



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

## Regular Meeting of the Board of Directors

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**9:00 a.m.**  
Wednesday, April 25, 2018

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

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

## AGENDA

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

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1. Welcome and opening remarks by the Chairman and members of the Board of Directors.
2. Opportunity for public comment – See **Notes** at the end of this agenda.

### ***Recess the Board Meeting and Convene the Audit Committee Meeting***

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- A. Audit Committee meeting called to order by Committee Chairman Singleton.
- B. Accept the letter of engagement for the annual independent auditing services.
- C. Adjourn Audit Committee.

### ***Regular Items***

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

3. Approve the minutes from the March 28, 2018 Regular Board meeting.
4. Accept the financial statements for March 2018
5. Approve firms for inclusion in the Mobility Authority's pool of underwriters.
6. Approve funding for general engineering consulting services for the Elroy Road Project.

## **Briefings and Reports**

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

7. Project reports
  - A. MoPac Improvement Project
  - B. 183 South Project
  - C. SH 45 SW Project
8. Executive Director Board Report
  - A. Discount for qualified veterans
  - B. April 18, 2018 House Transportation Committee Hearing
  - C. 2018 Mobility Authority Strategic Plan
  - D. Mobility Authority Fiscal Year 2019 Operating Budget
9. Recognize and present CTRMA Board Member Amy Ellsworth a resolution commemorating her service to the citizens of Central Texas

## **Executive Session**

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*Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item will be deliberated in executive session and identifies the section or sections of Chapter 551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.*

*The Board may deliberate the following items in executive session if announced by the Chairman:*

10. Discuss legal issues related to claims by or against the Mobility Authority; pending or contemplated litigation and any related settlement offers; or other matters as authorized by §551.071 (Consultation with Attorney).
11. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation with Attorney).
12. Discuss personnel matters as authorized by §551.074 (Personnel Matters).

## **Reconvene in Open Session.**

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## Regular Items

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

### 13. Adjourn Meeting.

## Notes

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**Opportunity for Public Comment.** At the beginning and at the end of the meeting, the Board provides a period of up to one hour for public comment on any matter subject to the Mobility Authority's jurisdiction. Each speaker is allowed a maximum of three minutes. A person who wishes to address the Board should sign the speaker registration sheet before the beginning of the public comment period. If a speaker's topic is not listed on this agenda, the Board may not deliberate the speaker's topic or question the speaker during the open comment period, but may direct staff to investigate the matter or propose that an item be placed on a subsequent agenda for deliberation and possible action by the Board. The Board may not deliberate or act on an item that is not listed on this agenda.

**Consent Agenda.** The Consent Agenda includes routine or recurring items for Board action with a single vote. The Chairman or any Board Member may defer action on a Consent Agenda item for discussion and consideration by the Board with the other Regular Items.

**Public Comment on Agenda Items.** A member of the public may offer comments on a specific agenda item in open session if he or she signs the speaker registration sheet for that item before the Board takes up consideration of the item. The Chairman may limit the amount of time allowed for each speaker. Public comment unrelated to a specific agenda item must be offered during the open comment period.

**Meeting Procedures.** The order and numbering of agenda items is for ease of reference only. After the meeting is convened, the Chairman may rearrange the order in which agenda items are considered, and the Board may consider items on the agenda in any order or at any time during the meeting.

**Persons with disabilities.** If you plan to attend this meeting and may need auxiliary aids or services, such as an interpreter for those who are deaf or hearing impaired, or if you are a reader of large print or Braille, please contact Laura Bohl at (512) 996-9778 at least two days before the meeting so that appropriate arrangements can be made.

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

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

Sec. 370.262. MEETINGS BY TELEPHONE CONFERENCE CALL.

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

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

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

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

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

~~(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.~~

*Mobility Authority Board Meeting Agenda  
Wednesday, April 25, 2018*

- (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**

April 25, 2018  
AGENDA ITEM #1

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

Welcome, Opening Remarks and Board Member Comments

Board Action Required: No



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

April 25, 2018  
**AGENDA ITEM #2**

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Open Comment Period for Public Comment  
& Public Comment on Agenda Items

**Open Comment Period for Public Comment** - At the beginning of the meeting, the Board provides a period of up to one hour for public comment on any matter subject to CTRMA's jurisdiction. Each speaker is allowed a maximum of three minutes. A person who wishes to address the Board should sign the speaker registration sheet before the beginning of the open comment period. If the speaker's topic is not listed on this agenda, the Board may not deliberate the topic or question the speaker during the open comment period, but may direct staff to investigate the subject further or propose that an item be placed on a subsequent agenda for deliberation and possible action by the Board. The Board may not act on an item that is not listed on this agenda.

**Public Comment on Agenda Items** - A member of the public may offer comments on a specific agenda item in open session if he or she signs the speaker registration sheet for that item before the Board's consideration of the item. The Chairman may limit the amount of time allowed for each speaker. Public comment unrelated to a specific agenda item must be offered during the open comment period.

Board Action:                      None.



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

April 25, 2018  
**AGENDA ITEM**

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Audit Committee Meeting: Accept the Letter  
of Engagement for independent  
auditing services

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:

Each year the Mobility Authority engages an independent CPA firm to conduct the Authority's required annual audit and single audit. RSM US, L.L.P. (formerly, Padgett, Stratemann & Co., L.L.P.) will be conducting the annual audit for the Fiscal Year ending June 30, 2018 and will present those reports to the Audit Committee upon completion.

This item requests approval by the Audit Committee of the Chief Financial Officer's acceptance of a letter of engagement with RSM US, L.L.P. to provide independent auditing services to the Mobility Authority.

Backup provided: Draft Resolution  
Letter of engagement

**MEETING OF THE AUDIT COMMITTEE  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 18-0XX**

**APPROVING A LETTER OF ENGAGEMENT FOR  
INDEPENDENT AUDITING SERVICES**

WHEREAS, the Mobility Authority is required to have an annual financial and compliance audit of its books and records in accordance with 43 *Texas Administrative Code* §26.61; and

WHEREAS, in February 2015, the Central Texas Regional Mobility Authority's (Mobility Authority) Chief Financial Officer and Controller issued a request for qualifications to procure a firm to perform financial and auditing services for a period of three (3) years with two (2) one-year options to be exercisable by the Mobility Authority in its sole discretion; and

WHEREAS, responses were submitted by four firms and, after evaluating each response using the scoring criteria set forth in the request for qualifications, the Chief Financial Officer and Controller recommended that the Board retain Padgett, Stratemann & Co., L.L.P. (now known as RSM US LLP); and

WHEREAS, by Resolution No. 15-017, dated March 25, 2015, the Mobility Authority's Audit Committee authorized the Executive Director to negotiate and execute a contract with Padgett, Stratemann & Co., L.L.P. (now known as RSM US LLP) to provide independent auditing services to the Mobility Authority; and

WHEREAS, the initial term of the contract has expired and the Chief Financial Officer and Controller recommend that the first option to extend the contract with RSM US LLP (formerly Padgett, Stratemann & Co., L.L.P.) be exercised; and

WHEREAS, the Chief Financial Officer further recommends that the Audit Committee approve the letter of engagement from RSM US LLP to provide an independent audit of the finances of the Mobility Authority for the fiscal year ending on June 30, 2018, which is attached hereto as Exhibit A.

NOW THEREFORE, BE IT RESOLVED, that the Audit Committee hereby exercises the first option to extend the contract with RSM US LLP for an additional year; and

BE IT FURTHER RESOLVED, that the Audit Committee approves the letter of engagement with RSM US LLP and authorizes the Chief Financial Officer to execute the letter of engagement on behalf of the Mobility Authority in the form or substantially the form as is attached hereto as Exhibit A.

Adopted by the Audit Committee of the Board of Directors of the Central Texas Regional Mobility Authority on the 25<sup>th</sup> day of April 2018.

Submitted and reviewed by:

Approved:

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Geoffrey Petrov, General Counsel

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David Singleton  
Chairman, Audit Committee



**Exhibit A**



RSM US LLP

811 Barton Springs Road  
Suite 500  
Austin, Texas 78704

T +1 512 476 0717

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

April 6, 2018

William Chapman, CFO  
Central Texas Regional Mobility Authority  
3300 North IH-35, Suite 300  
Austin, Texas 78704

Dear Mr. Chapman:

### **The Objective and Scope of the Audit of the Financial Statements**

You have requested that we audit the financial statements of Central Texas Regional Mobility Authority's (the Mobility Authority) business-type activities as of and for the year ending June 30, 2018, which comprise the basic financial statements. Management is responsible for the preparation of the required supplementary information (RSI) and supplementary information presented in relation to the financial statements as a whole in accordance with accounting principles generally accepted in the United States of America. We are pleased to confirm our acceptance and our understanding of this audit engagement by means of this letter.

Our audit will be conducted with the objective of our expressing an opinion on the financial statements.

We will also perform the audit of the Mobility Authority as of June 30, 2018 so as to satisfy the audit requirements imposed by the Single Audit Act and Subpart F of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), and the State of Texas Single Audit Circular and the Uniform Grant Management Standards.

### **The Responsibilities of the Auditor**

We will conduct our audit in accordance with auditing standards generally accepted in the United States of America (GAAS); *Government Auditing Standards* issued by the Comptroller General of the United States (GAS); the provisions of the Single Audit Act; Subpart F of Title 2 U.S. CFR Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*; and the U.S. Office of Management and Budget's (OMB) Compliance Supplement and the State of Texas Uniform Grant Management Standards (UGMS). Those standards, regulations and guides require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement. An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

Because of the inherent limitations of an audit, together with the inherent limitations of internal control, an unavoidable risk that some material misstatements may not be detected exists, even though the audit is properly planned and performed in accordance with GAAS. Also, an audit is not designed to detect errors or fraud that are immaterial to the financial statements. The determination of abuse is subjective; therefore, GAS does not expect us to provide reasonable assurance of detecting abuse.

**THE POWER OF BEING UNDERSTOOD**  
AUDIT | TAX | CONSULTING

In making our risk assessments, we consider internal control relevant to the Mobility Authority's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. However, we will communicate to you in writing concerning any significant deficiencies or material weaknesses in internal control relevant to the audit of the financial statements that we have identified during the audit.

We will also communicate to the Audit Committee of the Board of Directors (a) any fraud involving senior management and fraud (whether caused by senior management or other employees) that causes a material misstatement of the financial statements that becomes known to us during the audit, and (b) any instances of noncompliance with laws and regulations that we become aware of during the audit (unless they are clearly inconsequential).

The funds that you have told us are maintained by the Mobility Authority and that are to be included as part of our audit are the same as those reported in the prior year's financial statements.

The federal and state financial assistance programs and awards that you have told us that the Mobility Authority participates in and that are to be included as part of the single audit are comparable to those reported in the prior year's financial statements.

We are responsible for the compliance audit of major programs under the Uniform Guidance and the Texas UGMS, including the determination of major programs, the consideration of internal control over compliance, and reporting responsibilities.

Our reports on internal control will include any significant deficiencies and material weaknesses in controls of which we become aware as a result of obtaining an understanding of internal control and performing tests of internal control consistent with requirements of the standards and circulars identified above. Our reports on compliance matters will address material errors, fraud, abuse, violations of compliance obligations, and other responsibilities imposed by state and federal statutes and regulations or assumed by contracts; and any state or federal grant, entitlement or loan program questioned costs of which we become aware, consistent with requirements of the standards, guides and circulars identified above.

### **The Responsibilities of Management and Identification of the Applicable Financial Reporting Framework**

Our audit will be conducted on the basis that management and, when appropriate, those charged with governance acknowledge and understand that they have responsibility:

1. For the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America;
2. To evaluate subsequent events through the date the financial statements are issued or available to be issued, and to disclose the date through which subsequent events were evaluated in the financial statements. Management also agrees that it will not evaluate subsequent events earlier than the date of the management representation letter referred to below;
3. For the design, implementation and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error;
4. For establishing and maintaining effective internal control over financial reporting, and for informing us of all significant deficiencies and material weaknesses in the design or operation of such controls of which it has knowledge;

5. For report distribution; and
6. To provide us with:
  - a. Access to all information of which management is aware that is relevant to the preparation and fair presentation of the financial statements such as records, documentation and other matters;
  - b. Additional information that we may request from management for the purpose of the audit; and
  - c. Unrestricted access to persons within the entity from whom we determine it necessary to obtain audit evidence;

As part of our audit process, we will request from management and, when appropriate, those charged with governance, written confirmation concerning representations made to us in connection with the audit, including among other items:

1. That management has fulfilled its responsibilities as set out in the terms of this letter; and
2. That it believes the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

Management is responsible for identifying and ensuring that the Mobility Authority complies with the laws and regulations applicable to its activities, and for informing us about all known material violations of such laws or regulations. In addition, management is responsible for the design and implementation of programs and controls to prevent and detect fraud or abuse, and for informing us about all known or suspected fraud or abuse affecting the entity involving management, employees who have significant roles in internal control, and others where the fraud or abuse could have a material effect on the financial statements or compliance. Management is also responsible for informing us of its knowledge of any allegations of fraud or abuse, or suspected fraud or abuse, affecting the entity received in communications from employees, former employees, analysts, regulators or others.

Management is responsible for the preparation of the supplementary information in accordance with accounting principles generally accepted in the United States of America. Management agrees to include the auditor's report on the supplementary information in any document that contains the supplementary information and indicates that the auditor has reported on such supplementary information. Management also agrees to present the supplementary information with the audited financial statements or, if the supplementary information will not be presented with audited financial statements, to make the audited financial statements readily available to the intended users of the supplementary information no later than the date of issuance of the supplementary information and the auditor's report thereon.

Because the audit will be performed in accordance with the Texas UGMS, the Single Audit Act and the Uniform Guidance, management is responsible for (a) identifying all federal and state awards received; (b) preparing the schedules of expenditures of federal and state awards (including notes and noncash assistance received) in accordance with Uniform Guidance and Texas UGMS requirements; (c) internal control over compliance; (d) compliance with federal and state statutes, regulations, and the terms and conditions of federal and state awards; (e) making us aware of significant vendor relationships where the vendor is responsible for program compliance (f) following up and taking corrective action on audit findings, including the preparation of a summary schedule of prior audit findings and a corrective action plan; and (g) submitting the reporting package and data collection form.

The Board of Directors is responsible for informing us of its views about the risks of fraud or abuse within the entity, and its knowledge of any fraud or abuse or suspected fraud or abuse affecting the entity.

Our association with an official statement is a matter for which separate arrangements will be necessary. The Mobility Authority agrees to provide us with printer's proofs or masters of such offering documents for our review and approval before printing, and with a copy of the final reproduced material for our approval before it is distributed. In the event our auditor/client relationship has been terminated when the Mobility Authority seeks such consent, we will be under no obligation to grant such consent or approval.

You have informed us that you may issue public debt in the future and that you may include our report on your financial statements in the offering statement. You have further informed us that you do not intend for us to be associated with the proposed offering.

We agree that our association with any proposed offering is not necessary, providing the Mobility Authority agrees to clearly indicate that we are not associated with the contents of any such official statement or memorandum. The Mobility Authority agrees that the following disclosure will be prominently displayed in any such official statement or memorandum:

RSM US LLP, our independent auditor, has not been engaged to perform, and has not performed, since the date of its report included herein, any procedures on the financial statements addressed in that report. RSM US LLP also has not performed any procedures relating to this official statement.

Because RSM US LLP will rely on the Mobility Authority and its management and Board of Directors to discharge the foregoing responsibilities, the Mobility Authority holds harmless and releases RSM US LLP and its partners and employees from all claims, liabilities, losses and costs arising in circumstances where there has been a knowing misrepresentation by a member of the Mobility Authority's management that has caused, in any respect, RSM US LLP's breach of contract or negligence. This provision shall survive the termination of this arrangement for services.

#### **Records and Assistance**

If circumstances arise relating to the condition of the Mobility Authority's records, the availability of appropriate audit evidence or indications of a significant risk of material misstatement of the financial statements because of error, fraudulent financial reporting or misappropriation of assets which, in our professional judgment, prevent us from completing the audit or forming an opinion, we retain the unilateral right to take any course of action permitted by professional standards, including declining to express an opinion or issue a report, or withdrawing from the engagement.

During the course of our engagement, we may accumulate records containing data that should be reflected in the Mobility Authority's books and records. The Mobility Authority will determine that all such data, if necessary, will be so reflected. Accordingly, the Mobility Authority will not expect us to maintain copies of such records in our possession.

The assistance to be supplied by the Mobility Authority personnel will be described in a client participation list, which will outline the specific schedules and analyses that should be completed by the Mobility Authority personnel, including the dates when the information should be available to us. The participation list will be provided and agreed to by Mary Temple, Controller. The timely and accurate completion of this work is an essential condition to our completion of the audit and issuance of our audit report.

In connection with our audit, you have requested us to perform certain non-audit services necessary for the preparation of the financial statements, including drafting the financial statements, footnotes, RSI and supplementary information. The GAS independence standards require that the auditor maintain independence so that opinions, findings, conclusions, judgments and recommendations will be impartial and viewed as impartial by reasonable and informed third parties. Before we agree to provide a non-audit service to the Mobility Authority, we determine whether providing such a service would create a significant threat to our independence for GAS audit purposes, either by itself or in aggregate with other non-audit services provided. A critical component of our determination is consideration of management's ability to effectively oversee the non-audit services to be performed. The Mobility Authority has agreed that Mary Temple, Controller possesses suitable skill, knowledge or experience and that the individual understands that she will be responsible for the Mobility Authority's technical review of the financial statements, footnotes, RSI and supplementary information and will coordinate any other requests for non-audit services to be performed. Accordingly, the management of the Mobility Authority agrees to the following:

1. The Mobility Authority has designated Mary Temple, Controller as a senior member of management who possesses suitable skill, knowledge and experience to oversee the services;
2. Mary Temple, Controller will assume all management responsibilities for subject matter and scope of the audit services and support in drafting the financial statements, footnotes and RSI;
3. The Mobility Authority will evaluate the adequacy and results of the services performed; and
4. The Mobility Authority accepts responsibility for the results and ultimate use of the services.

GAS further requires that we establish an understanding with the Mobility Authority's management and those charged with governance of the objectives of the non-audit services, the services to be performed, the entity's acceptance of its responsibilities, the auditor's responsibilities and any limitations of the non-audit services. We believe this letter documents that understanding.

#### **Other Relevant Information**

RSM US LLP may mention the Mobility Authority's name and provide a general description of the engagement in RSM US LLP's client lists and marketing materials.

From time to time and depending upon the circumstances, we may use third-party service providers to assist us in providing professional services to you. In such circumstances, it may be necessary for us to disclose confidential client information to them. We enter into confidentiality agreements with all third-party service providers and we are satisfied that they have appropriate procedures in place to prevent the unauthorized release of your confidential information to others.

In accordance with GAS, a copy of our most recent peer review report is enclosed for your information.

#### **Fees, Costs, and Access to Workpapers**

Our fees for the services described above are based upon the value of the services performed and the time required by the individuals assigned to the engagement plus directly billed expenses, including travel, meals, and fees for services from other professionals, as well as a charge of 5 percent of fees for all other expenses, including indirect administrative expenses such as technology, research and library databases, communications, photocopying, postage and clerical assistance. Our fee estimate of \$89,500 (which is inclusive of the administrative fee described above) is exclusive of any required state single audits (If a State of Texas single audit is determined to be necessary, the additional cost will be \$9,500 for each major state program.). Based on our planning discussions with CTRMA management, the implementation of new accounting standards such as GASB Statement Nos. 84, 85 or 86 should not require any additional 2018 audit fees. If GASB Statement No. 84 does require separate fiduciary fund reporting in CTRMA's 2018 financial statements, there will be an additional cost of approximately \$3,000.

The base fee estimate described above and completion of our work are based upon the following criteria:

1. Anticipated cooperation from the Mobility Authority personnel
2. Timely responses to our inquiries
3. Timely completion and delivery of client assistance requests and preparation of supplementary schedules and financial statement support
4. Timely communication of all significant accounting and financial reporting matters
5. The assumption that unexpected circumstances will not be encountered during the engagement
6. The assumption of one major program for the Federal single audit
7. Segment reporting requirements will not be required for fiscal year 2018
8. There are no fiduciary fund types or agency funds that are part of the reporting entity

If any of the aforementioned criteria are not met, then fees may increase. Interim billings will be submitted as the work progresses.

Our professional standards require that we perform certain additional procedures, on current and previous years' engagements, whenever a partner or professional employee leaves the firm and is subsequently employed by or associated with a client in a key position. Accordingly, the Mobility Authority agrees it will compensate RSM US LLP for any additional costs incurred as a result of the Mobility Authority's employment of a partner or professional employee of RSM US LLP.

In the event we are requested or authorized by the Mobility Authority or are required by government regulation, subpoena or other legal process to produce our documents or our personnel as witnesses with respect to our engagement for the Mobility Authority, the Mobility Authority will, so long as we are not a party to the proceeding in which the information is sought, reimburse us for our professional time and expenses, as well as the fees and expenses of our counsel, incurred in responding to such requests.

The documentation for this engagement is the property of RSM US LLP. However, you acknowledge and grant your assent that representatives of the cognizant or oversight agency or their designee, other government audit staffs, and the U.S. Government Accountability Office shall have access to the audit documentation upon their request and that we shall maintain the audit documentation for a period of at least three years after the date of the report, or for a longer period if we are requested to do so by the cognizant or oversight agency. Access to requested documentation will be provided under the supervision of RSM US LLP audit personnel and at a location designated by our firm.

#### **Claim Resolution**

The Mobility Authority and RSM US LLP agree that no claim arising out of services rendered pursuant to this agreement shall be filed more than two years after the date of the audit report issued by RSM US LLP or the date of this arrangement letter if no report has been issued. The Mobility Authority waives any claim for punitive damages. RSM US LLP's liability for all claims, damages and costs of the Mobility Authority arising from this engagement is limited to the amount of fees paid by the Mobility Authority to RSM US LLP for the services rendered under this arrangement letter.

### **Information Security - Miscellaneous Terms**

RSM US LLP is committed to the safe and confidential treatment of the Mobility Authority's proprietary information. RSM US LLP is required to maintain the confidential treatment of client information in accordance with relevant industry professional standards which govern the provision of services described herein. The Mobility Authority agrees that it will not provide RSM US LLP with any unencrypted electronic confidential or proprietary information, and the parties agree to utilize commercially reasonable measures to maintain the confidentiality of the Mobility Authority's information, including the use of collaborate sites to ensure the safe transfer of data between the parties.

RSM US LLP may terminate this relationship immediately in its sole discretion if RSM US LLP determines that continued performance would result in a violation of law, regulatory requirements, applicable professional standards or RSM US LLP's client acceptance or retention standards, or if the Mobility Authority is placed on a verified sanctioned entity list or if any director or executive of, or other person closely associated with, the Mobility Authority or its affiliates is placed on a verified sanctioned person list, in each case, including but not limited to lists promulgated by the Office of Foreign Assets Control of the U.S. Department of the Treasury, the U.S. State Department, the United Nations Security Council, the European Union or any other relevant sanctioning authority.

If any term or provision of this agreement is determined to be invalid or unenforceable, such term or provision will be deemed stricken and all other terms and provisions will remain in full force and effect.

### **Reporting**

We will issue a written report upon completion of our audit of the Mobility Authority's financial statements. Our report will be addressed to the Board of Directors of the Mobility Authority. We cannot provide assurance that an unmodified opinion will be expressed. Circumstances may arise in which it is necessary for us to modify our opinion, add an emphasis-of-matter or other-matter paragraph(s), or withdraw from the engagement.

In addition to our report on the Mobility Authority's financial statements, we will also issue the following types of reports:

1. A report on the fairness of the presentation of the Mobility Authority's schedules of expenditures of federal and state awards for the year ending June 30, 2018;
2. Reports on internal control related to the financial statements and major programs. These reports will describe the scope of testing of internal control and the results of our tests of internal control;
3. Reports on compliance with laws, regulations, and the provisions of contracts or grant agreements. We will report on any noncompliance that could have a material effect on the financial statements and any noncompliance that could have a material effect, as defined by the Texas UGMS and Subpart F of Title 2 U.S. CFR Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal and State Awards*, on each major program;
4. An accompanying schedule of findings and questioned costs.



**Electronic Signatures and Counterparts**

Each party hereto agrees that any electronic signature of a party to this agreement or any electronic signature to a document contemplated hereby (including any representation letter) is intended to authenticate such writing and shall be as valid, and have the same force and effect, as a manual signature. Any such electronically signed document shall be deemed (i) to be "written" or "in writing," (ii) to have been signed and (iii) to constitute a record established and maintained in the ordinary course of business and an original written record when printed from electronic files. Each party hereto also agrees that electronic delivery of a signature to any such document (via email or otherwise) shall be as effective as manual delivery of a manual signature. For purposes hereof, "electronic signature" includes, but is not limited to, (i) a scanned copy (as a "pdf" (portable document format) or other replicating image) of a manual ink signature, (ii) an electronic copy of a traditional signature affixed to a document, (iii) a signature incorporated into a document utilizing touchscreen capabilities or (iv) a digital signature. This agreement may be executed in one or more counterparts, each of which shall be considered an original instrument, but all of which shall be considered one and the same agreement. Paper copies or "printouts," of such documents if introduced as evidence in any judicial, arbitral, mediation or administrative proceeding, will be admissible as between the parties to the same extent and under the same conditions as other original business records created and maintained in documentary form. Neither party shall contest the admissibility of true and accurate copies of electronically signed documents on the basis of the best evidence rule or as not satisfying the business records exception to the hearsay rule.

This letter constitutes the complete and exclusive statement of agreement between RSM US LLP and the Mobility Authority, superseding all proposals, oral or written, and all other communications with respect to the terms of the engagement between the parties.

Please sign and return a copy of this letter to indicate your acknowledgment of, and agreement with, the arrangements for our audit of the financial statements, including our respective responsibilities.

RSM US LLP



Mike O'Brien, Partner

Confirmed on behalf of Central Texas Regional Mobility Authority:

\_\_\_\_\_  
William Chapman, CFO

\_\_\_\_\_  
Date



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

April 25, 2018  
**AGENDA ITEM #3**

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

Backup provided: Draft minutes, March 28, 2018 Regular Board Meeting

## MINUTES

### Regular Meeting of the Board of

### Directors of the

### CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

**Wednesday, March 28, 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 March 22, 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/03282018-699>

**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 Ray Wilkerson called the meeting to order at 10:05 a.m. with the following Board members present: Nikelle Meade, David Armbrust, Amy Ellsworth and Mark Ayotte.

**2. Opportunity for public comment.**

No comments were offered.

**Regular Board Items**

**3. Approve the minutes from the February 28, 2018 Regular Board meeting.**

**MOTION:** Approval for the February 28, 2018 meeting minutes

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

**MOTION BY:** Mark Ayotte

**SECONDED BY:** Nikelle Meade

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

**NAY:** None.

4. Accept the Financial Statements for February 2018.

Presentation by Mary Temple, Controller.

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

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

**MOTION BY:** Amy Ellsworth

**SECONDED BY:** John Langmore

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

**NAY:** None.

**ADOPTED AS:** Resolution No. 18-007

5. Presentation of the Central Texas Regional Mobility Authority 10-Year Financial Forecast.

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

6. Approve an Interlocal Agreement with Travis County for projects at Elroy Road and Ross Road.

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

**MOTION:** Revise the draft Interlocal Agreement with Travis County by replacing “or” with “and” in the last sentence of paragraph H and approve the Interlocal Agreement with Travis County for projects at Elroy Road and Ross Road, as revised by the Board.

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

**MOTION BY:** Amy Ellsworth

**SECONDED BY:** John Langmore

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

**NAY:** None.

**ADOPTED AS:** Resolution No. 18-008

7. Consider authorizing the Executive Director to enter into a contract for Miscellaneous Improvements for the MoPac Improvement Project.

Presentation by Justin Word, P.E., Director of Engineering and public comment by Michael Aulick, interested party with the Austin-San Antonio Corridor Council.

**MOTION:** Authorize the Executive Director to enter into a contract for Miscellaneous Improvements for the MoPac Improvement Project

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

**MOTION BY:** John Langmore

**SECONDED BY:** Nikelle Meade

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

**NAY:** None.

**ADOPTED AS:** Resolution No. 18-009

8. Approve and adopt the 2017 Mobility Authority Annual Report.

Presentation by Dee Anne Heath, Director of External Affairs, Media Relations

**MOTION:** Adopt the 2017 Mobility Authority Annual Report

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

**MOTION BY:** Amy Ellsworth

**SECONDED BY:** Nikelle Meade

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

**NAY:** None.

**ADOPTED AS:** Resolution No. 18-010

**Briefings and Reports**

9. Status report on transportation projects under construction.

A. MoPac Improvement Project

Presentation by Steve Pustelnyk, Director of Community Relations and Justin Word, P.E., Director of Engineering.

B. 183 South Project

Presentation by Justin Word, P.E., Director of Engineering; Aaron Autry, Project Manager, Atkins; Steve Pustelnyk, Director of Community Relations; and Mike Heiligenstein, Executive Director.

C. SH 45 SW Project

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

**10. Executive Director Board Report**

A. Projects under development

Presentation by Mike Heiligenstein, Executive Director

B. Toll Billing and Tag Marketing

Presentation by Tracie Brown, Director of Operations

C. Women's Transportation Seminar (WTS) 2017 Innovative Transportation Solutions Award

Presentation by Mike Heiligenstein, Executive Director

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

**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).

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 12:44 p.m.

**14.** Adjourn Meeting.



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

April 25, 2018  
**AGENDA ITEM #4**

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Accept the financial statements for  
March 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 March 2018.

Backup provided: Draft financial statements for March 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 MARCH 2018**

WHEREAS, the Central Texas Regional Mobility Authority (“Mobility Authority”) is empowered to procure such goods and services as it deems necessary to assist with its operations and to study and develop potential transportation projects, and is responsible to insure accurate financial records are maintained using sound and acceptable financial practices; and

WHEREAS, close scrutiny of the Mobility Authority’s expenditures for goods and services, including those related to project development, as well as close scrutiny of the Mobility Authority’s financial condition and records is the responsibility of the Board and its designees through procedures the Board may implement from time to time; and

WHEREAS, the Board has adopted policies and procedures intended to provide strong fiscal oversight and which authorize the Executive Director, working with the Mobility Authority’s Chief Financial Officer, to review invoices, approve disbursements, and prepare and maintain accurate financial records and reports;

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

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

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25<sup>th</sup> day of April 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 March 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	48,066,976	78.71%	39,825,281
Video Tolls	14,377,753	10,767,849	74.89%	10,701,428
Fee Revenue	6,022,247	3,999,241	66.41%	4,293,076
<b>Total Operating Revenue</b>	<b>81,469,539</b>	<b>62,834,066</b>	<b>77.13%</b>	<b>54,819,785</b>
<b>Other Revenue</b>				
Interest Income	950,000	1,731,094	182.22%	671,494
Grant Revenue	720,000	15,684,676	2178.43%	14,693,679
Reimbursed Expenditures	314,280	11	-	207,873
Misc Revenue	5,500	1,339	24.35%	6,010
<b>Total Other Revenue</b>	<b>1,989,780</b>	<b>17,417,120</b>	<b>875.33%</b>	<b>15,579,056</b>
<b>TOTAL REVENUE</b>	<b>\$83,459,319</b>	<b>\$80,251,186</b>	<b>96.16%</b>	<b>70,398,841</b>
<b>EXPENSES</b>				
<b>Salaries and Benefits</b>				
Salary Expense-Regular	3,520,456	2,675,799	76.01%	2,460,663
Salary Reserve	80,000	-	-	-
TCDRS	515,649	362,701	70.34%	340,320
FICA	165,251	113,590	68.74%	107,582
FICA MED	55,277	38,540	69.72%	36,118
Health Insurance Expense	396,258	250,973	63.34%	241,171
Life Insurance Expense	32,942	6,386	19.39%	6,644
Auto Allowance Expense	10,200	7,650	75.00%	7,650
Other Benefits	153,197	110,580	72.18%	169,535
Unemployment Taxes	19,950	4,233	21.22%	4,398
<b>Total Salaries and Benefits</b>	<b>4,949,181</b>	<b>3,570,451</b>	<b>72.14%</b>	<b>3,374,081</b>

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending March 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	6,211	62.11%	5,938
Auditing	100,000	29,500	29.50%	53,880
Human Resources	15,000	25,239	168.26%	13,864
Legal	-	28,983	-	-
IT Services	103,500	82,570	79.78%	55,993
Internet	4,125	3,256	78.93%	1,406
Software Licenses	49,800	23,869	47.93%	61,601
Cell Phones	18,500	10,944	59.16%	11,471
Local Telephone Service	2,000	8,281	414.05%	11,475
Overnight Delivery Services	850	59	6.97%	63
Local Delivery Services	600	-	-	-
Copy Machine	17,000	10,670	62.76%	11,631
Repair & Maintenance-General	2,500	704	28.16%	2,030
Community Meeting/ Events	2,000	-	-	-
Meeting Expense	15,000	5,790	38.60%	7,469
Public Notices	100	25	25.00%	25
Toll Tag Expense	3,150	1,787	56.74%	1,024
Parking	4,200	531	12.64%	1,293
Mileage Reimbursement	11,200	3,428	30.61%	3,455
Insurance Expense	150,000	129,954	86.64%	111,400
Rent Expense	515,000	398,640	77.41%	400,627
Legal Services	288,000	144,832	50.29%	41,872
<b>Total Administrative and Office Expenses</b>	<b>1,312,525</b>	<b>915,271</b>	<b>69.73%</b>	<b>796,517</b>
<b>Office Supplies</b>				
Books & Publications	6,000	880	14.66%	730
Office Supplies	19,900	9,315	46.81%	14,554
Computer Supplies	46,800	12,060	25.77%	11,452
Copy Supplies	1,000	964	96.37%	673
Other Reports-Printing	8,000	-	-	6,054
Office Supplies-Printed	1,000	1,795	179.51%	635
Misc Materials & Supplies	2,750	-	-	1,098
Postage Expense	900	315	35.04%	358
<b>Total Office Supplies</b>	<b>86,350</b>	<b>25,329</b>	<b>29.33%</b>	<b>35,553</b>

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending March 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	15,000	42.86%	6,625
Website Maintenance	130,000	26,050	20.04%	101,755
Research Services	110,000	179,589	163.26%	79,059
Communications and Marketing	400,000	139,818	34.95%	252,571
Advertising Expense	330,000	351,260	106.44%	130,057
Direct Mail	10,000	726	7.26%	-
Video Production	31,000	8,904	28.72%	8,820
Photography	11,000	5,110	46.46%	2,954
Radio	10,000	12,153	121.53%	-
Other Public Relations	20,000	38,448	192.24%	5,000
Promotional Items	20,000	-	-	972
Displays	5,000	2,124	42.48%	-
Direct Mail Printing	6,500	-	-	-
Other Communication Expenses	50,500	52,571	104.10%	2,244
<b>Total Communications and Public Relations</b>	<b>1,169,000</b>	<b>831,752</b>	<b>71.15%</b>	<b>590,058</b>
<b>Employee Development</b>				
Subscriptions	3,200	942	29.44%	1,467
Professional Memberships	51,250	35,731	69.72%	35,612
Continuing Education	10,500	694	6.60%	135
Professional Development	4,000	7,780	194.50%	-
Other Licenses	1,750	248	14.17%	257
Seminars and Conferences	42,500	12,232	28.78%	21,344
Travel	97,000	25,385	26.17%	45,250
<b>Total Employee Development</b>	<b>210,200</b>	<b>83,012</b>	<b>39.49%</b>	<b>104,065</b>
<b>Financing and Banking Fees</b>				
Trustee Fees	30,000	21,525	71.75%	19,773
Bank Fee Expense	6,500	3,551	54.64%	4,297
Continuing Disclosure	10,000	9,812	98.12%	-
Arbitrage Rebate Calculation	8,000	8,355	104.44%	6,455
Rating Agency Expense	30,000	15,500	51.67%	15,000
<b>Total Financing and Banking Fees</b>	<b>84,500</b>	<b>58,743</b>	<b>69.52%</b>	<b>45,524</b>
<b>Total Administrative</b>	<b>2,862,575</b>	<b>1,914,108</b>	<b>66.87%</b>	<b>1,571,718</b>

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending March 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	105,581	68.12%	72,358
GEC-Financial Planning Support	50,000	-	-	47
GEC-Toll Ops Support	20,000	-	-	16,569
GEC-Roadway Ops Support	410,000	378,867	92.41%	301,349
GEC-Technology Support	60,000	1,941	3.24%	19,026
GEC-Public Information Support	-	15,921	-	29,111
GEC-General Support	800,000	539,237	67.40%	487,204
General System Consultant	170,000	160,572	94.45%	33,818
Traffic and Revenue Consultant	95,000	67,964	71.54%	68,937
<b>Total Operations and Maintenance Consulting</b>	<b>1,760,000</b>	<b>1,270,084</b>	<b>72.16%</b>	<b>1,028,420</b>
<b>Roadway Operations and Maintenance</b>				
Roadway Maintenance	5,007,401	2,090,680	41.75%	2,196,236
Landscape Maintenance	2,500	-	-	-
Signal & Illumination Maint	5,000	12,554	251.09%	25,041
Maintenance Supplies-Roadway	5,500	91,020	1654.91%	396
Tools & Equipment Expense	1,000	301	30.12%	22
Gasoline	13,700	10,756	78.51%	4,940
Repair & Maintenance-Vehicles	5,000	3,503	70.06%	1,566
Electricity - Roadways	200,000	107,347	53.67%	112,612
<b>Total Roadway Operations and Maintenance</b>	<b>5,240,101</b>	<b>2,316,161</b>	<b>44.20%</b>	<b>2,340,814</b>
<b>Toll Processing and Collection Expense</b>				
Image Processing	1,563,594	1,289,607	82.48%	1,065,011
Tag Collection Fees	4,100,826	5,037,519	122.84%	2,628,500
Court Enforcement Costs	40,000	22,875	57.19%	10,050
DMV Lookup Fees	1,000	325	32.49%	357
<b>Total Processing and Collection Expense</b>	<b>5,705,420</b>	<b>6,350,326</b>	<b>111.30%</b>	<b>3,703,918</b>

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

	Budget Amount FY 2018	Actual Year to Date	Percent of Budget	Actual Prior Year to Date
<b>Toll Operations Expense</b>				
Generator Fuel	5,000	42	0.84%	88
Fire and Burglar Alarm	500	370	74.02%	276
Refuse	1,700	985	57.96%	1,051
Telecommunications	120,000	51,856	43.21%	43,971
Water	22,000	3,633	16.52%	11,329
Electricity	2,500	1,011	40.44%	1,641
ETC spare parts expense	20,000	-	-	-
Repair & Maintenance Toll Equip	5,000	-	-	11,928
Law Enforcement	275,000	214,737	78.09%	159,999
ETC Maintenance Contract	1,755,098	1,151,687	65.62%	820,182
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>1,425,686</b>	<b>47.11%</b>	<b>1,124,112</b>
<b>Total Operations and Maintenance</b>	<b>15,731,907</b>	<b>11,362,257</b>	<b>72.22%</b>	<b>8,197,264</b>
<b>Other Expenses</b>				
<b>Special Projects and Contingencies</b>				
HERO	720,000	572,391	79.50%	797,867
Special Projects	113,000	-	-	151,088
71 Express Net Revenue Payment	2,280,600	2,088,680	91.58%	-
Other Contractual Svcs	150,000	47,720	31.81%	59,164
Contingency	250,000	828	0.33%	10,578
<b>Total Special Projects and Contingencies</b>	<b>3,513,600</b>	<b>2,709,619</b>	<b>77.12%</b>	<b>1,018,697</b>

**Central Texas Regional Mobility Authority**  
**Income Statement**  
**For the Period Ending March 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	379,753	98.64%	287,832
Amort Expense - Refund Savings	1,034,000	776,892	75.13%	774,440
Dep Exp- Furniture & Fixtures	2,620	1,960	74.82%	1,825
Dep Expense - Equipment	16,050	12,757	79.48%	11,494
Dep Expense - Autos & Trucks	19,312	14,167	73.36%	7,372
Dep Expense-Buildng & Toll Fac	177,115	132,653	74.90%	132,836
Dep Expense-Highways & Bridges	18,048,333	15,695,282	86.96%	13,138,499
Dep Expense-Communic Equip	196,115	-	-	147,086
Dep Expense-Toll Equipment	2,756,238	1,850,725	67.15%	2,067,178
Dep Expense - Signs	325,900	244,420	75.00%	244,420
Dep Expense-Land Improvemts	884,934	663,701	75.00%	663,701
Depreciation Expense-Computers	13,210	12,954	98.06%	10,404
<b>Total Non Cash Expenses</b>	<b>23,858,827</b>	<b>19,785,263</b>	<b>82.93%</b>	<b>17,487,087</b>
<b>Total Other Expenses</b>	<b>27,372,427</b>	<b>22,494,882</b>	<b>82.18%</b>	<b>18,505,784</b>
<b>Non Operating Expenses</b>				
Bond issuance expense	1,450,000	170,065	11.73%	1,109,873
Interest Expense	38,074,354	23,886,913	62.74%	23,572,135
Community Initiatives	100,000	50,000	50.00%	28,500
<b>Total Non Operating Expenses</b>	<b>39,624,354</b>	<b>24,106,978</b>	<b>60.84%</b>	<b>24,710,509</b>
<b>TOTAL EXPENSES</b>	<b>\$90,540,444</b>	<b>\$63,448,675</b>	<b>70.08%</b>	<b>\$56,359,355</b>
<b>Net Income</b>	<b>(\$7,081,125)</b>	<b>\$16,802,512</b>		<b>14,039,486</b>

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

	as of 03/31/2018	as of 03/31/2017
<b>ASSETS</b>		
<b>Current Assets</b>		
<b>Cash</b>		
Regions Operating Account	\$ 505,786	\$ 706,525
Cash in TexStar	260,436	554,793
Regions Payroll Account	52,090	77,773
<b>Restricted Cash</b>		
Goldman Sachs FSGF 465	122,441,754	232,807,968
Restricted Cash - TexSTAR	165,328,470	133,242,649
Overpayments account	194,294	162,504
<b>Total Cash and Cash Equivalents</b>	<u>288,782,830</u>	<u>367,552,211</u>
<b>Accounts Receivable</b>		
Accounts Receivable	-	14,485
Due From Other Agencies	3,947	-
Due From TTA	1,125,065	629,644
Due From NTTA	660,346	557,804
Due From HCTRA	905,876	656,925
Due From TxDOT	1,465,783	334,404
Interest Receivable	309,154	312,191
<b>Total Receivables</b>	<u>4,470,171</u>	<u>2,505,453</u>
<b>Short Term Investments</b>		
Agencies	79,973,214	165,650,922
<b>Total Short Term Investments</b>	<u>79,973,214</u>	<u>165,650,922</u>
<b>Total Current Assets</b>	<u>373,226,215</u>	<u>535,708,586</u>
<b>Total Construction in Progress</b>	730,706,213	473,995,972
<b>Fixed Assets (Net of Depreciation and Amortization)</b>		
Computer	35,212	29,867
Computer Software	1,003,528	871,084
Furniture and Fixtures	13,286	15,900
Equipment	23,371	1,486
Autos and Trucks	66,177	54,627
Buildings and Toll Facilities	5,157,886	5,334,817
Highways and Bridges	748,824,375	603,496,673
Communication Equipment	-	71,335
Toll Equipment	14,139,270	15,189,517
Signs	10,686,042	11,011,936
Land Improvements	9,960,238	10,845,172
Right of way	88,149,606	87,944,995
Leasehold Improvements	141,805	153,606
<b>Total Fixed Assets</b>	<u>878,200,798</u>	<u>735,021,015</u>
<b>Other Assets</b>		
Intangible Assets-Net	103,741,817	102,576,528
2005 Bond Insurance Costs	4,341,334	4,554,843
Prepaid Insurance	91,999	74,961
Deferred Outflows (pension related)	711,563	780,064
Pension Asset	355,139	202,023
<b>Total Other Assets</b>	<u>109,241,853</u>	<u>108,188,418</u>
<b>Total Assets</b>	<u><u>\$ 2,091,375,079</u></u>	<u><u>\$ 1,852,913,992</u></u>



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

	as of 03/31/2018	as of 03/31/2017
<b>LIABILITIES</b>		
<b>Current Liabilities</b>		
Accounts Payable	\$ 15,689,600	\$ 507,926
Construction Payable	-	315,676
Overpayments	197,059	164,999
Interest Payable	12,958,731	13,032,744
Deferred Compensation Payable	142	(1)
TCDRS Payable	88,161	80,240
Medical Reimbursement Payable	-	3,510
Due to other Agencies	2,010,882	-
Due to TTA	1,253,767	-
Due to NTTA	11,137	-
Due to HCTRA	90,353	-
Due to Other Entities	3,145,016	6,831,020
<b>Total Current Liabilities</b>	<b>35,444,847</b>	<b>20,936,115</b>
<b>Long Term Liabilities</b>		
Compensated Absences	182,441	138,927
Deferred Inflows (pension related)	286,449	172,017
<b>Long Term Payables</b>	<b>468,891</b>	<b>310,944</b>
<b>Bonds Payable</b>		
<b>Senior Lien Revenue Bonds:</b>		
Senior Lien Revenue Bonds 2010	72,368,429	67,785,673
Senior Lien Revenue Bonds 2011	15,188,428	14,214,347
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	8,566,706	10,519,973
Sn Lien Revenue Bnd Prem 2015	21,076,475	22,272,980
Sn Lien Put Bnd Prem 2015	4,191,983	6,055,287
Senior lien premium 2016 revenue bonds	52,777,697	57,097,946
<b>Total Senior Lien Revenue Bonds</b>	<b>1,039,659,718</b>	<b>1,047,734,206</b>
<b>Sub Lien Revenue Bonds:</b>		
Sub Refunding Bnds 2013	100,530,000	101,530,000
Sub Debt Refunding Bonds 2016	74,305,000	74,690,000
Sub Refunding 2013 Prem/Disc	1,957,592	2,446,827
Sub Refunding 2016 Prem/Disc	9,371,083	10,243,392
<b>Total Sub Lien Revenue Bonds</b>	<b>186,163,674</b>	<b>188,910,219</b>
<b>Other Obligations</b>		
TIFIA note 2015	261,903	52,317
SIB loan 2015	31,440,762	30,288,390
State Highway Fund Loan 2015	31,440,792	30,288,390
State 45SW Loan	22,080,000	-
2013 American Bank Loan	-	3,570,000
71E TxDOT Obligation - LT	65,000,000	-
Regions 2017 MoPAC Note	17,000,000	-
<b>Total Other Obligations</b>	<b>167,223,458</b>	<b>64,199,096</b>
<b>Total Long Term Liabilities</b>	<b>1,393,515,741</b>	<b>1,301,154,465</b>
<b>Total Liabilities</b>	<b>1,428,960,588</b>	<b>1,322,090,580</b>
<b>NET ASSETS</b>		
Contributed Capital	136,725,550	40,347,060
Net Assets Beginning	508,907,391	476,432,916
Current Year Operations	16,781,550	14,043,437
<b>Total Net Assets</b>	<b>662,414,491</b>	<b>530,823,412</b>
<b>Total Liabilities and Net Assets</b>	<b>\$ 2,091,375,079</b>	<b>\$ 1,852,913,992</b>

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

**Cash flows from operating activities:**

Receipts from toll fees	\$ 63,265,408
Receipts from other fees	1,350
Receipts from interest income	16,375
Payments to vendors	(19,890,092)
Payments to employees	(3,538,792)
Net cash flows provided by (used in) operating activities	39,854,249

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

Proceeds from notes payable	39,289,372
Receipts from Department of Transportation	28,202,796
Payments on principal	(8,370,000)
Interest payments	(51,142,085)
Acquisition of capital assets	(29,886)
Acquisitions of construction in progress	(177,570,260)
Net cash flows provided by (used in) capital and related financing activities	(169,620,062)

**Cash flows from investing activities:**

Interest income	1,731,094
Purchase of investments	(132,333,128)
Proceeds from sale or maturity of investments	182,300,999
Net cash flows provided by (used in) investing activities	51,698,966
Net increase (decrease) in cash and cash equivalents	(78,066,848)
Cash and cash equivalents at beginning of period	201,260,772
Cash and cash equivalents at end of period	\$ 123,193,924

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

Operating income	\$ 24,304,605
Adjustments to reconcile change in net assets to net cash provided by operating activities:	
Depreciation and amortization	19,008,371
Changes in assets and liabilities:	
(Increase) decrease in accounts receivable	425,115
(Increase) decrease in prepaid expenses and other assets	(54,000)
(Decrease) increase in accounts payable	(1,989,623)
Increase (decrease) in accrued expenses	(1,840,219)
Total adjustments	15,549,644
Net cash flows provided by (used in) operating activities	\$ 39,854,249

**Reconciliation of cash and cash equivalents:**

Unrestricted cash and cash equivalents	\$ 752,171
Restricted cash and cash equivalents	122,441,754
Total	\$ 123,193,924

**INVESTMENTS by FUND**

		<b>Balance</b>		
			<b>March 31, 2018</b>	
<b>Renewal &amp; Replacement Fund</b>				<b>TexSTAR</b> <b>165,588,906.05</b>
	TexSTAR	510,607.85		Goldman Sachs <b>122,441,753.87</b>
	Goldman Sachs	190,317.30		Agencies & Treasury Notes <u>79,973,213.78</u>
	Agencies		700,925.15	
<b>Grant Fund</b>				<b>\$ 368,003,873.70</b>
	TexSTAR	9,188,895.58		
	Goldman Sachs	479,564.28		
	Agencies		9,668,459.86	
<b>Senior Debt Service Reserve Fund</b>				
	TexSTAR	10,738,752.20		
	Goldman Sachs	5,036,135.08		
	Agencies	64,891,710.64	80,666,597.92	
<b>2010 Senior Lien DSF</b>				
	Goldman Sachs	451,187.07		
	TexSTAR	-	451,187.07	
<b>2011 Debt Service Acct</b>				
	Goldman Sachs	758,041.72	758,041.72	
<b>2013 Sr Debt Service Acct</b>				
	Goldman Sachs	2,632,062.90	2,632,062.90	
<b>2013 Sub Debt Service Account</b>				
	Goldman Sachs	1,525,314.29	1,525,314.29	
<b>2015 Sr Capitalized Interest</b>				
	Goldman Sachs	3,812.69	46,352,891.08	
	TexSTAR	46,349,078.39		
<b>2015A Debt Service Account</b>				
	Goldman Sachs	3.30	3.30	
<b>2015B Debt Service Account</b>				
	Goldman Sachs	862,635.16	862,635.16	
<b>2016 Sr Lien Rev Refunding Debt Service Account</b>				
	Goldman Sachs	5,803,795.39	5,803,795.39	
<b>2016 Sub Lien Rev Refunding Debt Service Account</b>				
	Goldman Sachs	943,338.67	5,942,505.34	
	Agencies	4,999,166.67		
<b>2016 Sub Lein Rev Refunding DSR</b>				
	Goldman Sachs	1,694,271.51	1,694,271.51	
<b>Operating Fund</b>				
	TexSTAR	260,435.95		
	TexSTAR-Trustee	847,439.90		
	Goldman Sachs	37,977.00	1,145,852.85	
<b>Revenue Fund</b>				
	Goldman Sachs	6,290,349.67	6,290,349.67	
<b>General Fund</b>				
	TexSTAR	25,348,048.30		
	Goldman Sachs	28,695,511.43		
<b>2013 Sub Debt Service Reserve Fund</b>				
	TexSTAR	5,069,423.26		
	Goldman Sachs	3,505,018.20		
	Agencies		8,574,441.46	
<b>71E Revenue Fund</b>				
	Goldman Sachs	1,736,315.06	1,736,315.06	
<b>MoPac Revenue Fund</b>				
	Goldman Sachs	25,715.86	25,715.86	
<b>MoPac Construction Fund</b>				
	Goldman Sachs	20,678,304.15	20,678,304.15	
<b>MoPac General Fund</b>				
	Goldman Sachs	94,924.08		
<b>MoPac Operating Fund</b>				
	Goldman Sachs	313,608.67		
<b>MoPac Loan Repayment Fund</b>				
	Goldman Sachs	-		
<b>2015B Project Account</b>				
	Goldman Sachs	22,944,314.55		
	Agencies	10,082,336.47	40,678,878.38	
	TexSTAR	7,652,227.36		
<b>2015A Project Account</b>				
	TexSTAR			
	Goldman Sachs	876.72		
	Treasury Notes		876.72	
<b>2015 TIFIA Project Account</b>				
	Goldman Sachs	50,739.73	50,739.73	
<b>2015 State Highway Fund Project Account</b>				
	TexSTAR	17,546,783.74		
	Goldman Sachs	97,825.57	17,644,609.31	
<b>2015 SIB Project Account</b>				
	TexSTAR	19,127,939.59		
	Goldman Sachs	811,988.84	19,939,928.43	
<b>2011 Sr Financial Assistance Fund</b>				
	Goldman Sachs	4.11	20,407,042.08	
	TexSTAR	20,407,037.97		
<b>183S Utility Custody Deposit</b>				
	Goldman Sachs	175,742.21		
	TexSTAR	2,542,235.96	2,717,978.17	
<b>RIF</b>				
	Goldman Sachs	2,010,533.41	2,010,533.41	
<b>45SW Project Fund</b>				
	Goldman Sachs	13,729,444.75	13,729,444.75	
<b>45SW Trust Account Travis County</b>				
	Goldman Sachs	862,080.50	862,080.50	
			<u>\$ 313,551,781.22</u>	

**CTRMA INVESTMENT REPORT**

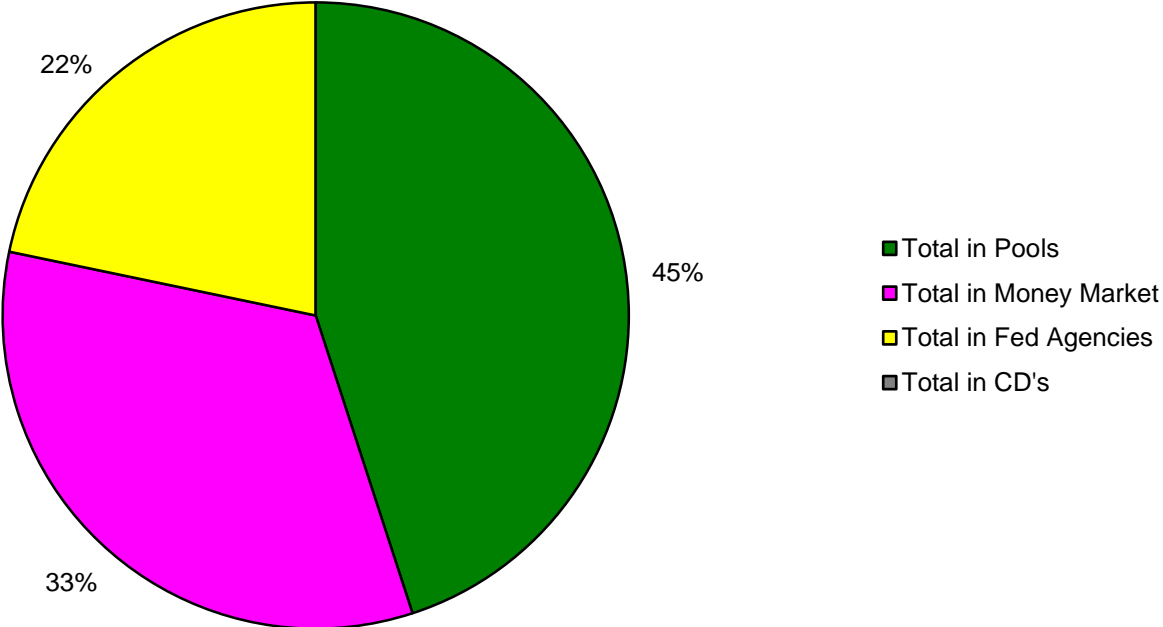
Month Ending 03/31/18						
Balance 3/1/2018	Additions	Discount Amortization	Accrued Interest	Withdrawals	Balance 3/31/2018	Rate March
<b>Amount in Trustee TexStar</b>						
2011 Sr Lien Financial Assist Fund			25,956.16		20,407,037.97	1.4995%
2013 Sub Lien Debt Service Reserve			6,447.91		5,069,423.26	1.4995%
General Fund			32,240.71		25,348,048.30	1.4995%
Trustee Operating Fund	1,799,867.64		1,336.87	1,800,000.00	847,439.90	1.4995%
Renewal and Replacement			649.42		510,607.85	1.4995%
Grant Fund			11,687.53		9,188,895.58	1.4995%
Senior Lien Debt Service Reserve Fund			13,658.83		10,738,752.20	1.4995%
183S Utility Custody Deposit			3,233.53	487,000.00	2,542,235.96	1.4995%
2015A Sr Ln Project Cap Interest			58,952.38		46,349,078.39	1.4995%
2015B Sr Ln Project			9,733.03		7,652,227.36	1.4995%
2015D State Highway Fund Project Acct			22,474.51	8,630,000.00	17,546,783.74	1.4995%
2015E SIB Project Account			24,329.23		19,127,939.59	1.4995%
<b>174,234,902.35</b>	<b>1,799,867.64</b>		<b>210,700.11</b>	<b>10,917,000.00</b>	<b>165,328,470.10</b>	
<b>Amount in TexStar Operating Fund</b>						
<b>360,026.34</b>	<b>1,800,000.00</b>		<b>409.61</b>	<b>1,900,000.00</b>	<b>260,435.95</b>	<b>1.4995%</b>
<b>Goldman Sachs</b>						
Operating Fund	1,674,855.10		29.16	1,799,867.64	37,977.00	1.430%
45SW Trust Account Travis County			813.77		862,080.50	1.430%
45SW Project Fund			15,138.90		13,729,444.75	1.430%
2015A Project Account			254.63		876.72	1.430%
2015B Project Account	22,155,705.80		743.52		22,944,314.55	1.430%
2015D State Highway Fund Project Acct	8,630,000.00		340.82	8,605,743.79	97,825.57	1.430%
2015C TIFIA Project Account			47.84		50,739.73	1.430%
2015E SIB Project Account			765.56		811,988.84	1.430%
183S Utility Custody Deposit	487,000.00		270.38	587,509.39	175,742.21	1.430%
2011 Sr Financial Assistance Fund			0.04		4.11	1.430%
2010 Senior DSF	149,976.11		214.46		451,187.07	1.430%
2011 Senior Lien Debt Service Acct			714.70		758,041.72	1.430%
2013 Senior Lien Debt Service Acct	869,017.46		1,259.37		2,632,062.90	1.430%
2013 Subordinate Debt Service Acct	504,686.61		728.30		1,525,314.29	1.430%
2015 Sr Capitalized Interest			3.59		3,812.69	1.430%
2015A Debt Service Acct					3.30	1.430%
2015B Debt Service Acct	285,871.46		411.26		862,635.16	1.430%
2016 Sr Lien Rev Refunding Debt Service Account	975,488.63		4,100.00		5,803,795.39	1.430%
2016 Sub Lien Rev Refunding Debt Service Account	312,311.05		450.16		943,338.67	1.430%
2016 Sub Lein Rev Refunding DSR			1,597.40		1,694,271.51	1.430%
RIF			1,895.51		2,010,533.41	1.430%
Grant Fund			452.14		479,564.28	1.430%
Renewal and Replacement			179.44		190,317.30	1.430%
Revenue Fund	10,917,671.07		2,633.31	7,807,655.16	6,290,349.67	1.430%
General Fund	1,873,089.49		24,052.37	124,271.87	28,695,511.43	1.430%
Senior Lien Debt Service Reserve Fund	5,023,500.00		11.91		5,036,135.08	1.430%
71E Revenue Fund	181,325.68		2,962.82	2,743,000.93	1,736,315.06	1.430%
2013 Sub Debt Service Reserve Fund			3,304.61		3,505,018.20	1.430%
MoPac Revenue Fund	135,647.64		89.78	110,021.56	25,715.86	1.430%
MoPac General Fund	75,447.00		93.55	44,815.46	94,924.08	1.430%
MoPac Operating Fund	184,963.96		164.41	118,725.54	313,608.67	1.430%
MoPac Loan Repayment Fund	44,815.46		4.09	84,134.54	0.00	1.430%
MoPac Managed Lane Construction Fund			19,827.96	5,806.90	20,678,304.15	1.430%
<b>89,908,378.37</b>	<b>54,481,372.52</b>	<b>0.00</b>	<b>83,555.76</b>		<b>122,441,753.87</b>	
<b>Amount in Fed Agencies and Treasuries</b>						
Amortized Principal		7,534.94	12,241.67	26,999,999.76	79,973,213.78	
	-	7,534.94	12,241.67	26,999,999.76	79,973,213.78	
<b>Certificates of Deposit</b>						
<b>Total in Pools</b>	<b>3,599,867.64</b>		<b>211,109.72</b>	<b>12,817,000.00</b>	<b>165,588,906.05</b>	
<b>Total in GS FSGF</b>	<b>54,481,372.52</b>		<b>83,555.76</b>		<b>122,441,753.87</b>	
<b>Total in Fed Agencies and Treasuries</b>	<b>-</b>	<b>7,534.94</b>		<b>26,999,999.76</b>	<b>79,973,213.78</b>	
<b>Total Invested</b>	<b>58,081,240.16</b>	<b>7,534.94</b>	<b>294,665.48</b>	<b>39,816,999.76</b>	<b>368,003,873.70</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

# Allocation of Funds



Amount of Investments As of March 31, 2018

Agency	CUSIP #	COST	Book Value	Market Value	Yield to Maturity	Purchased	Matures	FUND
Federal Farm Credit	3133ECA79	<b>Matured</b>	<b>Matured</b>	<b>Matured</b>	1.2155%	3/11/2015	3/19/2018	Senior DSRF
Federal Farm Credit	3133EFSG3	<b>Matured</b>	<b>Matured</b>	<b>Matured</b>	0.8421%	2/8/2016	3/14/2018	2015B Sr Project
Federal Home loan Bank	313378QK0	10,253,642.07	10,082,336.47	9,971,880.00	1.0369%	2/8/2016	3/8/2019	2015B Sr Project
Federal Home Loan Mortgage Corp	313397UW9	<b>Matured</b>	<b>Matured</b>	<b>Matured</b>	1.1370%	9/15/2017	3/29/2018	2015B Sr Project
Federal Home loan Bank	3130A8BD4	24,907,000.00	24,978,538.49	24,943,025.00	1.2288%	6/7/2017	6/29/2018	Senior DSRF
Fannie Mae	3135G0G72	19,946,880.00	19,973,440.01	19,869,800.00	1.3401%	9/15/2017	12/14/2018	Senior DSRF
Federal Home loan Bank	3130ABJD9	4,995,000.00	4,999,166.67	4,994,050.00	1.2265%	6/7/2017	6/5/2018	2016 Sub DSRF
US Treasury Note	912828C65	19,929,687.50	19,939,732.14	19,899,218.80	1.9260%	1/25/2018	3/31/2019	Senior DSRF
		<b>80,032,209.57</b>	<b>79,973,213.78</b>	<b>79,677,973.80</b>				

Agency	CUSIP #	COST	Cummulative Amortization	3/31/2018 Book Value	Maturity Value	Interest Income March 31, 2018		
						Accrued Interest	Amortization	Interest Earned
Federal Farm Credit	3133ECA79	<b>Matured</b>	<b>Matured</b>	<b>Matured</b>	<b>Matured</b>	<b>3,916.67</b>	<b>1,131.94</b>	<b>5,048.61</b>
Federal Farm Credit	3133EFSG3	<b>Matured</b>	<b>Matured</b>	<b>Matured</b>	<b>Matured</b>	<b>9,166.67</b>	<b>(2,279.58)</b>	<b>6,887.09</b>
Federal Home loan Bank	313378QK0	10,253,642.07	171,305.60	10,082,336.47	10,000,000.00	15,625.00	(6,861.37)	8,763.63
Federal Home Loan Mortgage Corp	313397UW9	<b>Matured</b>	<b>Matured</b>	<b>Matured</b>	<b>Matured</b>	<b>12,241.67</b>	<b>-</b>	<b>12,241.67</b>
Federal Home loan Bank	3130A8BD4	24,907,000.00	(71,538.49)	24,978,538.49	25,000,000.00	18,229.17	7,153.85	25,383.02
Fannie Mae	3135G0G72	19,946,880.00	(26,560.01)	19,973,440.01	20,000,000.00	18,750.00	2,951.11	21,701.11
Federal Home loan Bank	3130ABJD9	4,995,000.00	(4,166.67)	4,999,166.67	5,000,000.00	4,687.50	416.67	5,104.17
US Treasury Note	912828C65	19,929,687.50	(10,044.64)	19,939,732.14	20,000,000.00	29,017.86	5,022.32	34,040.18
		<b>80,032,209.57</b>	<b>58,995.79</b>	<b>79,973,213.78</b>	<b>80,000,000.00</b>	<b>111,634.54</b>	<b>7,534.94</b>	<b>119,169.48</b>



# 183 South Design-Build Project

## Contingency Status

Mar 31, 2018



CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY

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

<b>Total Project Contingency</b>	<b>\$47,860,000</b>
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<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 (4)	\$253,242
	Executed Change Orders	\$2,543,786
Change Orders Under Negotiation	\$8,270,000	
Potential Contractual Obligations	\$10,610,000	

<b>(-) Total Obligations</b>	<b>\$21,423,786</b>
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<b>Remaining Project Contingency</b>	<b>\$26,436,214</b>
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**SH 45SW Construction  
Contingency Status**  
March 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	\$ -
	Executed Change Orders	<b>\$ 1,377,924</b>
Change Orders in Negotiations	\$ -	
Potential Contractual Obligations	<b>\$ 2,106,797</b>	
<b>(-) Total Obligations</b>		<b>\$ 3,484,721</b>
<b>Remaining Project Contingency</b>		<b>\$ 4,035,279</b>





**MOPAC Construction**  
**Financial Status**  
 March 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
Total of Others Less than \$300,000 (21)		\$1,689,616	

Approved = \$11.7M

**Executed Change Orders \$ 16,051,260**

**Revised Construction Contract Value \$ 152,683,360**

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

**Potential Construction Contract Value \$ 157,984,409**

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

**Potential Construction Contract Value with Incentive/Milestone \$ 179,484,409**

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

**Amount paid CH2M through September 2017 draw (as of 02/28/2018) \$ (119,755,351)**

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

**Potential Amount Payable to CH2M \$ 22,903,848**



## Monthly Newsletter - March 2018

### Performance

#### As of March 31, 2018

Current Invested Balance	\$6,461,363,510.56
Weighted Average Maturity (1)	24 Days
Weighted Average Maturity (2)	105 Days
Net Asset Value	0.999892
Total Number of Participants	857
Management Fee on Invested Balance	0.06%*
Interest Distributed	\$8,972,227.00
Management Fee Collected	\$345,485.63
% of Portfolio Invested Beyond 1 Year	9.01%
Standard & Poor's Current Rating	AAAm

#### March Averages

Average Invested Balance	\$6,779,827,365.68
Average Monthly Yield, on a simple basis	1.4995%
Average Weighted Average Maturity (1)*	28 Days
Average Weighted Average Maturity (2)*	105 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 March:

★ Fort Bend County MUD No. 133

★ Fort Bend County MUD No. 138

★ North Forest MUD

### Economic Commentary

Synchronized global growth continued in the first quarter, but with the added excitement of increased market volatility. In spite of the generally positive economic backdrop, fears of runaway inflation, rising interest rates, and continued political noise from Washington led to a sharp selloff in global equities. The quarter closed as one of the weaker starts to the year for both credit and equities. During the course of the quarter, fears of a trade war came into focus. Potential tariffs by the US, first on steel and aluminum imports caused the Chinese to respond by announcing potential tariffs on \$3BN worth of goods ranging from agricultural products to steel pipes, as well as the EU to respond by announcing potential tariffs on US imports Harley Davidson, Levi's and bourbon whiskey. Later, the US exempted several allies from the steel and aluminum tariffs, but suggested it may impose quotas. Following the initial steel and aluminum tariffs, the US continued by announcing potential tariffs on as much as \$50 billion of Chinese imports in a wide variety of categories which were countered by the Chinese announcing 25% tariffs on \$50 billion of various US goods.

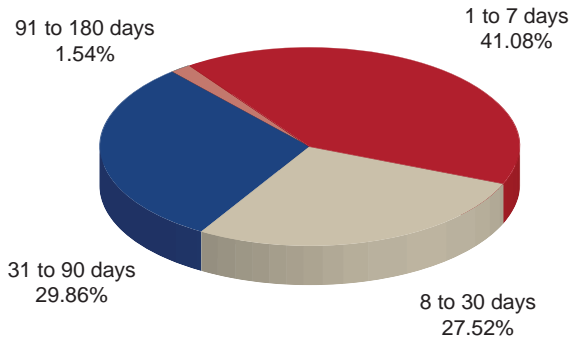
In Washington, Congress approved a federal budget incorporating substantial fiscal stimulus, which would add \$300 billion to the deficit over the next two years. The increase in U.S. government debt issuance needed to fund the tax cuts and increase in spending, combined with the unwinding of the Fed's balance sheet, is expected to put upward pressure on rates. The front end of the curve was hit by a large issuance of Treasury bills as well as the likelihood that there would be four rate hikes this year by the Federal Reserve Open Market Committee (FOMC), rather than the three previously telegraphed, increased as expansionary fiscal policy in a late-stage business cycle builds a stronger case for higher inflation going forward. Jay Powell became Chair of the Federal Reserve (Fed) and in his first official FOMC meeting in March raised rates by 25 bps to 1.50%-1.75%, a move that widely expected by market participants. The Fed increased expectations to three rates hikes in 2019 and two hikes in 2020. Growth forecasts were upgraded for both 2018 and 2019 to reflect the impact of fiscal stimulus, unemployment rate estimates were brought down through 2020, while inflation forecasts were revised higher in 2019 and 2020. Firming U.S. inflation along with strong growth, U.S. fiscal expansion, as well as less accommodative policy stance from central banks caused Treasury yields to steadily rise. LIBOR also reached new highs due to a variety of factors including increased Treasury bill issuance, Fed Funds rate, hike expectations, and excess demand for US dollar funding.

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

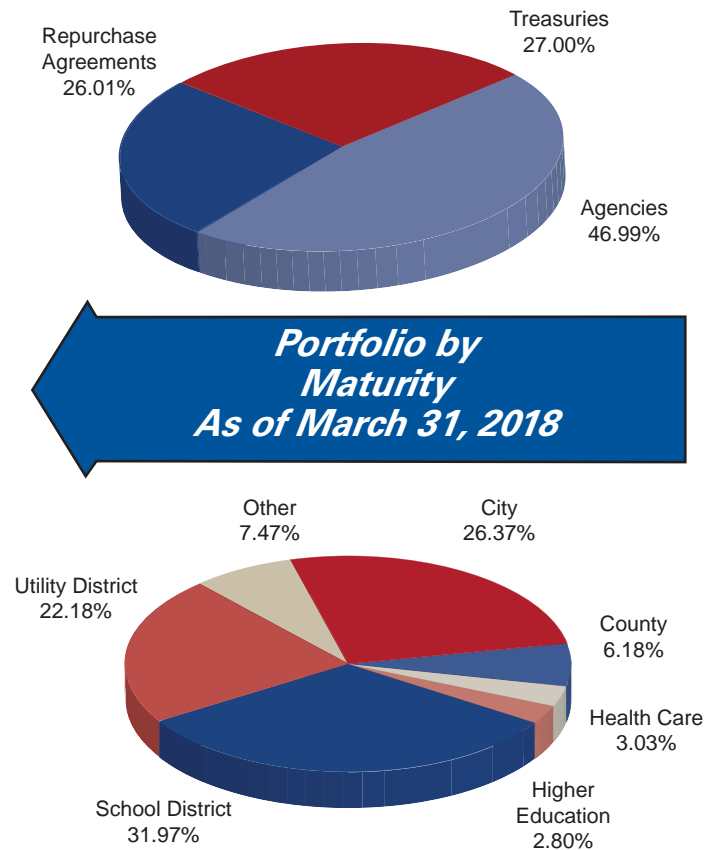
**For more information about TexSTAR, please visit our web site at [www.texstar.org](http://www.texstar.org).**

# Information at a Glance

## Portfolio by Type of Investment As of March 31, 2018



## Distribution of Participants by Type As of March 31, 2018



## Portfolio by Maturity As of March 31, 2018

# Historical Program Information

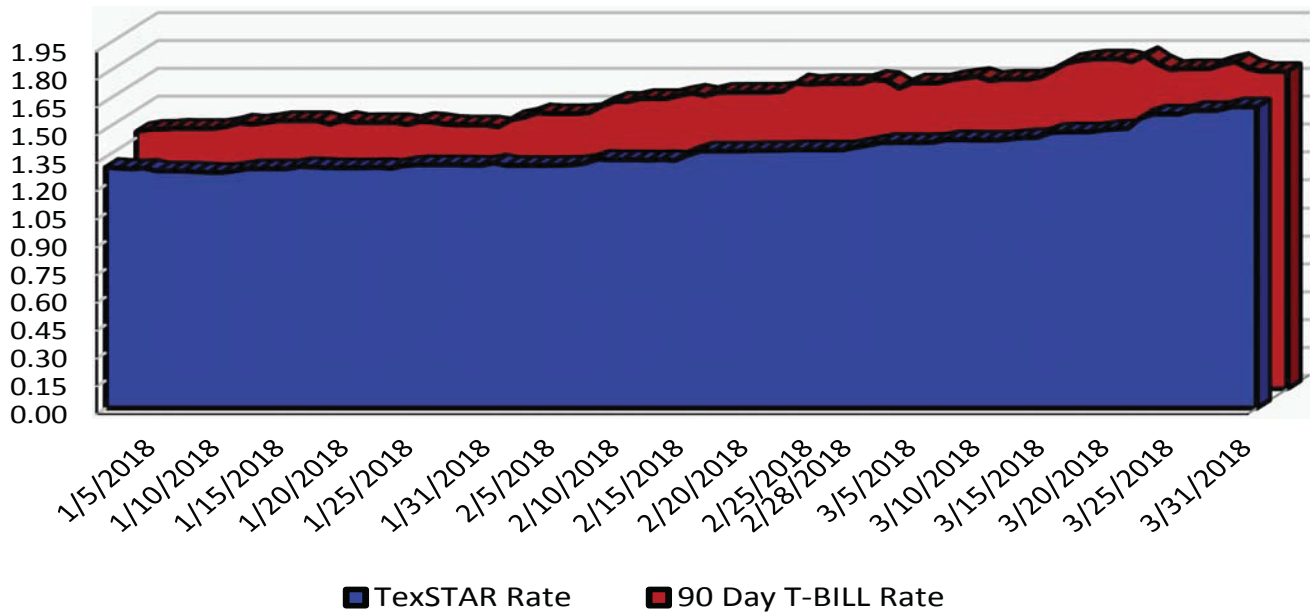
Month	Average Rate	Book Value	Market Value	Net Asset Value	WAM (1)*	WAM (2)*	Number of Participants
Mar 18	1.4995%	\$6,461,363,510.56	\$6,460,804,379.93	0.999892	28	105	857
Feb 18	1.3518%	7,130,310,070.00	7,129,718,573.04	0.999917	28	97	854
Jan 18	1.2900%	7,090,345,755.93	7,090,199,741.00	0.999979	31	83	853
Dec 17	1.1762%	6,518,450,917.63	6,518,448,483.33	0.999984	36	82	853
Nov 17	1.0695%	6,157,485,042.89	6,157,068,439.39	0.999932	38	90	853
Oct 17	1.0482%	5,848,642,382.89	5,848,708,234.12	1.000011	38	96	852
Sep 17	1.0384%	5,841,986,573.82	5,842,202,955.19	1.000022	28	92	848
Aug 17	1.0343%	5,770,863,631.13	5,770,945,786.15	1.000014	33	102	846
Jul 17	0.9827%	5,941,902,116.09	5,941,981,984.60	1.000013	32	97	844
Jun 17	0.8631%	6,071,512,305.56	6,071,586,949.16	0.999993	30	92	838
May 17	0.7535%	6,440,388,492.41	6,440,492,333.25	1.000016	28	97	836
Apr 17	0.7140%	6,279,219,607.16	6,279,507,477.47	1.000045	36	105	832

# Portfolio Asset Summary as of March 31, 2018

	Book Value	Market Value
Uninvested Balance	\$ 3,143.12	\$ 3,143.12
Accrual of Interest Income	2,069,114.80	2,069,114.80
Interest and Management Fees Payable	(9,058,302.20)	(9,058,302.20)
Payable for Investment Purchased	0.00	0.00
Repurchase Agreement	1,682,271,999.66	1,682,271,999.66
Government Securities	4,786,077,555.18	4,785,518,424.55
<b>Total</b>	<b>\$ 6,461,363,510.56</b>	<b>\$ 6,460,804,379.93</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 March 2018

Date	Mny Mkt Fund Equiv. [SEC Std.]	Daily Allocation Factor	TexSTAR Invested Balance	Market Value Per Share	WAM Days (1)*	WAM Days (2)*
3/1/2018	1.4136%	0.000038730	\$6,951,574,137.12	0.999947	29	101
3/2/2018	1.4265%	0.000039081	\$6,864,804,138.08	0.999943	29	105
3/3/2018	1.4265%	0.000039081	\$6,864,804,138.08	0.999943	29	105
3/4/2018	1.4265%	0.000039081	\$6,864,804,138.08	0.999943	29	105
3/5/2018	1.4258%	0.000039062	\$6,832,958,948.85	0.999915	29	104
3/6/2018	1.4287%	0.000039142	\$6,837,040,724.81	0.999904	29	104
3/7/2018	1.4419%	0.000039503	\$6,816,680,391.22	0.999902	31	106
3/8/2018	1.4417%	0.000039498	\$6,832,615,219.56	0.999899	30	105
3/9/2018	1.4395%	0.000039437	\$6,960,754,977.88	0.999907	28	100
3/10/2018	1.4395%	0.000039437	\$6,960,754,977.88	0.999907	28	100
3/11/2018	1.4395%	0.000039437	\$6,960,754,977.88	0.999907	28	100
3/12/2018	1.4468%	0.000039638	\$6,966,543,725.21	0.999899	30	99
3/13/2018	1.4526%	0.000039796	\$6,933,669,374.63	0.999882	31	106
3/14/2018	1.4540%	0.000039836	\$6,878,685,508.37	0.999859	30	106
3/15/2018	1.4794%	0.000040531	\$6,874,524,267.16	0.999849	30	109
3/16/2018	1.4842%	0.000040662	\$6,780,580,116.24	0.999850	29	108
3/17/2018	1.4842%	0.000040662	\$6,780,580,116.24	0.999850	29	108
3/18/2018	1.4842%	0.000040662	\$6,780,580,116.24	0.999850	29	108
3/19/2018	1.4931%	0.000040907	\$6,766,387,322.70	0.999844	30	107
3/20/2018	1.4998%	0.000041090	\$6,762,434,936.87	0.999840	29	106
3/21/2018	1.5026%	0.000041168	\$6,749,688,974.95	0.999855	28	105
3/22/2018	1.5584%	0.000042695	\$6,747,495,853.21	0.999859	28	107
3/23/2018	1.5801%	0.000043291	\$6,689,261,910.86	0.999867	26	106
3/24/2018	1.5801%	0.000043291	\$6,689,261,910.86	0.999867	26	106
3/25/2018	1.5801%	0.000043291	\$6,689,261,910.86	0.999867	26	106
3/26/2018	1.5999%	0.000043833	\$6,666,505,499.56	0.999861	26	106
3/27/2018	1.5986%	0.000043798	\$6,683,990,258.98	0.999869	25	104
3/28/2018	1.6006%	0.000043851	\$6,603,559,232.04	0.999881	25	105
3/29/2018	1.6187%	0.000044349	\$6,461,363,510.56	0.999892	24	105
3/30/2018	1.6187%	0.000044349	\$6,461,363,510.56	0.999892	24	105
3/31/2018	1.6187%	0.000044349	\$6,461,363,510.56	0.999892	24	105
Average	1.4995%	0.000041082	\$6,779,827,365.68		28	105

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**

April 25, 2018  
**AGENDA ITEM #5**

---

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

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:

In February 2017, the Executive Director issued a request for qualifications to solicit responses from investment banking firms to provide investment banking services to the Mobility Authority on an "as needed" basis. This RFQ remains open indefinitely to allow qualified firms to respond. Twenty-seven firms responded to the RFQ, and after review, the Executive Director, Chief Financial Officer, and Controller recommend including all twenty-seven firms in the Mobility Authority's pool of investment banking firms. The recommendations are based on each firm's reputation, financial capabilities, and knowledge of bond transactions similar to the Authority's needs. .

A list of the recommended firms is included in your backup materials. Firms in the pool are assessed for their potential inclusion in a syndicate at the time a financing is needed.

Backup Provided: Draft resolution  
List of Investment Banking Underwriting Pool

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

**RESOLUTION NO. 18-0XX**

**APPROVE ADDITIONAL FIRMS TO THE MOBILITY AUTHORITY'S  
CURRENT POOL OF UNDERWRITERS**

WHEREAS, investment banking services are essential to the operations of the Central Texas Regional Mobility Authority (Mobility Authority) and the financing of Mobility Authority projects; and

WHEREAS, the Mobility Authority is empowered to procure such services as it deems necessary to assist with its operations and to study, develop, and finance potential transportation projects; and

WHEREAS, the Mobility Authority maintains a pool of underwriters to assist with the financing of Mobility Authority projects; and

WHEREAS, in February 2017, the Executive Director issued a request for qualifications (RFQ) from firms interested in performing investment banking services on an "as needed" basis; and

WHEREAS, the Mobility Authority's Chief Financial Officer, Controller, and its financial advisors have received and evaluated twenty-seven responses to the RFQ and recommend that the firms listed on Exhibit A be included in the pool of underwriters that may provide investment banking services to the Mobility Authority; and

WHEREAS, the Board of Directors concurs with the recommendation of the Mobility Authority's Chief Financial Officer and Controller that the investment banking firms listed on Exhibit A are qualified and capable of providing investment banking services to the Mobility Authority.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors approves of the twenty-seven firms listed on Exhibit A hereto to be included in the pool of underwriters approved to provide investment banking services to the Mobility Authority.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25<sup>th</sup> day of April 2018.

Submitted and reviewed by:

Approved:

---

Geoffrey Petrov, General Counsel

---

Ray A. Wilkerson  
Chairman, Board of Directors

**Exhibit A**





Central Texas Regional Mobility Authority  
Investment Banking Underwriting Pool  
April 2018

**Firms Included:**

Academy Securities

Bank America/Merrill Lynch

Barclays

Blaylock Van, LLC

BOK, Financial Securities, Inc.

Citigroup

Estrada Hinojosa & Company

FTN Financial

Goldman Sachs

Hutchinson, Shockey, Erley & Co.

Jefferies LLC

JP Morgan

Loop Capital Markets, L.L.C.

Mesirow Financial, Inc

Morgan Stanley

Piper Jaffray & Co.

Ramirez & Company

Raymond James & Associates

RBC Capital Markets, LLC

Rice Financial Products Company

Samco Capital Markets

Siebert Cisneros Shank & Company, L.L.C.

Stern Brothers & Co.\*

Stephens Inc.\*

Stifel Nicolaus & Company

UBS Financial Services, Inc.\*

Wells Fargo Securities

\*2018 Additions



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

April 25, 2018  
**AGENDA ITEM #6**

---

Approve funding for general engineering consulting services for the Elroy Road Project

Strategic Plan Relevance: Regional Mobility  
Department: Engineering  
Contact: Justin Word, P.E., Director of Engineering  
Associated Costs: \$4,500,000 (not to exceed)  
Funding Source: Travis County  
Action Requested: Consider and act on draft resolution

Summary:

This Work Authorization will provide for GEC services related to the development of the Project. Services shall continue through construction currently planned to start in 2019. Proposed services will include the following:

1. Preliminary engineering - Survey, utility investigations, geotechnical investigations, schematic and environmental services
2. Design - Development of the final plans, estimates, and specifications for construction
3. Design Oversight Services - Oversight of the design of the Project. Services shall consist of project management and oversight of the design consultants.
4. Construction services - Services shall consist of construction engineering and inspection and material testing services

The Draft resolution authorizes the Executive Director to negotiate and execute a Work Authorization for GEC services related to the Elroy road project.

Backup Provided: Draft Resolution

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

**RESOLUTION NO. 18-0XX**

**APPROVE FUNDING FOR GENERAL ENGINEERING CONSULTING SERVICES FOR THE  
ELROY ROAD PROJECT**

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, both the Mobility Authority and Travis County are authorized to design and construct roads needed to relieve existing and future traffic congestion and to improve the transportation network that serves Travis County residents and the traveling public; and

WHEREAS, the Mobility Authority and Travis County entered into an Interlocal Agreement dated April 3, 2018, to develop and deliver reconstruction projects to enhance safety and capacity on Elroy Road and Ross Road (the “Projects”); and

WHEREAS, pursuant to the Interlocal Agreement, the Mobility Authority will be utilizing its general engineering consultants as part of its efforts to develop and deliver the Projects; and

WHEREAS, the Executive Director and Atkins, Inc. have agreed to a proposed work authorization for the Elroy Road Project in an amount not exceed \$4,500,000 for general engineering consulting services, including preliminary engineering, design, design oversight services and construction services; and

WHEREAS, the services to be provided under the work authorization shall be substantially completed by late 2020. However, the work authorization will not expire until all tasks associated with the Scope of Services are complete; and

WHEREAS, the Executive Director recommends the Board approve the work authorization in the form or substantially the form as is attached hereto as Exhibit A.

NOW THEREFORE, BE IT RESOLVED that the Board approves an amount not to exceed \$4,500,000 for the services described in the work authorization; and

BE IT FURTHER RESOLVED that the Executive Director is authorized to finalize and execute the work authorization on behalf of the Mobility Authority in the form or substantially the same form as Exhibit A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of April 2018.

Submitted and reviewed by:

Approved:

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

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

**Exhibit A**

**EXHIBIT A**  
**WORK AUTHORIZATION**

**Work Authorization No.12**

This Work Authorization is made as of this 25<sup>th</sup> day of April, 2018, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING ENGINEERING SERVICES, dated as of December 19<sup>th</sup>, 2017 (the Agreement), between the **Central Texas Regional Mobility Authority** (Authority) and **Atkins North America, Inc.** (GEC). This Work Authorization is made for the following purpose, consistent with the services defined in the Agreement:

*Elroy Road  
Design and Construction Services*

**Section A. - Scope of Services**

A.1. GEC shall perform the following Services:

Please reference Attachment A – Services to be Provided by the GEC

A.2. The following Services are not included in this Work Authorization, but shall be provided as Additional Services if authorized or confirmed in writing by the Authority.

Not applicable.

A.3. In conjunction with the performance of the foregoing Services, GEC shall provide the following submittals/deliverables (Documents) to the Authority:

Please reference Attachment A – Services to be Provided by the GEC

**Section B. - Schedule**

GEC shall perform the Services and deliver the related Documents (if any) according to the following schedule:

Services defined herein are expected to be substantially complete within thirty three (33) months from the date this Work Authorization becomes effective. This Work Authorization will not expire until all tasks associated with the Scope of Services are complete.

**Section C. - Compensation**

C.1. In return for the performance of the foregoing obligations, the Authority shall pay to the GEC the amount not to exceed \$4,500,000 based on Attachment B -Fee Estimate. Compensation for Direct Expenses under this Supplement which are incurred as part of normal business operations (i.e., internal document reproduction, internal plotting, travel and parking associated with local meetings, etc.) will be reimbursed on a Lump-Sum basis in the amount of: \$113,000 (with \$3,424.24 to be

invoiced monthly). Profit will be 10% for all services. Compensation shall be in accordance with the Agreement.

C.2. Compensation for Additional Services (if any) shall be paid by the Authority to the GEC according to the terms of a future Work Authorization.

**Section D. - Authority’s Responsibilities**

The Authority shall perform and/or provide the following in a timely manner so as not to delay the Services of the GEC. Unless otherwise provided in this Work Authorization, the Authority shall bear all costs incident to compliance with the following:

Not applicable.

**Section E. - Other Provisions**

The parties agree to the following provisions with respect to this specific Work Authorization:

Not applicable.

Except to the extent expressly modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

Authority: Central Texas Regional Mobility Authority

GEC: Atkins North America, Inc.

By: Mike Heiligenstein

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

Signature: \_\_\_\_\_

Signature: \_\_\_\_\_

Title: Executive Director

Title: \_\_\_\_\_

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

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

**CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**WORK AUTHORIZATION NO. 12**

**ATKINS**

**ATTACHMENT A – SCOPE OF SERVICES**

**SERVICES TO BE PROVIDED BY THE GENERAL ENGINEERING CONSULTANT (GEC)**

Work to be performed by the GEC under this contract consists of providing engineering services required for the project development and construction of Elroy Road between the intersections of McAngus Road and Kellam Road. Project consists of the reconstruction of an existing 2-lane rural roadway to a 4-lane divided urban roadway with sidewalks and bike lanes. The GEC shall prepare plans, details and compute quantities to include demolition, roadway and structures design, grading and paving, drainage, water quality/detention and provide construction services.

The GEC shall collect, review and evaluate the available existing data pertaining to the project and prepare the PS&E in accordance with the requirements and policies of the CTRMA and Travis County. The GEC will prepare bidding packages and assist the Authority in taking bids for construction. Once awarded, the GEC will provide construction inspection and acceptance services.

**1.0 Project Management and Administration**

The GEC will perform project management, administrative and coordination duties, including contract administration, reporting, facilitate and take meeting minutes of required meetings and telephone conversations, and other related administrative tasks (e.g., direct costs) associated with the Project, including:

**1.1. Project Management**

The GEC will provide staff to manage the daily activities of the program and will serve as the primary contact between the Authority, Travis County, design consultants, third party consultants, utility companies, public agencies, and the general public.

**1.2. Coordinate, Procure, and Administer Work Authorizations**

Prepare contracts as required between the GEC and the Authority and GEC and subconsultants. Monitor and supervise GEC subconsultant activities, review all work products prepared by subconsultant for accuracy and consistency, review and approve subconsultant reports and invoices.

**1.3. Record Keeping and File Management**

Develop and implement a document control plan and maintain records and files related to the Project throughout the duration of the Services. Transfer project files to the Authority upon completion of the work or as directed by the CTRMA.

**1.4 Project Schedule Development and Updates**

Prepare a detailed, graphic schedule linking work authorization tasks, subtasks, critical dates, milestones, deliverables, and Travis County scheduled review requirements. The project schedule will be in a format that depicts the order and inter-dependence of the various tasks, subtasks, milestones and deliverables for each of the tasks identified therein. Progress will be reviewed periodically, and should these reviews indicate a substantial change in progress, a schedule recovery strategy will be developed and implemented and the schedule will be revised accordingly.

**1.5 Project Reporting**

Prepare and issue monthly status reports on the Project's status which will document any issues, delays encountered, and corrective actions as necessary. Will provide a monthly update to the Authority and Travis County on key milestones accomplished during the preceding month, meetings and key activities

# CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

## WORK AUTHORIZATION NO. 12

### ATKINS

#### ATTACHMENT A – SCOPE OF SERVICES

for the upcoming month, and identify outstanding issues requiring resolution. Track, monitor, and report on contracts and budgets for the GEC and sub consultants.

## 2.0 Environmental Study / Document Services

### 2.1 Environmental Assessment (EA)

- Facilitate EA project status meetings with Travis County and other Agencies as needed.
- Complete EA document for submittal to Travis County.
- Update traffic information and data for specific elements of the EA.
- Develop Figures for EA.
- Facilitate Public Involvement Support as needed.

### 2.2 Public Involvement Support

- Public Meetings
- Public Hearing

## 3.0 Design Services

### 3.1 Design Survey

- The survey will cover the width of the proposed right-of-way plus 100' east and west and will include the following: topography with 1-foot contour intervals, natural and man-made features, overhead utilities, visible evidence of utilities, top of nut elevations of water valves, sewer invert elevations and flows direction, and roadway features. Additionally, the design survey will extend 200' down side streets and intersections, right-of-way to right-of-way. Show the connection of visible overhead features. All located objects and elevation shots will be on the same horizontal and vertical basis (Texas State Plane Coordinate System, Central Zone, NAD83, (93 HARN), adjusted to surface location). Trees will be located per City of Austin standards. Locate approximately 20 boreholes after they have been drilled. Permanent control will be set with a description of each provided.
- Six creek cross-sections will be provided to assist in hydraulic calculation for each creek crossing. The locations of which will need to be provided at the time of survey.

### 3.2 Roadway Design

- Preliminary - 30% Schematic. The GEC shall prepare a preliminary schematic for a 4-lane divided arterial roadway section for review. The preliminary schematic shall consist of the horizontal geometric data, vertical geometric data, water surface elevations, bridge clearances and typical sections. The GEC shall identify all design exceptions and the GEC shall note the exceptions on the schematic.
- Roadway Design. The GEC shall provide roadway plan and profile drawings using CADD standard. The drawings shall consist of a planimetric file of existing features and files of the proposed improvements. The roadway base map shall contain line work that depicts existing surface features obtained from the topographic base drawing. Existing major subsurface and surface utilities shall be shown. All right-of-way lines shall be shown.

The plan view shall contain the following design elements:

- Calculated roadway centerline for Elroy Road. Horizontal control points shall be shown. Geopak shall be used to calculate alignments.



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#### ATTACHMENT A – SCOPE OF SERVICES

- Pavement edges for all improvements (cross streets and driveways).
- Lane and pavement width dimensions.
- Proposed structure locations, lengths, and widths.
- Direction of traffic flow on all roadways. Lane lines and/or arrows indicating the number of lanes shall also be shown.
- Drawing scale shall be 1" = 100'.
- ROW lines and easements.
- Begin/end superelevation transitions and cross slope changes.
- Limits of riprap, block sod, and seeding.
- Existing utilities, structures and easements.
- Benchmark information.
- Radii call outs, curb location, guard fence, crash safety items and American with Disabilities Act Accessibility Guidelines (ADAAG) compliance items.

The profile view shall contain the following design elements:

- Calculated profile grade for proposed Elroy Road. Vertical curve data, including "K" values shall be shown.
  - Existing profiles along the proposed centerline.
  - Water surface elevations at major stream crossings for 50-, and 100- year storms.
  - Drawing vertical scale to be 1" = 10'.
- **Typical Sections.** Typical sections shall be required for all proposed roadways and structures. Typical sections shall include width of travel lanes, shoulders, outer separations, border widths, curb offsets, and ROW. The typical section shall also include PGL, centerline, pavement design, longitudinal joints, side slopes, sodding/seeding limits, concrete traffic barriers and sidewalks, if required, station limits, riprap, limits of embankment and excavation, etc.
  - **Cross Streets.** The GEC shall tie to the existing pavement at the intersections of McAngus Road and Kellam Road.
  - **Cut and Fill Quantities.** The GEC shall develop an earthwork analysis to determine cut and fill quantities and provide final design cross sections at 100 foot intervals for the construction project limits. These construction cross sections shall be delivered in standard Geopak format on 11"x17" sheets along with the electronic files. The GEC shall provide all criteria and input files used to generate the design cross sections. Cross sections and quantities shall consider existing pavement removals. Annotation shall include at a minimum existing/proposed right of way, side slopes (front and back), profiles, etc.
  - **Pedestrian and Bicycle Facilities.** The GEC shall design a pedestrian sidewalk along with an in-road bicycle lane in both directions for the entire length of the project unless otherwise directed. All pedestrian/bicycle facilities will be designed in accordance with the latest Americans with Disabilities Act.

# CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

## WORK AUTHORIZATION NO. 12

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#### ATTACHMENT A – SCOPE OF SERVICES

- Estimate. The GEC shall independently develop and submit a cost estimate at the 30%, 90%, and final PS&E submittals.
- Specifications. The GEC shall identify the need for any special specifications, and special provisions. The GEC shall provide general notes, special specifications, and special provisions in rich text format.
- Miscellaneous Plans. The GEC shall prepare the title sheet and the index of sheets for the 90%, and final submittals.

#### 3.3 Structures

- Bridge Layout. The GEC shall prepare bridge layout plans and elevations for all bridge types listed below in accordance with the latest edition LRFD Design Manual.
- Geometric Data. The GEC will develop a complete geometric analysis at all bridges (electronic and hard copy deliverables), including any applicable updates to accommodate geometric changes. The analysis shall include:
  - RDS files - all current files with updates.
  - Limits of super elevation transitions and limits of super elevations. Use linear rotation on structures.
  - Limits of edge of slab tapers, stations and offsets to the edge of slabs.
  - Geometric data for at grade roadways beneath structures.
  - Natural and proposed ground line cross sections at each bent location.
  - Top of bridge deck elevations along centerline of bent, at all bents.
  - Provide a sufficient number of points to establish crowns and cross slopes.
  - Verification of structure clearances (horizontal and vertical) at all critical points. Provide a list of assumed superstructure depths used in vertical clearance calculations for each bridge.
- Bridge Design Plans. The GEC shall develop final design plans for the bridges:
  - Perform final bridge design calculations for the superstructure elements to determine the minimum construction depth.
  - Determine the bottom of footing elevations for the substructure(s). Perform preliminary design calculations for the abutments and wingwall elements including the foundation design.
  - Prepare the final bridge design calculations for the substructure elements and foundations.
  - Prepare the final detail drawings for the following elements:
    - Foundation layouts
    - Abutments
    - Bent layouts and details
    - Wingwalls and wingwall foundations

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**ATKINS**

**ATTACHMENT A – SCOPE OF SERVICES**

- Framing Plan
- Slab layout and details
- Rebar list and quantities
- Beam Layout
- Miscellaneous details
- Summary of quantities

**3.4 Hydrology and Hydraulics**

- The GEC shall coordinate with Travis County to develop a drainage design criteria summary for the project.
- Drainage Impact Study- The GEC shall prepare a Drainage Impact Study for the Project which includes:
  - Data Collection
  - Existing Conditions Hydrologic and Hydraulic Modeling
  - Proposed Conditions Hydrologic and Hydraulic Modeling
  - Mitigation Alternatives
  - Impact Study
- Roadway Drainage
  - Develop External Drainage Area Maps
  - Prepare Detention Pond Layouts
  - Prepare Detention Pond Details
- Bridge and Culvert Plan Sheets
  - Culvert Layouts: The GEC will prepare culvert plan and profile layouts at a scale of 1" = 40'H and 1" = 20'V that will depict culvert geometry for construction, as well as the applicable hydraulic information;
  - Hydraulic Data Sheets: The GEC will prepare hydraulic data sheets for bridges over creeks and culverts within the project.
- Scour Analysis - The GEC will conduct scour analysis of bridge creek crossings for contraction scour conditions and local scour of piers and will provide estimates of total scour depth for use in the design process. GEC shall utilize borings from the geotechnical investigation to determine proper treatment under the bridge. The results of the scour analysis shall be included in the Impact Study and plan sheets shall be prepared.
- Storm Water Plan Sheets - The GEC will analyze and design both open channel (ditches) and enclosed storm drains. Computations and design information will be presented in the appropriate plan sheets.
- Erosion and Sedimentation Controls and SWPPP:

# CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

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#### ATTACHMENT A – SCOPE OF SERVICES

- The GEC shall prepare temporary erosion control plans for the length of project at 1"=100' scale. Temporary storm water management devices will be needed to minimize the sediment runoff during construction of this project. The anticipated design components to be utilized on this project are silt fence rock filter dams, sediment traps, and construction exits. One temporary erosion control plan will be developed with notes that indicate that the contractor is responsible for phasing the devices along with the construction sequencing;
- The GEC shall prepare permanent erosion control to be shown on the temporary erosion and sedimentation control sheets. The plans will show all proposed revegetation, including seeding or sodding. The plans will also include all riprap (concrete and stone);
- A Storm Water Pollution Prevention Plan (SWPPP) will be prepared for this job in accordance with TCEQ regulations and Travis County requirements;
- Erosion Control Details - Erosion control details will be prepared for any related items that are not covered by standard details.
- Permanent Water Quality: The GEC will conduct hydrologic studies to determine the discharges, and will perform the hydraulic design required for the proposed sizing of all selected BMPs.
  - The GEC will develop treatment calculations and plan summaries for the BMPs;
  - The GEC will develop construction plans for the BMPs.
- Project Technical Specifications: The GEC will prepare technical specifications for the drainage and water quality project components.
- Preparation of HEC-RAS CLOMR (if needed) and LOMR models –The models will be prepared in HEC-RAS using the FEMA Effective Models:
  - Duplicate Effective Model;
  - Corrected Effective Model;
  - Existing Conditions Model;
  - Proposed Conditions Model
- Conditional Letter of Map Revision Application (If Required) – Prepare and process a CLOMR through the Federal Emergency Management Agency (FEMA).
  - Prepare the application including:
    - MT-2 Form 1;
    - MT-2 Form 2;
    - MT-2 Form 3;
    - Payment Information Form;
    - Work Map;
  - Process the application
    - Provide a PDF review copy of CLOMR application;

## CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

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#### ATTACHMENT A – SCOPE OF SERVICES

- Provide four (4) copies of the complete CLOMR application to Travis County for signatures and submittal to FEMA;
- Submittal and Processing
  - Address comments;
  - Resubmittal;
  - Meetings - Anticipate one meeting to review the CLOMR application with Travis County.
- Letter of Map Revision Application – Prepare and process a LOMR through the Federal Emergency Management Agency (FEMA).
  - Prepare the application including:
    - MT-2 Form 1;
    - MT-2 Form 2;
    - MT-2 Form 3;
    - Payment Information Form;
    - Work Map;
  - Process the application
    - Provide a PDF review copy of LOMR application;
    - Provide four (4) copies of the complete LOMR application to Travis County for signatures and submittal to FEMA;
  - Submittal and Processing
    - Address comments;
    - Resubmittal;
    - Meetings - Anticipate one meeting to review the LOMR application with Travis County.

#### **3.5 Traffic Control Plan Preparation**

- Determine proper traffic control requirements based on County input, the City of Austin Traffic Control Standards, and the Texas Manual on Uniform Traffic Control Devices (TMUTCD). Traffic control requirements may include road closures, land closures, sidewalk closures, flaggers, temporary signing, pavement markings, pedestrian protection, and barricade devices.
- A TCP will be prepared for the proposed roadway construction. The TCP Plan will address construction at the tie-in locations of Elroy Road to McAngus Road and Kellam Road.
- The TCP will work to maintain minimal impact on existing traffic operations in the vicinity of the site. The plan will consider vehicular and pedestrian (if any) routes near the project. In addition, consideration will be given to construction traffic entering and exiting staging area.

# CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

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### ATKINS

#### ATTACHMENT A – SCOPE OF SERVICES

##### **3.6 Public Signage and Pavement Marking Plans**

The proposed project involves the planning, design and construction of signage and pavement markings associated with the proposed roadway design, which will be part of the dedicated improvements to the public for operation and maintenance by Travis County once construction is complete and the mandatory warranty period has expired.

- Prepare Engineering Construction Documents in 11x17 format which will illustrate all necessary signage and pavement markings. Requirements will be based on County input, the City of Austin Traffic Control Standards, TxDOT and the TMUTCD.
- Coordinate with Travis County to determine appropriate locations for all underground conduits and associated structures to accommodate any future traffic signal plans for intersection of Elroy Road and Kellam Road.

##### **3.7 Geotechnical Explorations and Pavement Design**

- Bridge - borings as specified by the bridge designer
- Abutment walls – borings as specified by the bridge designer
- Roadway - borings as specified by the Geotech
- All borings sampled using tube samplers, SPT, and coring (if shale is encountered). TxDOT cone performed at 5-ft intervals from top to bottom of boring.
- Two piezometers installed at abutment wall borings to monitor groundwater depths over time.
- Appropriate lab testing to evaluate drilled pier foundations, MSE wall foundations and backfill, and paving recommendations including possible lime/cement treatment options.
- Prepare pavement design based on roadway classification and projected traffic volumes.

##### **4.0 Construction Supervision, Inspection and Testing**

The GEC will be the single point of contact between the CTRMA and the respective Contractor(s), acting as an extension of CTRMA staff by providing qualified technical and professional personnel to perform the duties and responsibilities assigned under the terms of this Agreement. The GEC shall not control or direct the construction under the construction contract. Field inspections, testing and oversight reviews by the GEC will not relieve the Contractor of sole responsibility for the means and methods of construction, or for health or safety precautions in connection with the work under the construction contract.

##### **4.1 Construction Inspection and Engineering**

The GEC will provide quality control and assurance oversight for the construction of the project through construction inspection and engineering services. Included with this task will be the following efforts:

- Review the Contractor's plan for construction Quality Control to be used in the field.
- Inspect Contractor's construction operations.
- Maintain diary and associated required documentation.

# CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

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#### ATTACHMENT A – SCOPE OF SERVICES

- Schedule and hold Pre-Construction conference for the project.
- Document pre-project conditions via still photography and video.
- Review concrete, asphalt and lime mix designs as submitted by the Contractor for concurrence with contract documents as required by the project design and specifications.
- Coordinate, prepare, and attend weekly Project Construction Progress Meetings with the Contractor. Prepare meeting minutes and required action items for distribution and archive.

#### 4.2 Project Controls

- Tracking Database - Maintain the tracking database for correspondence, transmittals, requests for information, meeting minutes, action items, submittals, Inspector daily reports, project diary, project schedule, change orders, pay estimates, lien waivers, shop drawings, working drawings, erection drawings, catalog cut sheets, mix designs, non-conformance reports, payment certifications, Insurance and Bonds, issues, material test data, schedules, audits, related technical data, and issues associated with the Project.

#### 4.3 Materials Testing

GEC shall provide the following construction materials testing services on an as-needed basis for the Elroy Road Project, from McAngus Road to Kellam Road. The testing frequency will be based on the TxDOT Guide Schedule of Sampling and Testing or as directed by the Client or Client's representative.

- Soils (Laboratory):
  - Perform moisture/density relationship tests, proctors (method as required by project specification), for each type of material or as requested by the Client.
  - Perform Atterberg limits (Tex-104, 105, & 106-E) determination for each type of material or as requested by the Client.
  - Perform sieve analysis (Tex-110-E) for each type of material or as requested by the Client
  - Perform material verification testing as required or requested including sieve analysis, Atterberg limits, Texas triaxial, wet ball mill, bar linear shrinkage, soil-lime compression, resistivity of soils, soil pH, sulfate content of soils, etc.
- Soils (Field):
  - Perform in-place nuclear density tests (Tex-115-E) as specified by construction documents or per 3, 000 CY per lift of flexible base or as requested by the Client
- Hot Mix Asphaltic Concrete:
  - Test each type of HMA on a lot basis. A production lot consists of 4 sublots and on lot will be 1,000 tons or fraction placed per type of material or as requested by the Client. Each lot will be tested for extraction/gradation, asphalt content, VMA and laboratory density.
  - Test two (2) asphalt cores for each subplot of asphaltic concrete placement. Cores shall be used to verify thickness and in-place density for asphalt.

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#### ATTACHMENT A – SCOPE OF SERVICES

- HMAC Aggregates:
  - Perform HMAC aggregate verification testing as required or requested by the Client including sieve analysis, decantation, L.A. abrasion, magnesium sulfate soundness, sand equivalent, organic impurities, deleterious materials, acid insoluble residues, micro deval, flat & elongated particles, coarse aggregate angularity, plasticity index, bar linear shrinkage, etc.
- Concrete:
  - Sample, mold, cure, and test one (1) set of four (4) concrete compressive strength cylinders for every 60 cubic yards of structural concrete placed, or as required by the project specifications. Two (2) cylinders will be tested at 7 days and two (2) cylinders will be tested at 28 days or as requested by the Client.
  - Perform one (1) slump test per 60 cubic yards of structural concrete placed.
  - Report air content of concrete as specified by construction documents per sample.
  - Review mix design of concrete as requested by the Client.
  - Sample, mold, cure and test one (1) set of two (2) flowable backfill compressive strength cylinders for every 100 cubic yards placed, or as required by the specifications. The two (2) cylinders will be tested at 28 days.
- Concrete Aggregates:
  - Perform concrete aggregate verification testing as required or requested by the Client including sieve analysis, decantation, L.A. abrasion, magnesium sulfate soundness, sand equivalent, organic impurities, fineness modulus, deleterious materials, acid insoluble residues, etc.

## 5.0 Utility Adjustment Coordination

### 5.1 Utility Adjustment Coordination

- Participate in meetings as necessary to effectively manage the utility coordination process.
- Schedule periodic meetings with utility owner's representatives for coordination purposes.
- Attend meetings with CTRMA and other interested parties as directed.
- Meet with the Contractor and/or designer as necessary to resolve matters relating to schedules, utility identification, design changes, conflict resolution, and negotiation with utility owners.
- Assist CTRMA with negotiating the details of utility agreements with the utility companies. Details will include any necessary betterment percentages, indirect costs, plans, estimates and schedules for the utility companies' activities. The GEC will also prepare draft agreements for CTRMA's use including the necessary exhibits and information concerning the project (such as reports, plans and surveys).
- Monitor and report utility adjustment status.

### 5.2 Utility Engineering

- Review existing utility information for conflicts with the proposed Project and provide a utility conflict analysis.



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**ATTACHMENT A – SCOPE OF SERVICES**

- Provide a conceptual utility relocation plan.
- Review utility plans for compliance with the appropriate policies, compatibility with the Project features, betterment inclusion and constructability.
- Provide oversight review of location, materials, and backfilling of trenches associated with utility adjustments; not responsible for actual location of utilities.

**Attachment B - Fee Estimate  
Summary**

CTRMA General Engineering Consultant  
Atkins - Man-hour Breakdown & Fee Estimate  
Elroy Road

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**ATKINS - Work Authorization #12**

**Elroy Road**

<b>TASK #</b>	<b>TASK</b>	<b><u>SUBTOTAL</u> Labor + Overhead + Profit</b>	<b><u>SUBTOTAL</u> Direct Expenses</b>	<b><u>TOTAL</u></b>
1	Project Management & Administration	\$ 455,635	\$ 18,320	\$ 473,955
2	Environmental Assessment	\$ 124,849	\$ 2,470	\$ 127,319
3	Design Services	\$ 1,446,304	\$ 4,030	\$ 1,450,334
4	Construction Supervision, Inspection, and Testing	\$ 1,666,534	\$ 86,240	\$ 1,752,774
5	Utility Adjustment Coordination	\$ 170,300	\$ 2,250	\$ 172,550
<b>Subtotals</b>		<b>\$ 3,863,623</b>	<b>\$ 113,310</b>	<b>\$ 3,976,933</b>
			<b>Contingency</b>	<b>13% \$ 517,001</b>
			<b>TOTAL (rounded)</b>	<b>\$ 4,500,000</b>

**Attachment B - Fee Estimate**

CTRMA General Engineering Consultant  
 Atkins - Man-hour Breakdown & Fee Estimate  
 Elroy Road

**ATKINS - Work Authorization #12  
 Elroy Road**

TASK / WORK DESCRIPTION	(Estimated Average Labor Rates)	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	TOTAL
		\$ 96.00	\$ 85.00	\$ 72.00	\$ 51.00	\$ 36.00	\$ 26.00	HRS
1 Project Management & Administration								
1.1 Project Management		200		960		80		1240
1.2 Coordinate, Procure, and Administer Work Authorizations		0		100		120		220
1.3 Record Keeping and File Management		0		60		270		330
1.4 Project Schedule Development and Updates		80		100		270		450
1.5 Project Reporting		80		270		40		390
								0
								0
								0
								0
<b>TOTAL DIRECT LABOR</b>		360	0	1490	0	780	0	2630
<i>% Total by Classification</i>		13.69%	0.00%	56.65%	0.00%	29.66%	0.00%	
Labor Costs		\$34,560	\$0	\$107,280	\$0	\$28,080	\$0	\$169,920
Overhead Costs	1.4377	\$49,687	\$0	\$154,236	\$0	\$40,371	\$0	\$244,294
Profit	10.0%	\$8,425	\$0	\$26,152	\$0	\$6,845	\$0	\$41,421
<b>Total Loaded Labor</b>		\$92,672	\$0	\$287,668	\$0	\$75,296	\$0	\$455,635
<b>Direct Expenses</b>								
Plotting and Reproduction		\$1,000						
Mail and Deliveries		\$120						
Misc Expenses		\$15,000						
Travel and Field Expenses		\$2,200						
<b>Total Direct Expenses</b>		<b>\$18,320</b>						
<b>Total</b>		<b>\$473,955</b>						

**Attachment B - Fee Estimate**

CTRMA General Engineering Consultant  
 Atkins - Man-hour Breakdown & Fee Estimate  
 Elroy Road

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**ATKINS - Work Authorization #12**  
**Elroy Road**

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TASK / WORK DESCRIPTION	(Estimated Average Labor Rates)	A	B	C	D	E	F	TOTAL
		\$96.00	\$85.00	\$72.00	\$51.00	\$36.00	\$26.00	HRS
2 Environmental Study/Document Services								
2.1 Environmental Assessment			120	200	200	160	80	760
2.2 Public Involvement Support				40			40	80
								0
								0
								0
								0
								0
								0

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TOTAL DIRECT LABOR		0	120	240	200	160	120	840
<i>% Total by Classification</i>		0.00%	14.29%	28.57%	23.81%	19.05%	14.29%	
Labor Costs		\$0	\$10,200	\$17,280	\$10,200	\$5,760	\$3,120	\$46,560
Overhead Costs	1.4377	\$0	\$14,665	\$24,843	\$14,665	\$8,281	\$4,486	\$66,939
Profit	10.0%	\$0	\$2,486	\$4,212	\$2,486	\$1,404	\$761	\$11,350
<b>Total Loaded Labor</b>		\$0	\$27,351	\$46,336	\$27,351	\$15,445	\$8,366	<b>\$124,849</b>

<b>Direct Expenses</b>	
Plotting and Reproduction	\$1,000
Mail and Deliveries	\$240
Misc Expenses	\$250
Travel and Field Expenses	\$980
<b>Total Direct Expenses</b>	<b>\$2,470</b>

**Total \$127,319**

## Attachment B - Fee Estimate

CTRMA General Engineering Consultant  
 Atkins - Man-hour Breakdown & Fee Estimate  
 Elroy Road

### ATKINS - Work Authorization #12 Elroy Road

TASK / WORK DESCRIPTION	(Estimated Average Labor Rates)						TOTAL
	A	B	C	D	E	F	HRS
3 Design Services							
3.1 Design Survey			75	100	300	300	775
3.2 Roadway Design		460	570	1160	650	68	2966
3.3 Structures	80	160	380	1100	1200	380	3300
3.4 Hydrology and Hydraulics	100	200	240	1040	880	80	2540
3.5 Traffic Control Plans			40	120	60	16	236
3.6 Signing and Pavement Markings			40	120	60	16	236
3.7 Geotechnical Explorations and Pavement Design			100	130	420	200	850
							0
							0

TOTAL DIRECT LABOR		180	820	1445	3770	3570	1060	10903
% Total by Classification		1.65%	7.52%	13.25%	34.58%	32.74%	9.72%	
Labor Costs		\$17,280	\$69,700	\$104,040	\$192,270	\$128,520	\$27,560	\$539,370
Overhead Costs	1.4377	\$24,843	\$100,208	\$149,578	\$276,427	\$184,773	\$39,623	\$775,452
Profit	10.0%	\$4,212	\$16,991	\$25,362	\$46,870	\$31,329	\$6,718	\$131,482
<b>Total Loaded Labor</b>		\$46,336	\$186,898	\$278,980	\$515,566	\$344,623	\$73,901	<b>\$1,446,304</b>
		\$ 46,335.80	\$ 186,898.46	\$ 278,980.14	\$ 515,566.24	\$ 344,622.52	\$ 73,901.31	\$1,446,304.47
		-	-	-	-	0.33	0.10	
<b>Direct Expenses</b>								
Plotting and Reproduction		\$1,000						
Mail and Deliveries		\$980						
Misc Expenses		\$250						
Travel and Field Expenses		\$1,800						
<b>Total Direct Expenses</b>		<b>\$4,030</b>						

**Total \$1,450,334**



## Attachment B - Fee Estimate

CTRMA General Engineering Consultant  
 Atkins - Man-hour Breakdown & Fee Estimate  
 Elroy Road

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### ATKINS - Work Authorization #12 Elroy Road

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TASK / WORK DESCRIPTION	(Estimated Average Labor Rates)	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<b>TOTAL</b>
		<b>\$96.00</b>	<b>\$85.00</b>	<b>\$72.00</b>	<b>\$51.00</b>	<b>\$36.00</b>	<b>\$26.00</b>	<b>HRS</b>
5 Utility Adjustment Coordination								0
5.1 Utility Adjustment Coordination				400	550		40	990
5.2 Utility Engineering					100		20	120
								0
								0
								0
								0
								0
								0

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<b>TOTAL DIRECT LABOR</b>		0	0	400	650	0	60	1110
<i>% Total by Classification</i>		<i>0.00%</i>	<i>0.00%</i>	<i>36.04%</i>	<i>58.56%</i>	<i>0.00%</i>	<i>5.41%</i>	
Labor Costs		\$0	\$0	\$28,800	\$33,150	\$0	\$1,560	\$63,510
Overhead Costs	1.4377	\$0	\$0	\$41,406	\$47,660	\$0	\$2,243	\$91,308
Profit	10.0%	\$0	\$0	\$7,021	\$8,081	\$0	\$380	\$15,482
<b>Total Loaded Labor</b>		\$0	\$0	\$77,226	\$88,891	\$0	\$4,183	<b>\$170,300</b>

<b>Direct Expenses</b>	
Plotting and Reproduction	\$0
Mail and Deliveries	\$0
Misc Expenses	\$250
Travel and Field Expenses	\$2,000
<b>Total Direct Expenses</b>	<b>\$2,250</b>

**Total \$172,550**



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

April 25, 2018  
**AGENDA ITEM #7**

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Project Reports

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

Summary:

A status report on the following projects:

- A. MoPac Improvement Project
- B. 183 South Project
- C. SH 45 SW Project

Backup Provided: None





CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

April 25, 2018  
**AGENDA ITEM #8**

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Executive Director Board Report

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

#### Executive Director Board Report

- A. Discount for qualified veterans
- B. April 18, 2018 House Transportation Committee Hearing
- C. 2018 Mobility Authority Strategic Plan
- D. Mobility Authority Fiscal Year 2019 Operating Budget

Backup Provided: A. Presentation only - Discount for qualified veterans.  
B. House Committee on Transportation – Funding and  
Transparency Testimony Documents.  
C. Mobility Authority Strategic Plan – 2016 and 2018 Draft.

**BACKUP**

- B. April 18, 2018 House Transportation Committee  
Hearing



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

**Invited Testimony of Mike Heiligenstein, Executive Director,  
Central Texas Regional Mobility Authority  
Before the  
House Committee on Transportation**

**Interim Charge: Study the efficacy of existing transportation finance mechanisms from state, regional, and local perspectives. Identify opportunities to improve existing transportation finance mechanisms and investigate the feasibility of developing new ones.**

Texas State Capital  
Committee Hearing Room E2.016  
Austin, Texas  
April 18, 2018

My name is Mike Heiligenstein and I am the Executive Director of the Central Texas Regional Mobility Authority (CTRMA), formed in 2002 to improve the transportation system in Williamson and Travis counties. Our mission is to implement innovative, multi-modal transportation solutions that reduce congestion and enhance quality of life and economic vitality.

I appreciate the opportunity to testify before the House Committee on Transportation. My testimony, which addresses the interim charge to study transportation finance mechanisms, is set forth below.

**OVERVIEW**

The CTRMA is a local agency, governed by a seven-member board of directors responsible for setting policies, identifying priority projects, and ensuring the agency is operated in an efficient and effective manner. We operate under the Texas Transportation Code Chapter 370 and are authorized to issue revenue bonds to fund projects and can utilize user fees and/or taxes to fund operations and repay bonds.

The authorization of regional mobility authorities was a response to the transportation funding crisis in our state. The Central Texas region has infrastructure needs that far exceed what can be developed using available taxpayer funds. In order to meet local needs, our local agency develops transportation solutions using tolling as a funding mechanism when called upon by CAMPO to implement projects that are part of the region's Long-Range Transportation Plan

and/or Transportation Improvement Program (TIP). Our position is that decisions about which projects to toll should be left to regional planning bodies composed of local officials and local agencies.

Our region continues to experience massive population growth. In fact, according to the U.S. Bureau of the Census, Population Estimates, Williamson County population is projected to grow by 200% between 2020 and 2050, and Travis County population is expected to grow by 57% in the same timeframe. Hays County is also experiencing rapid growth, and is expected to grow by 23% between 2020 and 2050. We need quality infrastructure in order to move people and goods efficiently, and our quality of life ultimately depends on our ability to continue making strides toward infrastructure improvements in our region.

In order to keep pace with that growth, we must have access to every tool in the transportation funding tool box. It's more important than ever that we have the ability to leverage effective partnerships between public agencies and even the private sector in order to meet the challenge of funding mobility improvements. Regional mobility authorities present partnership opportunities between the state and its local partners to meet local transportation needs. When we build a project, the benefits of that inter-agency coordination extend beyond the immediate benefits of added tolled capacity. Such projects include enhanced non-tolled lanes, shared use paths and other bicycle/pedestrian accommodations.

#### **PRIVATE FUNDING MECHANISMS**

There are a number of financing tools in the transportation funding tool box. Access to these financing mechanisms is critical when traditional funding is not available to build the projects our region needs. The Texas Legislature took a critical step by passing Propositions 1 and 7 to provide additional transportation funding. While these funds have helped, they not sufficient to meet the region's needs. Funds allocated to the Central Texas region, including funds from Propositions 1 and 7, total only \$1.6 billion over the next 10 years. That's far less than half the cost of I-35 improvements alone, which are estimated to cost \$5 billion.

**Credit market:** We turn to the credit market as the most common financing mechanism when we finance a toll project. We sell bonds to investors, and pay back those bonds using toll revenue. This user-fee based financing mechanism allows the roads to be paid for by those who use them, which differs from taxpayer-funded roadways, which are paid for by all taxpayers, even those who never use the road.

There is extensive oversight when it comes to bond financing; our agency is responsible for following bond covenants on all aspects of the projects, and we are required to report back to bondholders on the condition of the asset with an annual report of conditions. This helps investors track the condition of their investment, and ensures that the facilities are maintained and preserved in a manner consistent with the bond covenants, and to a standard that meets the needs of the traveling public.

The RMA has established a solid reputation for creditworthiness among rating agencies and investors. As a result, there is high demand for our bonds. In fact, the bonds for our 183 South project were oversold 10-1, which equates to a high vote of confidence from the financial community.

**Bank Loans:** Another financing option is traditional bank loans, in which, the RMA assumes all of the risk in order to cover the loan. Short term solution to fund projects prior to bond sale.

**Private placement loans:** This type of financing expands the pool of capital available.

**Private/Public Partnerships (P3s)/Comprehensive Development Agreements(CDAs):** P3s are agreements in which private sector companies provide some funding of a project. The benefit is in the risk structure; the private company assumes the risk by paying the upfront costs to build a project and then gets paid back with user fees over time. An example of this model is segments 5 & 6 of SH 130. Cintra took on the risk of project development and toll revenue projections.

CDAs, do not always mean concessions. The CTRMA has used CDAs for 183A, 290 East, 183 South, and MoPac, none of which were concessions, but rather design-build delivery. The CTRMA financed the project while the contractor took on risk of design and construction.

### **FEDERAL FINANCE PROGRAMS**

There are a number of financing options available through the federal government that we utilize when seeking project funding. These include the following:

- **Transportation Infrastructure Finance and Innovation Act (TIFIA):** This federal government program is administered through the United States Department of Transportation (USDOT) to provide credit assistance for qualified regional and national surface transportation projects in the United States. Projects include highways, city passenger railways, some freight rail, intermodal freight transfer facilities, and some port terminal projects. The program was recently reauthorized in the Fixing America's Surface Transportation (FAST) Act of 2015, a bill passed by Congress to reauthorize surface transportation programs through FY 2020. The CTRMA used TIFIA to help fund the 183 South and 183A Phase I projects.
- **Infrastructure For Rebuilding America (INFRA) Grants:** This federal grant program is administered by the USDOT. However, the RMA needs approval from the Texas Department of Transportation (TxDOT) in order to even submit a project application. The chances of getting funding through this program are low, and we have to work in conjunction with TxDOT to maximize approval chances. Local access to this program would improve our ability to deliver infrastructure.
- **Private activity bonds** (Trump administration infrastructure plan): These provide private developers and operators with access to tax-exempt interest rates and lowers the cost of capital significantly, enhancing investment prospects. Increasing the involvement of

private investors in highway and freight projects generates new sources of money, ideas, and efficiency.

### **STATE FINANCE PROGRAMS**

Financing options available through the state government include the following:

- **State Infrastructure Bank (SIB) Loans:** While SIB Loans provide some flexibility when negotiating the repayment terms with the state, the interest rate is not as favorable as TIFIA. In addition, the project in question must be a part of the state highway system. The CTRMA has used this funding mechanism on the 290 East and 183 South projects.
- **State Highway Fund Loans:** The CTRMA received a loan from the state highway fund for the 183 South and 45SW projects. A loan of \$30 million was applied to 183 South, and a loan of \$60 million was applied to SH 45SW.
- **Texas Mobility Fund (TMF):** The TMF may be used to provide participation by TxDOT in the payment of all or a portion of the costs of constructing and providing publicly-owned toll roads and other public transportation projects. Bonds and other obligations of the TMF issued to-date are secured by a first lien interest in certain revenues of the TMF, and they are also general obligations of the State secured by the full faith and credit of the State.

### **COUNTY AND LOCAL FINANCE PROGRAMS**

- **Regional Infrastructure Fund:** This is administered through CAMPO. We used this program on the MoPac Improvement Project, whereby the RMA was loaned money by CAMPO, and will use toll revenue to repay the loan over an extended period of time. The repaid funds, including principle and interest, are applied to other regional projects, at the discretion of CAMPO.
- **County Financing:** Counties finance projects such as the Elroy and Ross Road safety projects, whereby Travis County funds the entire project, while the RMA develops and constructs it through existing contracts. This allows expedited delivery of critical infrastructure.
- **Local Contributions:** Counties can contribute cash or right-of-way (ROW) to CTRMA projects. For example, Hays and Travis counties each provided cash contributions to the SH 45SW project; and Williamson County purchased and contributed all ROW for the 183A project.

### **OTHER ALTERNATIVE FUNDING OPTIONS**

In addition to the private, federal, state and local funding options discussed, the following are additional potential finance mechanisms:

- Consider increasing vehicle registration fees.

- Increase or index the state gas tax, which has not seen an increase since 1991. Using some consumer index to determine the rate of increase would help ensure the gas tax retains some purchasing power.
- Consider a mileage-based fee or a road user charge such as Vehicle Miles Traveled (VMT), an alternative to the gas tax to overcome the funding challenges posed by more fuel-efficient and electric vehicle usage. This approach would likely require a significant educational outreach program and public opinion surveys to gather public input on modifying this long-standing approach to funding.
- Freight-related taxes/fees: A separate matrix provides surface transportation revenue options and associated revenues collected.
- Value Capture: Cover a portion of the costs from landowners/developers who benefit from the resulting increase in value from Tax Incremented Financing (TIF)
- Transportation Reinvestment Zones (TRZ): While these models have been used in the Valley and in El Paso seemingly well, they don't seem to be widely accepted by all regions/local governments as best practice. Potential limitations include the requirement that the proposed zone must be deemed underdeveloped. The Austin community might not look favorably upon these, since they lock in the incremental increase on the tax base.
- Special Purpose Vehicle (SPV): TxDOT has the ability to implement SPVs, whereby a joint venture is set up with the private sector. This legal entity is a funding structure, by which all investors are pooled together into a single entity. RMAs do not have the ability to establish an SPV. However, if legislation were changed, we could issue stock as part of a joint venture with private companies and then issue to local constituents, thereby creating more of a local interest.

### **RECOMMENDATIONS**

While a variety of private, federal, state, and local funding mechanisms are available, none of these programs individually are the single answer to solve our transportation funding crisis. Rather, the funding needs of this state can only be met through implementation of a variety of these funding options as well as modifications to make existing options more viable for the projects we need. It is critical for RMAs to have consistency from the state on programs and other funding options in order to implement effective long-term planning for project development.

It is also critical that we align state policy with national infrastructure planning so that we are prepared to take advantage when federal monies become available for infrastructure projects. The CTRMA has a history of acting quickly when options are made available to us so we can put funding immediately into use. For example, a share of the "economic stimulus" funds under the American Recovery and Reinvestment Act of 2009 went towards the 290 Toll project. Should similar opportunities arise in the future, we must be positioned to take advantage. We are currently at a disadvantage with other states because we are restricted from entering into P3s and CDAs. This not only limits our options for providing infrastructure, but it also increases our reliance on public funds.



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

**Invited Testimony of Mike Heiligenstein, Executive Director,  
Central Texas Regional Mobility Authority  
Before the  
House Committee on Transportation**

Texas State Capital  
Committee Hearing Room E2.016  
Austin, Texas  
April 18, 2018

**Interim Charge: Study Texas' various toll authorities and evaluate their transparency and stakeholder responsiveness. Make recommendations to improve the state oversight of toll authorities.**

My name is Mike Heiligenstein and I am the Executive Director of the Central Texas Regional Mobility Authority (CTRMA), formed in 2002 to improve the transportation system in Williamson and Travis counties and thus, Central Texas. Our mission is to implement innovative, multi-modal transportation solutions that reduce congestion and enhance quality of life and economic vitality.

I appreciate the opportunity to testify before the House Committee on Transportation. My testimony, which addresses the interim charge to evaluate the transparency and stakeholder responsiveness of regional mobility authorities, is set forth below.

**TRANSPARENCY OF REGIONAL MOBILITY AUTHORITIES**

With the support and guidance of Travis and Williamson counties, and in collaboration with regional partners, the CTRMA has evolved as envisioned by the Texas Legislature more than a decade ago. Amidst a transportation funding crisis, the agency has delivered critically-needed infrastructure for Central Texas in an efficient and cost-effective manner. We currently have four projects open to traffic and two under construction, none of which would have been possible without our commitment to transparency.



Transparency is one of our agency's core values. We are committed to open, honest and fair business practices; visibility into our processes; and accessibility of information to the general public. Credibility and accountability are also woven in the fabric our culture as an agency. We are fiscally responsible and follow through on commitments to our board of directors, investors, customers, community, and partners. We work to earn and sustain public trust through dependable public service, two-way communication, partner collaboration, and fair and appropriate solutions.

Aligned with our commitment to transparency and accountability, we go above and beyond the oversight and accountability requirements imposed on regional mobility authorities. We provide the following required documents:

- **Independent and External Audit**, which is required each year. This includes Financial Statements, Supplemental Schedule, and Management Discussion and Analysis.
  - RMAs must provide to public and counties an independent auditor's report each year and make a presentation if requested (Gov't code 2258-023).
- **Single Audit**
  - Required by Federal Government/Basic Financial Statements and Federal Awards Compliance Report.
- **Annual Report with Financial Statements**
  - Required by the TAC to provide to Travis and Williamson counties Commissioners Courts; distributed to a list of approximately 1200 recipients.
- **CAMPO 2040 Regional Transportation Plan**
  - CTRMA can only move forward with projects that have been approved in CAMPO's transportation plans
  - CAMPO Board voted unanimously to approve the CAMPO 2040 Regional Transportation Plan with a vote of 19-0-1 (one member abstained)
- **Annual Continuing Disclosure Report**
  - Prepared by the Mobility Authority; sent to First Southwest Securities; posted on Electronic Municipal Marketing Access.
- **Proposed Operating Budget for each Fiscal year**
  - Adopted by Board of Directors in open meeting.
- **Risk Management Audit** to ensure proper risk protection of all assets and facilities
  - Required by Trustee.
- **Biennial Strategic Plan**
  - Required by the TAC
- **Annual Report of Conditions** that details the overall conditions of roadway maintenance as well as any recommendations of the General Engineering Consultants
  - Required by Trustee and posted on Electronic Municipal Marketing Access.
- **CTRMA System Accuracy Assessment Report** which provides a self-test/evaluation of efficiency of the system
  - Required by RMA.
- **Annual Project Report** to TxDOT Transportation Commission
  - Required by TAC #26.65(b).

- **Detailed Project Expense Reimbursement Process**
  - Required by TxDOT.
- **Individual project audits**
  - Required by TxDOT agreements.

We also provide the following documentation, which goes beyond the requirements of our enabling legislation:

- **Quarterly Reports** to Governor Abbott with copies to local delegation
- **Monthly Project Status and Delivery Reports**
- **Standard & Poor's and Moody's Investor Service** – Ratings update
- **Board of Directors' – Personal Financial Statement Forms**
- **Reports and Testimony** to the Texas Legislature as requested

Our agency website, [www.MobilityAuthority.com](http://www.MobilityAuthority.com), is a one-stop-shop for all information about our agency and our projects. We update our site regularly, and recently redesigned the site to make the interface more easily navigable by the public and our customers. Comprehensive information related to our board of directors' meetings is available on our website, and users can watch board meetings via our live streaming functionality. All news releases are archived, and extensive financial and investor information is available to the general public online as well.

#### **STAKEHOLDER RESPONSIVENESS OF REGIONAL MOBILITY AUTHORITIES**

Two way-communication with our stakeholders and customers is the foundation of our commitment to the community we serve. Defined by efficiency and responsiveness, our customer service program is fundamental to our operations, in fact, service, is one of our core values.

**Customer Service:** Our average call wait times are just over two minutes for our Pay By Mail customers, and we pride ourselves on our customer service operations. When we anticipate surges in call volumes due to collection campaigns or a new road being opened, our Pay By Mail team adds more staff to handle the incoming calls. In addition, our Pay By Mail agents are fully trained and prepared to answer most customer questions. However, with more advanced questions, special reports must be generated. These activities take time but answers can usually be provided within 24 hours of the customer's request. All phone calls are recorded and filed for two years.

Here are two examples of positive feedback received from our customers after an interaction with a staff member who assisted them with their concerns.

- "Oh, thank you so much! I greatly appreciate that and will pay the adjusted amount online on the 15th (pay day). Hope you have a great day."
- "Thank you very much for your response and making this process simple. Have a good day."

In addition, we recently selected a new Pay By Mail billing vendor to enhance our customer service offerings and improve our billing operations. These efforts include:

- Offering Pay By Mail accounts to facilitate our interactions with the customer
- Providing a new and improved Pay By Mail website
- Transitioning from a 15-day to 30-day billing cycle
  - Customers have long been confused by our 15-day billing cycle. We believe a 30-day billing cycle will be more user friendly for our customers.

**Public Involvement:** Long before our roads are open to traffic we stand by our commitment to the community. Public involvement has always been a priority and has resulted in greater public support of CTRMA projects and programs. Our communications team consistently uses the strategy and methods from Hans Bleiker’s Systematic Development of Informed Consent. These efforts go above and beyond the traditional public involvement efforts as required by the National Environmental Policy Act of 1969 and the Texas Administrative Code. The CTRMA considers community outreach to be a key element of project planning, delivery, and operations. Next to funding, public trust can be a project’s greatest asset or its biggest downfall. Our process allows for the understanding and appreciation of community values and strives to incorporate or address these in the evolution of the project.

In closing, I would like to cite an interim report made by the Senate Committee on Transportation to the 85th Legislature in 2016. This report made the following conclusion: “As Texas continues to experience exponential population growth, demand on the state-wide transportation system will only increase. TxDOT’s partnerships with RMAs allow for the advancement of crucial transportation projects based on local needs and priorities. ***Upon review, there seems to be substantial oversight and reporting done by the RMAs.***”

**BACKUP**

C. 2018 Mobility Authority Strategic Plan



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.

## 2018 Mobility Authority Strategic Plan

### INTRODUCTION

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

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

### MISSION STATEMENT

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

### BACKGROUND

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

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

## ALIGNING WITH THE CENTRAL TEXAS TRANSPORTATION LANDSCAPE

### SITUATIONAL ANALYSIS: CHALLENGES, RISKS, OPPORTUNITIES

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

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

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

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

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

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

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

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



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## THE MOBILITY AUTHORITY AT ITS CORE

### **Core Purpose**

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

### **Core Values**

#### ***Integrity***

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

#### ***Transparency***

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

#### ***Accountability***

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

#### ***Credibility***

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

#### ***Service***

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

#### ***Innovation***

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

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

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

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

## **1. GOAL**

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

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

#### **Strategies**

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

## **2. GOAL**

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

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

#### **Strategies**

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

## **3. GOAL**

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

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

### Strategies

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

## 4. GOAL

### Explore Transformative Technology and Adopt Industry Best Practices

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

### Strategies

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

## 5. GOAL

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

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

### Strategies

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

## 6. GOAL

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

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

#### **Strategies**

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

## 7. GOAL

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

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

#### **Strategies**

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



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

April 25, 2018  
**AGENDA ITEM #9**

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

Strategic Plan Relevance: Regional Mobility/Economic Vitality/ Sustainability  
Department: Executive  
Contact: Mike Heiligenstein, Executive Director  
Associated Costs: N/A  
Funding Source: N/A  
Action Requested: Consider and act on draft resolution

**Summary:**

Present CTRMA Board Member Amy Ellsworth with resolution.

Backup Provided: Resolution to be provided at the board meeting.



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

April 25, 2018  
AGENDA ITEM #10

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Executive Session

*Executive Session:*

Discuss legal issues related to claims by or against the Mobility Authority; pending or contemplated litigation and any related settlement offers; or other matters as authorized by §551.071 (Consultation with Attorney).



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

April 25, 2018  
AGENDA ITEM #11

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Executive Session

*Executive Session:*

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



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

April 25, 2018  
AGENDA ITEM #12

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Executive Session

*Executive Session:*

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