described herein are Texas State Plane, Central Zone 4203, NAD 83(HARN), U.S. Feet. Combined Scale factor of 1.00011. Published control points referenced for this project are U.S. 183 South Horizontal and Vertical Control points No. 141 having surface values of N=10068786.90, E=3136881.27 and No. 143 having surface value of N=10067525.33 E=3133714.10.

TCAD No.: Parcel ID: 282820 Geographic ID: 0300200201  
City Grid: M21

The field notes and the plat attached hereto represent an on-the-ground survey made under my direct supervision.

  
\_\_\_\_\_

2/23/18

David R. Hartman  
Registered Professional Land Surveyor No. 5264  
TBPLS Firm Registration No. 10106901  
Gorrondona & Associates, Inc.  
4201 West Parmer Lane, Building A, Suite 150  
Austin, TX 78727  
(512) 719-9933

Date



FIELD NOTES REVIEWED

By: \_\_\_\_\_  
Date: \_\_\_\_\_  
Signed: \_\_\_\_\_

Austin Water Utility

# EXHIBIT "A"

## PARCEL No. 24 WATER EASEMENT

CURVE TABLE					
CURVE	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH	ARC LENGTH
C-1	589.90' (589.90')	1°28'13"	S 03°19'14"W	15.14'	15.14'
C-2	589.90' (589.90')	8°34'37"	S 01°42'11"E	88.22'	88.31'

LINE TABLE		
LINE	BEARING	DISTANCE
L-1	N 08°12'52"W	77.08'
L-2	S 08°12'52"E	67.22'
L-3	S 77°23'38"W	15.04'
L-4	S 77°23'38"W	80.19'
L-5	S 06°12'40"E	14.10'
	(S 03°50'24"E)	(14.10')

**LEGEND**

- CALCULATED POINT
- FOUND MONUMENT (TYPE INDICATED)
- ⊙ TELEPHONE UTILITY
- ⊞ UTILITY HAND HOLE
- GUY WIRE
- ⊕ POWER POLE
- ⊞ GAS UTILITY
- ⊞ SIGN
- ⊙ STREET LIGHT
- ⊞ WATER VALVE
- P.O.B. = POINT OF BEGINNING
- O.P.R.T.C.T. = OFFICIAL PUBLIC RECORDS TRAVIS COUNTY TEXAS
- P.R.T.C.T. = PLAT RECORDS TRAVIS COUNTY TEXAS

**LOT 1**  
 ICON IPC TX PROPERTY  
 OWNER POOL 6 AUSTIN, LLC  
 DOCUMENT No. 2015033029  
 O.P.R.T.C.T.

**P.O.B.**

GRID COORDINATES  
 N=10,065,021.11  
 E=3,132,415.86

10' ELECTRIC AND TELECOMMUNICATION EASEMENT  
 DOCUMENT NO. 200200310  
 O.P.R.T.C.T.

FOUND TYPE II TxDOT MONUMENT

CONTROL OF ACCESS LINE, STATE OF TEXAS  
 DOCUMENT NO. 2000203192  
 O.P.R.T.C.T.

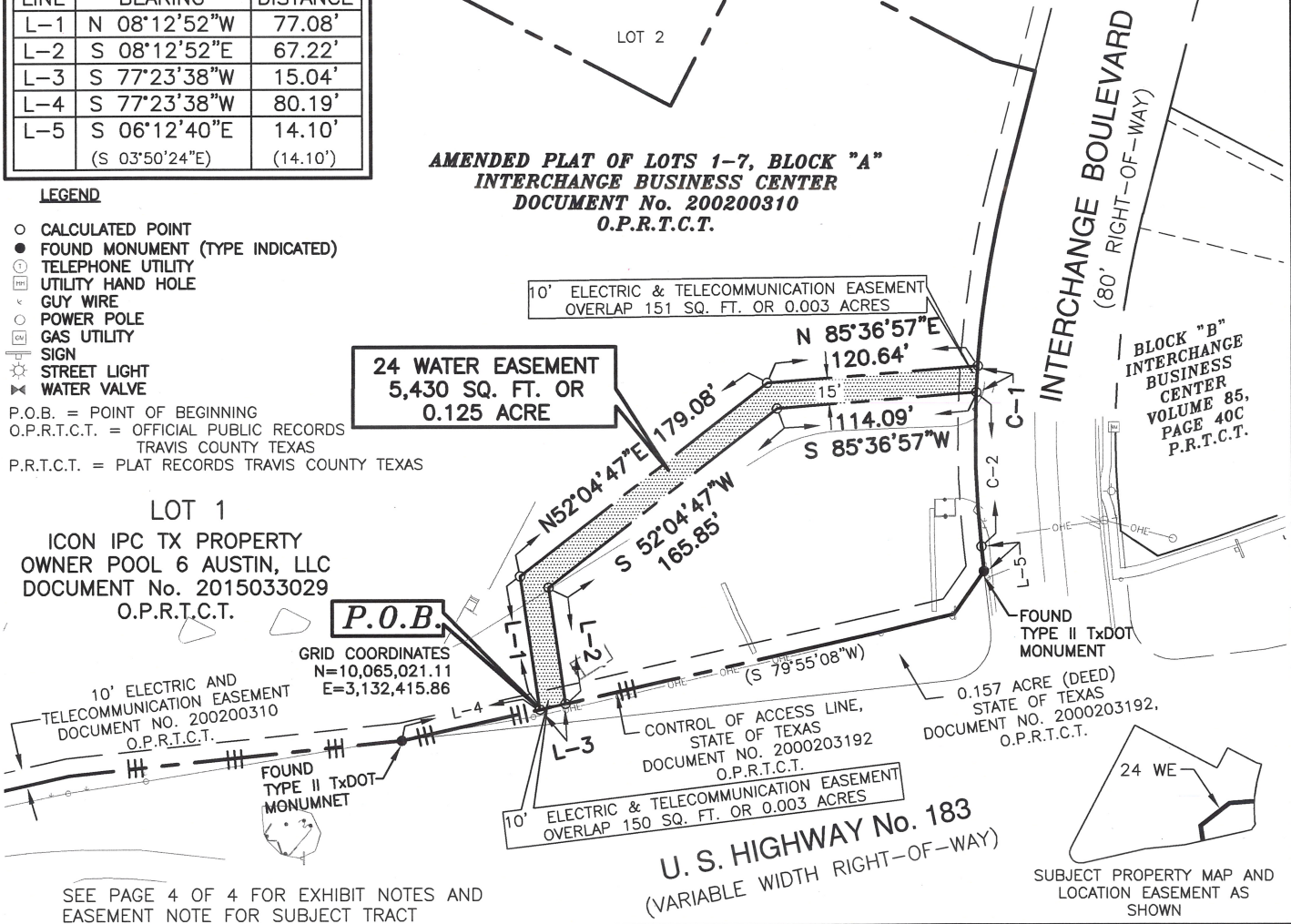
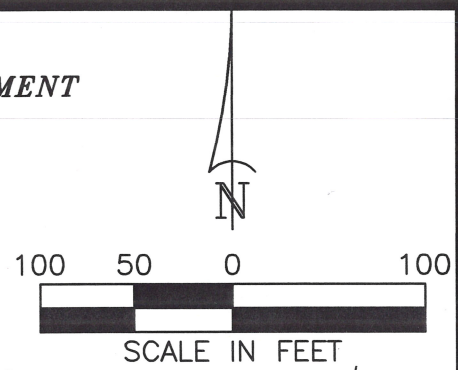
10' ELECTRIC & TELECOMMUNICATION EASEMENT OVERLAP 150 SQ. FT. OR 0.003 ACRES

0.157 ACRE (DEED) STATE OF TEXAS  
 DOCUMENT NO. 2000203192,  
 O.P.R.T.C.T.

**U. S. HIGHWAY No. 183**  
 (VARIABLE WIDTH RIGHT-OF-WAY)

SUBJECT PROPERTY MAP AND LOCATION EASEMENT AS SHOWN

SEE PAGE 4 OF 4 FOR EXHIBIT NOTES AND EASEMENT NOTE FOR SUBJECT TRACT



# CITY OF AUSTIN

301 W SECOND STREET • AUSTIN, TEXAS 78701

## 24 WATER EASEMENT 183 SOUTH

PARCEL NO. 24 WATER EASEMENT		
TYPE OF EASEMENT: WATER UTILITY		
OWNER: ICON IPC TX PROPERTY OWNER POOL 6 AUSTIN, LLC		
SUBDIVISION: AMENDED PLAT LOTS 1-7, BLOCK A, INTERCHANGE BUSINESS CENTER		
LOCATION: CITY OF AUSTIN, TRAVIS COUNTY, TEXAS		
EASEMENT AREA: 5,430 SQUARE FEET OR 0.125 ACRE		
WHOLE PROPERTY ACREAGE: 8.051 ACRES (BY PLAT)		
JOB No. CRC_1501.00	DRAWN BY: DRH	CAD FILE: E24 NEW.DWG
FEBRUARY 23, 2018	EXHIBIT PAGE 3 OF 4	SCALE: 1" = 100'

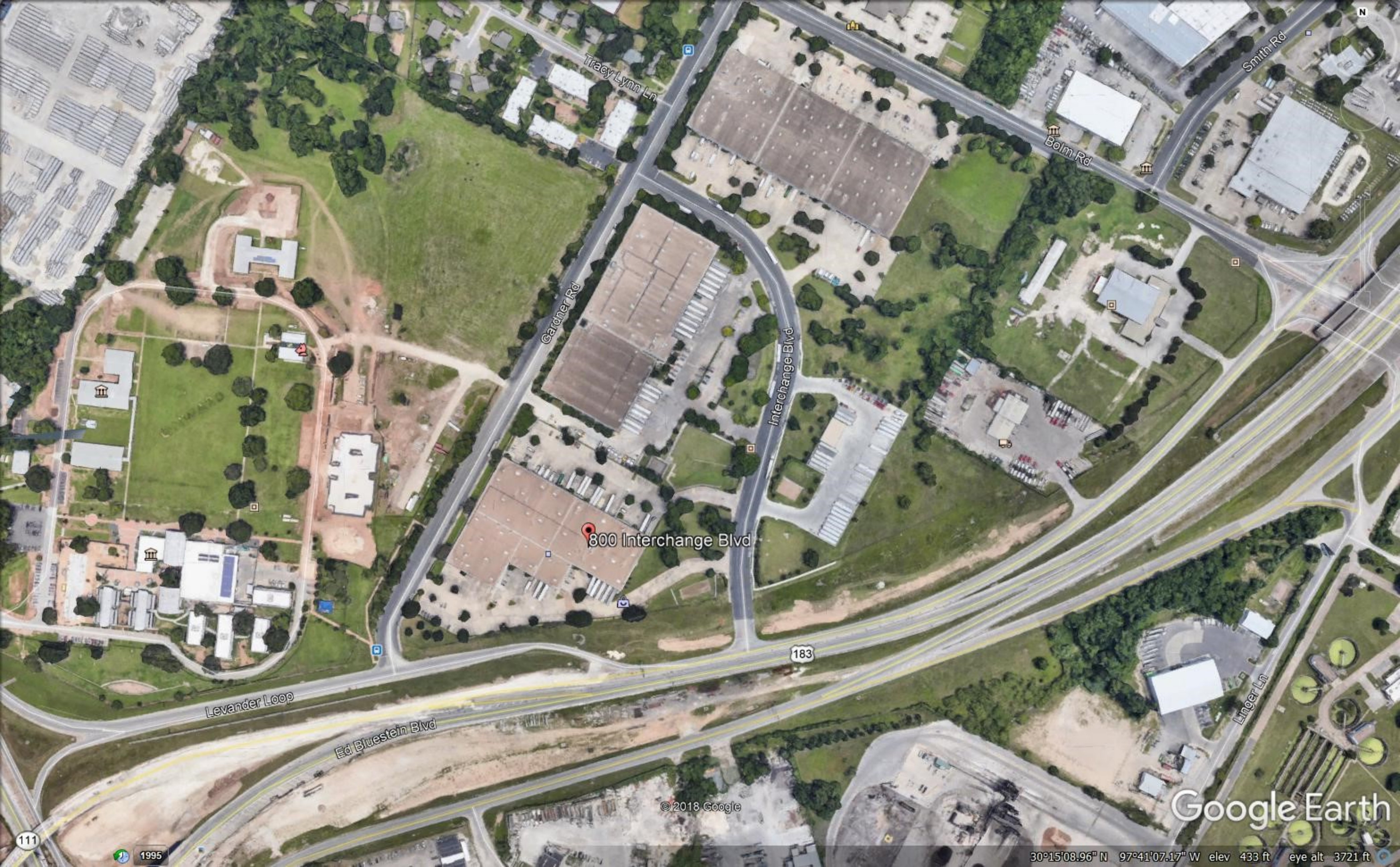


*David R. Hartman*

Parcel E24 – Icon IPC TX – The red shading shows the location of the water line easement







800 Interchange Blvd

183

Google Earth

© 2018 Google

30°15'08.96" N 97°41'07.17" W elev 433 ft eye alt 3721 ft

111

1995