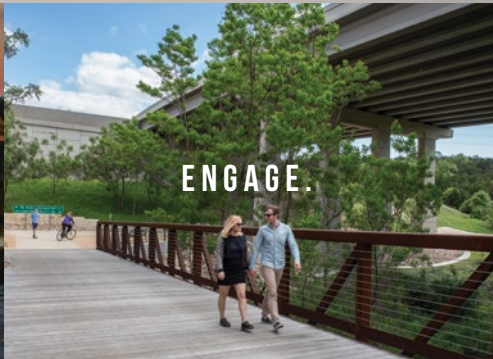




TRANSFORMING MOBILITY



EVOLVE.



ENGAGE.



PROTECT.

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

2016 Annual Report
and Financial Statements



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A MESSAGE FROM OUR CHAIRMAN

In just over a decade, the Central Texas region has emerged as one of the nation's most diverse and prolific local economies. With that growth comes great benefit to citizens—a stable business climate, an educated workforce, and a livable home for new and growing families. But with any successful transformation, we have the obligation to evolve or risk being left behind as the region keeps on moving.

We at the Mobility Authority are rising to the challenge by creating a new lens through which we view all things mobility. By optimizing the use of our current infrastructure and harnessing the potential of expansion opportunities, we're leveraging existing corridors to affect real change on Central Texas roadways.

And change is coming. The MoPac Express Lane is the first-of-its-kind congestion management tool to be introduced to the Austin area, and full opening of this long-anticipated mobility improvement project truly is on the horizon. Significant progress made in 2016 is paving the way for better quality of life for all Austin commuters.

It's unsurprising to us that transportation agencies across the nation continue to turn to express lanes as an optimal choice to manage congestion. Operating within the constraints of an urban network, we're leveraging industry best practices by providing drivers the option to take the MoPac Express Lane when being late is simply not an option.



Our mission requires a progressive approach that yields meaningful and long-term relief on the roadways that carry us to all the places we travel. It requires that we **evolve** with the changing regional landscape, **engage** with the communities we serve, and **protect** the environment in which we are fortunate to live.

The Mobility Authority was recently cited by the Texas A&M Transportation Institute as the standard for transparency and accountability by which all other regional mobility authorities in Texas should follow. That vote of confidence speaks volumes, and we strive to maintain that trust as we forge ahead with innovative mobility solutions aimed at meeting the region's growing needs.

Sincerely,

A handwritten signature in black ink that reads "Ray A. Wilkerson". The signature is written in a cursive, flowing style.

Ray A. Wilkerson,
CHAIRMAN, BOARD OF DIRECTORS

BUILDING MOMENTUM

The Central Texas Regional Mobility Authority was charged to sustain and improve overall quality of life by implementing smart and innovative transportation options that keep Central Texas moving, and we are delivering on that mission.

We were created in 2002 to provide local leadership on transportation. Since then, we have evolved as a collaborative, problem-solving team with the financial engine to fund current and future mobility needs for Travis and Williamson Counties — faster and more efficiently than can be done through traditional means.

Our system of roadway projects is designed to bring you faster, safer, and more reliable drive times throughout Central Texas and reconnect communities, businesses, and families. We are proud to deliver needed infrastructure in an expedited manner, and we will maintain and upgrade it as mobility needs arise.

Our open roads are free-flowing and they save you time. But don't take our word for it—drivers are voting with their wheels. Both the 183A and 290 Toll roads continue to exceed usage and revenue projections, proving the need for toll projects in the region. As a driver of economic development along these corridors, our expressways have addressed the ongoing challenge of connecting to affordable housing in Central Texas and providing a convenient option to get you to and from all of the places you go.

And we're talking about all drivers; we are committed to providing a choice. Those who prefer the non-tolled frontage roads of 183A and 290 also enjoy an improved commute experience. These lanes saw a 25-36% reduction in traffic when the adjacent toll lanes opened, benefitting all users of the corridors. Fast-moving vehicles mean decreased fuel consumption and lowered levels of pollutants associated with climate change and ground-level ozone.



Yes, we build roads. But more importantly, we're committed to keeping Central Texans moving and to building a future that protects quality of life for our community.

Our sustainable mobility options give time back to residents so they have more opportunity to do and see the things they value and love.

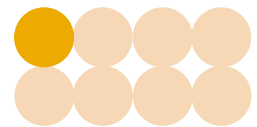


“As Mayor of the City of Manor, I know transportation is the backbone to a good economy. 290 Toll and SH 130 makes getting to and from our great City so easy, Manor is the new destination to live, work and play.”

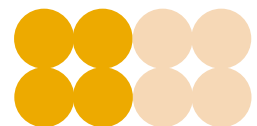
- Mayor Rita G. Jonse, City of Manor

As a local government agency, revenue we generate is reinvested locally in future infrastructure for Central Texas. The success of our toll projects has allowed us to leverage a \$551 million regional investment into \$1.84 billion of infrastructure improvements, including our non-tolled improvements. Moving forward, we anticipate leveraging a \$662 million investment by the region to develop over \$3.79 billion in infrastructure improvements.

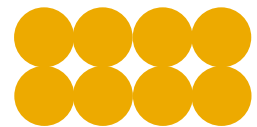
**ORIGINAL INVESTMENT
\$551M**

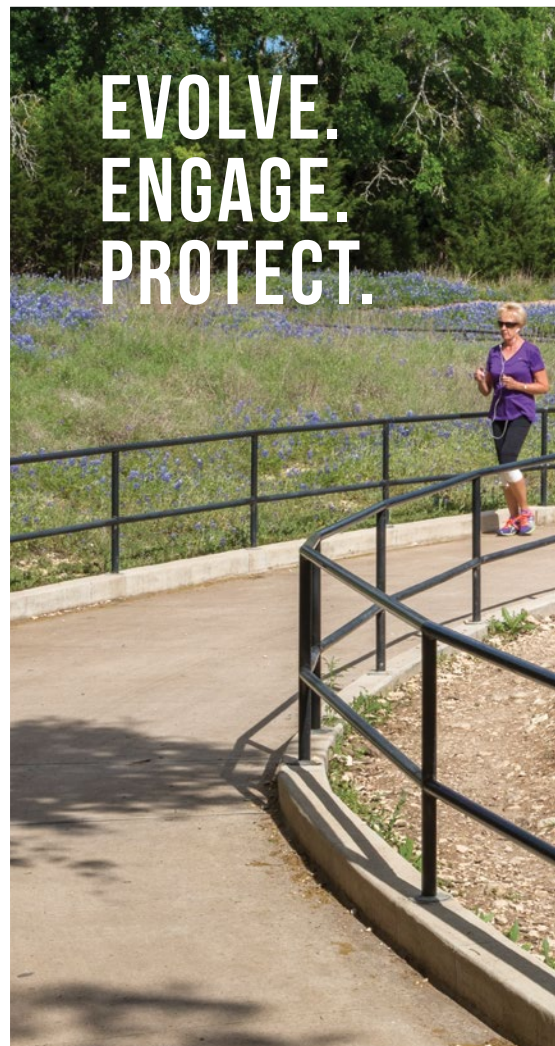
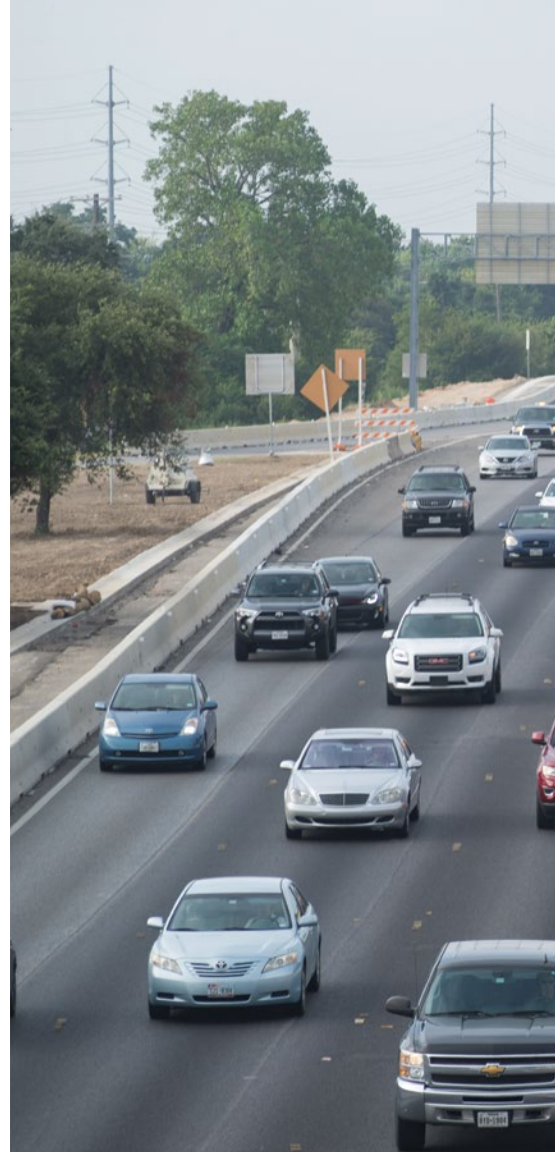


**CURRENT INVESTMENT
\$1.84B**



**ANTICIPATED INVESTMENT
\$3.79B**









RELIEF IS ON THE HORIZON

MOPAC EXPRESS LANE

Central Texas needs smart solutions to manage congestion, and we need them now. The MoPac Express Lane will improve commutes by providing reliable travel times during peak hours. And we, along with the community, have struggled as the project faced more construction delays than ever anticipated. Instead of terminating the contractor, the Mobility Authority chose to ramp up its involvement and work diligently with the contractor to improve their performance. Despite the wait, we're sure everyone will be in a better position when the lanes fully open in 2017.

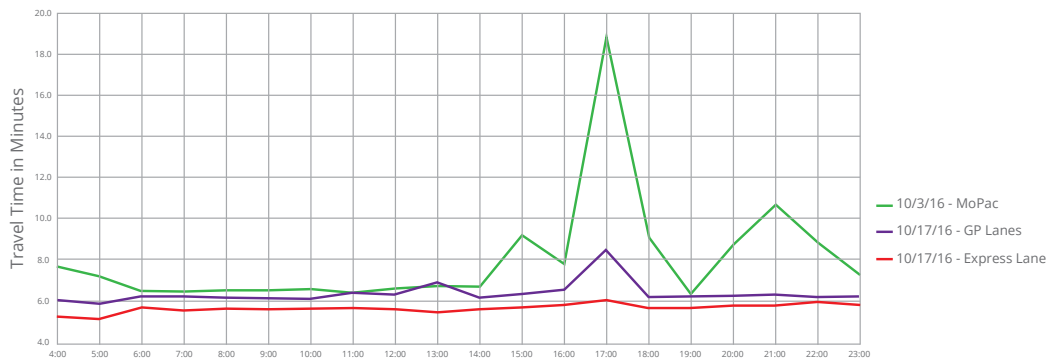
WHAT ARE WE BUILDING?

One variable-priced Express Lane in each direction along a central eleven-mile stretch of MoPac.



AVERAGE HOURLY TRAVEL TIME

10-3-2016 (Monday prior to Express Lane Opening) vs. 10-17-2016 (Monday after Express Lane Opening)
MoPac NB from RM 2222 to Parmer Lane



MOPAC EXPRESS LANE BY THE NUMBERS

WE ARE BUILDING APPROXIMATELY

7

MILES OF SOUND WALLS

WE ARE INVESTING APPROXIMATELY

\$5

MILLION IN BICYCLE AND PEDESTRIAN IMPROVEMENTS

INITIAL TOLL RATES COULD RANGE FROM A MINIMUM OF

25¢ TO \$4

PER TRIP BUT COULD BE HIGHER IF DEMAND IS GREATER THAN PROJECTED

70,000

TONS OF PERMEABLE FRICTION ASPHALT

140,000

TONS OF MATERIAL EXCAVATED FOR THE TWO UNDERCROSSINGS

2,103

LINEAR FEET OF NEW WATERLINE ALONG 35TH STREET



“At first I was skeptical that the lane would make a difference, but after it opened I’ve started using it at least twice a week when it makes sense for my schedule, and I really see a difference in my commute time. Traffic has now started lightening up around 35th street, and using the Express Lane saves me about 30 minutes on my overall commute. Given that I travel from William Cannon to Wells Branch, it is very beneficial to me.”

- Ted Nafius, Commuter

The Mobility Authority's Traffic Management Center (TMC) and the heart of our intelligent transportation system. From the TMC, we monitor our facilities and coordinate resources for incident management and maintenance. Seventeen high-definition cameras and vehicle detectors will line the MoPac corridor. Operators and an algorithm will monitor traffic levels in the Express Lane to ensure that the variable-priced toll rates are adjusted as needed to ensure the lanes keep moving at a target speed of 45 mph or faster.





FASTEN YOUR SEATBELTS, WE'RE TAKING OFF

183 SOUTH

We are committed to providing connectivity and real traffic relief in east Austin for tolled and non-tolled movement in order to provide residents and commuters with safe, effective options. The 183 South Project broke ground in April 2016 with completion anticipated in two phases from 2019 to 2020. At \$743 million, this is the largest roadway project our region has seen since SH 130. When completed, the effort will triple capacity on one of our region's most congested roadways. It's a major step forward in enhancing mobility, reliability, and affordability while supporting economic opportunity in a historically marginalized part of the city. This corridor will have ample capacity to meet demand, and therefore, the tolls will be priced at a fixed rate similar to other toll projects in Central Texas.

WHAT ARE WE BUILDING?

Three new tolled lanes and up to three improved, non-tolled lanes in each direction along an eight-mile stretch of US 183 in east Austin.

The historic Montopolis Truss Bridge will be decommissioned from vehicular use and preserved as a bicycle and pedestrian bridge that will connect to area trails.

183 SOUTH BY THE NUMBERS

WE ARE INVESTING APPROXIMATELY
\$25
MILLION IN NEW BICYCLE AND PEDESTRIAN FACILITIES

MORE THAN
12,000
DIVERSE TYPES OF TREES WILL BE PLANTED ALONG THE CORRIDOR

THIS YEAR, WE DONATED
75
CUBIC YARDS OF MULCH TO TREEFOLKS TO SUPPORT THEIR EFFORTS IN PROTECTING OUR URBAN TREE CANOPY

40
MILES IN UNDERGROUND PIPE CONSTRUCTION



"A lot of collaboration went into 183 South Expressway. The community has been an essential partner throughout the planning process. We are working together in ways that will transform mobility."

- Texas Senator Kirk Watson





COMMUNITIES MAKE PROJECTS BETTER

OAK HILL PARKWAY

For decades, the community has faced one of the most challenging congestion snarls in Austin at the intersection of US 290 and SH 71, commonly known as the “Y at Oak Hill.”

TxDOT and the Mobility Authority have teamed up to collaboratively propose a solution that effectively addresses congestion, protects the environment, and adds value to the Oak Hill community.

We believe communities make projects better and our robust public involvement effort has been the touchstone for this developing project. With multiple opportunities for in-person and virtual engagement, the solutions being proposed have evolved significantly with community input.



WHAT ARE WE STUDYING?

Proposal to add two tolled lanes in each direction and upgrade the existing non-tolled general purpose lanes along approximately four miles of US 290 and one mile of SH 71 in southwest Austin.



OAK HILL PARKWAY BY THE NUMBERS





DRIVING COLLABORATIVE CONVERSATIONS

MOPAC SOUTH

We must continue to invest in our future; this requires commitment and determination. The MoPac corridor south of downtown is a key artery for Austin commuters, neighbors, and visitors. The roadway now sees up to 130,000 cars and trucks a day. The Mobility Authority is proposing a smart, sustainable plan to offer an effective alternate option and reliable travel times.

Collaboration between our partners, both agencies and the community, is critical, and we're proud of the engagement we've had to date. Public interest is significant; we received a record number of more than 1,500 public comments during our Fall 2015 open house and concurrent virtual open house. It's important to us that we show just how much the community has shaped the project and its design. We are even partnering with the Lady Bird Johnson Wildflower Center to enhance the landscape associated with the roadway.



The study team also initiated a Context Sensitive Solutions (CSS) process, so that the proposed mobility improvements not only met the needs of the community but fit into the physical setting and reflect the scenic, aesthetic, historic, and environmental resources of the region.

WHAT ARE WE STUDYING?

Proposal to add one to two variably-priced express lanes in each direction along approximately eight miles of MoPac south of downtown.

MOPAC SOUTH BY THE NUMBERS

WE'RE PROPOSING

8

MILES OF NEW BICYCLE AND PEDESTRIAN FACILITIES

IF WE DO NOTHING, TRAVEL TIMES IN 2035 ARE ANTICIPATED TO INCREASE BY MORE THAN

30

ADDITIONAL MINUTES FOR DRIVERS IN THE GENERAL-PURPOSE LANES

IF WE BUILD THE PROJECT, WE WILL PROVIDE OVER

3

MILLION HOURS OF ANNUAL TRAVEL TIME SAVINGS FOR ALL USERS

71 TOLL LANE



TxDOT is constructing one toll lane in each direction along SH 71 near the Austin-Bergstrom International Airport as a bypass route for commuters; the Mobility Authority will operate and maintain the toll lanes.

We anticipate the project will be open to traffic in 2017.



BY THE NUMBERS

THE PROJECT IS ANTICIPATED TO REDUCE TRAVEL TIMES BY

54%

BY 2026

“Our ongoing partnership with the Mobility Authority brings much needed congestion relief fast. Together, our projects address the evolving mobility needs of the region, both swiftly and thoughtfully. The 71 Toll project is no exception and shows how the cooperation between agencies results in success.”

- Terry McCoy, TxDOT Austin District Engineer

290 TOLL/SH 130 INTERCHANGE



An interim project, which widened the frontage roads for safety and mobility improvements, opened in late summer 2016.

A long-term solution, one that offers free-flowing direct connections between the two toll roads, will break ground in 2018.



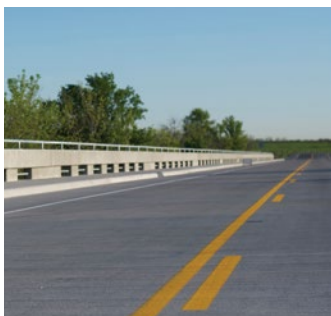
BY THE NUMBERS

THE INTERIM PROJECT INCLUDED

6,490

TONS OF ASPHALT AND 854 SQUARE YARDS OF CONCRETE PAVEMENT

KELLAM ROAD



The construction of Kellam Road in east Austin was a successful partnership with Travis County and a model for future inter-agency cooperation.

Kellam Road is the only passable route in this area of southeast Travis County during flooding events, and, as traffic continues to grow, it will stimulate economic development.



BY THE NUMBERS

WE COMPLETED THE PROJECT ON SCHEDULE IN 15 MONTHS AND UNDER BUDGET, RETURNING

\$2.5

MILLION TO TRAVIS COUNTY

183 NORTH MOBILITY PROJECT



The Mobility Authority will construct two variably-priced express lanes in each direction in the existing median along an eight-mile stretch of US 183 in northwest Austin; the project will include connections to adjacent roadways, including the MoPac Express Lane.

Public input led to significant changes and enhancements, and we received environmental clearance in April 2016 to construct the project.

We are currently investigating funding options to build this much-needed project.

183
NORTH
MOBILITY PROJECT

BY THE NUMBERS

THE PROJECT INCLUDES

9.5

MILES OF NEW BICYCLE AND PEDESTRIAN FACILITIES

SH 45SW



The Mobility Authority will construct a new four-mile toll road, connecting MoPac eastward to FM 1626 in Hays County, with two lanes in each direction.

To protect the environment and the extensive natural resources in the area, 90% of the project will be constructed on top of fill and will not require excavation.

Construction began in late 2016.

45
TOLL

BY THE NUMBERS

BY USING SH 45SW, DRIVERS WILL SAVE

9-17

MINUTES OVER LOCAL ROUTES TO ACCESS AUSTIN'S DOWNTOWN

"This is a project that residents of Hays County have waited a long time to see be built. There are thousands of Hays County residents that work for AISD, City of Austin and Travis County, all of which commute into Austin every day and keep the city going. We look forward to the increased mobility and connectivity that the roadway will provide into Travis County and Austin for the growing population of the Buda-Kyle area."

- Mark Jones, Hays County Commissioner, Precinct Two



SOLVING COMMUTE CHALLENGES

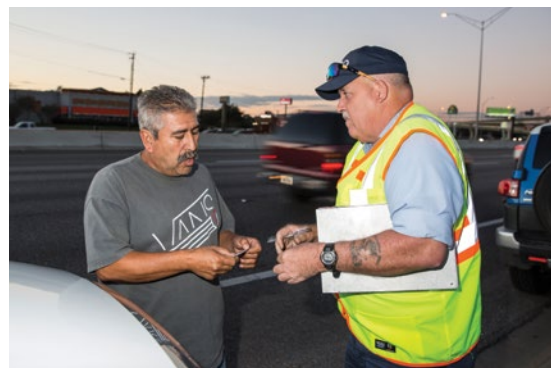
It's inherent to our mission that we look beyond the pavement when considering the mobility improvements that are right for our region. Together with partners, we focus on optimizing our existing infrastructure and developing multi-modal enhancements so that we can ultimately innovate our way around congestion rather than try to build our way out of it.



HERO PROGRAM

In partnership with TxDOT, we operate the HERO Program, providing free roadside assistance to stranded motorists on I-35 and US 183. These aren't our roads, but they are where the need is greatest. The program minimizes traffic delays and improves highway safety by providing traffic control and assisting first responders during emergencies. Clearing disabled vehicles to keep roadways free-flowing effectively prevents secondary incidents from occurring, which are the real culprits when it comes to traffic congestion.

With more than 14,480 motorists assisted in 2015 alone, the program has been a success by all measures. Expansion of the service area is slated for 2017 and will include more lane miles on I-35 and US 183 as well as coverage on our roads - US 290, MoPac, and 71 Toll Lane.



METROPIA

Optimizing our current infrastructure means using the technological solutions available to us to outsmart traffic. We partnered with the smartphone app Metropia, whose mission mirrors ours—making lives better through mobility solutions. The app predicts the most efficient routes based on traffic patterns and incentivizes users to travel the less-congested routes during off-peak times. Additionally, this year, Metropia released DUO (Drive up Occupancy), a new feature to the app that rewards drivers and passengers with additional points when they actively choose to cut down on traffic and harmful CO₂ emissions by sharing a ride.

Our partnership with Metropia not only incentivizes smarter habits that translate to a better commute experience but also to a greener environment. Over the past year, Metropia users have driven over 1 million miles and saved over 3,500 hours that would have otherwise been spent sitting in traffic. In addition, Austin drivers have reduced CO₂ emissions by 340,000 pounds, resulting in almost 3,400 trees planted through Metropia's work with the American Forests Partnership. Learn more at metropia.com.



MULTI-MODAL TRANSPORTATION SOLUTIONS

Central Texas thrives on the outdoors. This is why the Mobility Authority designs transportation solutions that protect our existing outdoor recreation areas and create new ones, while also providing multi-modal transportation options for people who prefer to bike to work. That commitment includes incorporating shared use paths, sidewalks, and bike lanes whenever feasible. To date, we have more than 80-lane miles planned or in place across our projects.



183 South is the largest local roadway project in Central Texas ever led by a local entity. And we're not just laying pavement. Over \$25 million will be spent on building new bicycle and pedestrian enhancements, our largest investment to date for these types of multi-modal facilities. The project will preserve the Montopolis Steel Truss Bridge, originally built in 1938, by transforming the historic landmark into a bicycle and pedestrian bridge that connects to a brand new trail head at the Colorado River above.

183 SOUTH BY THE NUMBERS

7

MILES OF A
CONTINUOUS SHARED
USE PATH

9

MILES
OF
SIDEWALKS

8

MILES OF
BIKE LANES IN
EACH DIRECTION

3

NEW PEDESTRIAN
BRIDGES CROSSING THE
183 SOUTH CORRIDOR

PROGRESS MOVES FORWARD

From the work we did this year, it's apparent to us that Central Texans value time. Time spent doing the things they love, the things that fuel their lives. Time not spent staring at brake lights in front of them with no idea when they'll reach their destination. We also know that they're having to drive farther and spend more time on the road—from the places where affordable housing exists to the places they need to go.

That's why we are building the innovative mobility solutions that provide drivers with a choice to take back their time stuck in traffic.

In the coming year, you'll see the full opening of two facilities, the MoPac Express Lanes in Central Austin and the 71 Toll Lane in Southeast Austin, both of which offer free-flowing movement to avoid peak hour congestion. And, we are moving forward with the long anticipated SH 45SW Project to relieve commuting pain for northern Hays and southern Travis County commuters.

Look for upcoming community engagements on our environmental studies, Oak Hill Parkway, MoPac South, and 183A Phase III, as we work to ensure our designs manage congestion and match community values.

We also approach mobility with a renewed commitment to protecting the environment we all share. That's why we're pursuing GreenRoads certifications on 183 South, SH 45SW, and future projects. By applying sustainable principles to our roadways, this third-party rating system will evaluate the design and construction to truly gauge environmental responsibility. And our efforts on SH 45SW include features that will ultimately exceed all standards for water quality requirements.

With our finger on the pulse of Central Texas transportation, we'll keep working with community partners to ensure we address the evolving mobility needs of our region, swiftly and thoughtfully, not only for those who call Central Texas home today, but for those who will be our neighbors in the future.



2016 FINANCIAL REPORT

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

The Mobility Authority's financial statements are prepared in accordance with accounting principles generally accepted in the United States of America (GAAP) as applied to government units on an accrual basis. Some items on the following pages have notes associated with them. To view the audited Financial Statements and Management Discussion and Analysis, please visit MobilityAuthority.com/financials.

STATEMENTS OF NET POSITION

June 30, 2016

	2016
CURRENT ASSETS	
Unrestricted	
Cash and cash equivalents (note 2)	\$714,088
Investments (note 2)	682,683
Due from other agencies (note 9)	86,763,659
Accrued interest receivable	490,450
Prepaid expenses and other assets	107,601
Total Unrestricted	88,758,481
Restricted	
Cash and cash equivalents (note 2)	55,225,460
Total Restricted	55,225,460
Total current assets	143,983,941
NONCURRENT ASSETS	
Restricted Assets	
Cash and cash equivalents (note 2)	269,711,004
Investments (note 2)	223,032,526
Pension asset (note 8)	202,023
Total Restricted Assets	492,945,553
Total Capital Assets – net (note 3)	1,084,996,036
TOTAL ASSETS	1,721,925,530
TOTAL DEFERRED OUTFLOWS OF RESOURCES (notes 5 and 8)	91,656,069
CURRENT LIABILITIES	
Payable from Current Assets	
Accounts payable	1,330,859
Due to other agencies	775,589
Accrued expenses	316,233
Total Payable from Current Assets	2,422,681
Payable from Restricted Assets	
Accounts payable	29,254,281
Accrued interest payable	19,546,179
Bonds, notes payable, and other obligations – current portion (note 4)	6,425,000
Total Payable from Restricted Assets	55,225,460
TOTAL CURRENT LIABILITIES	57,648,141
NONCURRENT LIABILITIES	
Unearned revenue	50,900,048
Notes payable and other obligations – net of current portion (note 4)	3,570,000
Revenue bonds payable – net of current portion (note 4)	1,234,531,635
TOTAL NONCURRENT LIABILITIES	1,289,001,683
TOTAL LIABILITIES	1,346,649,824
TOTAL DEFERRED INFLOWS OF RESOURCES (notes 5 and 8)	172,017
NET POSITION	
Investment in Capital Assets	200,627,568
Restricted	227,786,780
Unrestricted	38,345,410
TOTAL NET POSITION	\$466,759,758

STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

Year Ended June 30, 2016

	2016
OPERATING REVENUES	
Tolls	\$ 64,312,051
Grant proceeds and other	1,486,310
Total operating revenues	65,798,361
OPERATING EXPENSES	
Salaries and wages	3,681,148
Toll contractual services	6,079,106
Professional services	3,924,298
General and administrative	5,615,089
Depreciation and amortization	21,691,703
Total operating expenses	40,991,344
OPERATING INCOME	24,807,017
Non-operating revenues (expenses)	
Interest income	486,637
Financing expense	(9,384,791)
Interest expense – net of interest capitalized	(41,939,306)
Total non-operating revenue (expenses)	(50,837,460)
Change in net position before capital grants and contributions	(26,030,443)
Capital grants and contributions	173,713,752
Change in net position	147,683,309
Total net position at beginning of year	319,076,449
TOTAL NET POSITION AT END OF YEAR	\$ 466,759,758

STATEMENTS OF CASH FLOWS

June 30, 2016

	2016
CASH FLOWS FROM OPERATING ACTIVITIES	
Receipts from toll fees	\$64,876,236
Receipts from grants and other income	1,486,310
Payments to vendors	(14,564,319)
Payments to employees	(3,819,516)
Net cash flows provided by operating activities	47,978,711
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES	
Proceeds from notes payable and other obligations	11,454,088
Proceeds from senior lien revenue bonds	355,765,281
Payments on interest	(35,333,229)
Payments on bonds	(6,905,258)
Purchase of capital assets	(62,727)
Acquisitions of construction in progress	(199,069,851)
Proceeds from capital grants	80,410,037
Net cash flows provided by (used in) capital and related financing activities	206,258,341
CASH FLOWS FROM INVESTING ACTIVITIES	
Interest income	59,890
Purchase of investments	(251,082,404)
Proceeds from sale or maturity of investments	63,379,136
Net cash flows provided by (used in) investing activities	(187,643,378)
Net increase in cash and cash equivalents	66,593,674
Cash and cash equivalents at beginning of year	259,056,878
Cash and cash equivalents at end of year	\$325,650,552
Reconciliation of change in net assets to net cash provided by operating activities	
Operating income	\$24,807,017
Adjustments to reconcile change in net assets to net cash used in operating activities:	
Depreciation and amortization	21,691,703
Changes in assets and liabilities:	
Decrease in due from other agencies	564,185
Decrease (increase) in prepaid expenses and other assets	(84,471)
Increase (decrease) in accounts payable	923,985
Increase (decrease) in accrued expenses	160,700
Decrease in pension asset	272,214
Increase in deferred outflow of resources	(528,639)
Increase in deferred inflow of resources	172,017
Total adjustments	23,171,694
Net cash flows provided by operating activities	\$47,978,711
RECONCILIATION OF CASH AND CASH EQUIVALENTS	
Unrestricted cash and cash equivalents	\$714,088
Restricted cash and cash equivalents:	
Current	55,225,460
Noncurrent	269,711,004
TOTAL	\$325,650,552

A MESSAGE FROM OUR EXECUTIVE DIRECTOR

This year, we rolled up our sleeves and made considerable progress toward revolutionizing Central Texas transportation. We took on the challenge of infusing both hard work and innovation into the solutions we're implementing for the communities we serve.

We reached 75% completion on the MoPac Express Lane—our latest endeavor to bring reliability to an increasingly unpredictable corridor. Based on supply and demand principles, these innovative new lanes will use variable tolling to ensure reliable travel times.

We broke ground on the 183 South Project, a \$743 million effort to connect east Austin to the larger community via a non-stop, signal free route. Long awaited upgrades to this outdated facility will open pathways to economic opportunity along this corridor.

We acted swiftly when demand for the 290 Toll exceeded projections and led to congestion at the US 290/SH 130 intersection. With our interim solution now in place, we are developing the next phase to bridge the two facilities together in about three years' time.

We understand that adapting to an evolving transportation landscape means bridging affordability gaps and fixing disconnects, which is exactly what we plan to implement with the upcoming SH 45SW Project.



We take great pride in the work we do, which goes beyond building roads. We cultivate a broader way of thinking about mobility that balances our commitment to protecting the environment with the evolving mobility needs we were created to meet. And we're just getting started.

Sincerely,

A handwritten signature in black ink that reads "Mike Heiligenstein". The signature is written in a cursive, flowing style.

Mike Heiligenstein
EXECUTIVE DIRECTOR

BOARD OF DIRECTORS

Ray A. Wilkerson
CHAIRMAN
President & CEO,
Ray Wilkerson Companies, Inc.
Gubernatorial Appointment

James H. Mills
VICE CHAIRMAN
President, Rivercrest Group
Appointed by Williamson County

Robert L. Bennett, Jr.
TREASURER
Former Round Rock City Manager
Appointed by Williamson County

Nikelle Meade
SECRETARY
Attorney
Appointed by Travis County

David B. Armbrust
Attorney
Appointed by Travis County

Charles Heimsath
Economist
Appointed by Travis County

David Singleton
President, Southwest Land Services
Appointed by Williamson County



EVOLVE. ENGAGE. PROTECT.

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CENTRAL TEXAS
Regional Mobility Authority