



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

Regular Meeting of the Board of Directors



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

October 30, 2019

A blue-tinted photograph of a road with a sign that reads "NORTH 183 A TOLL". The road is paved and has a concrete barrier on the right side. There are utility poles and a fence in the background. The sky is blue with some clouds.

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



2. Opportunity for public comment

3. Audit Committee

- A. Audit Committee meeting called to order by Committee Chairman Singleton**
- B. Introduction of external auditors from RSM, US LLP**
- C. Discuss, consider, and take appropriate action to accept the Fiscal Year 2019 Audit Reports**
- D. Adjourn Audit Committee**

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CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Report to the Audit Committee

Audit for the Year Ended June 30, 2019



October 8, 2019

To the Audit Committee of the Board of Directors
Central Texas Regional Mobility Authority
Austin, Texas

Dear Members:

We are pleased to present this report related to our audit of the financial statements of Central Texas Regional Mobility Authority (the Authority) as of and for the year ended June 30, 2019. This report summarizes certain matters required by professional standards to be communicated to you in your oversight responsibility for the Authority's financial reporting process.

This report is intended solely for the information and use of the Audit, Committee, Board of Directors and management of the Authority and is not intended to be, and should not be, used by anyone other than these specified parties. It will be our pleasure to respond to any questions you have about this report. We appreciate the opportunity to continue to be of service to Central Texas Regional Mobility Authority.

Agenda

Topic

Audit Overview Scope and Results

- Financial Statement Audit
- Federal Awards Audit
- State Awards Audit

Required communications

Summary of significant accounting estimates

Audit Overview

Financial Statement Audit Scope

- Financial statements are prepared by management
- Audit scope includes the following
 - Standard audit scope for a government audit
 - Includes examining evidence supporting amounts and disclosures on a test basis
 - Includes assessment of internal control structure for purposes of auditing the amounts and disclosures in the financial statements, but not for providing an opinion on internal control
 - Includes assessment of accounting principles, significant estimates made by management, and disclosures to the financial statements

Financial Statement Audit Results

- Opinion on the financial statements: **Unmodified**
- No significant deficiencies in internal control to be reported

Audit Overview - continued

Federal Awards Audit Scope

- Management has processes to account for expenditures by award
- Audit scope is compliance with grant award requirements
- Federal Compliance Audit: **Required in 2019**
 - There are \$276.5 million in expenditures of federal awards in 2019
 - Threshold for audit is \$750,000

2019 Major Federal Program: CFDA 20.223 Transportation Infrastructure Finance and Innovation Act Program

Federal Audit Results

- **No audit findings** to be reported in accordance with the Uniform Guidance
- **No significant deficiencies** in internal controls over major program compliance

Audit Overview - continued

State Awards Audit Scope

- Management has processes to account for expenditures by award
- Audit scope is compliance with grant award requirements
- State Compliance Audit: **Required in 2019**
 - There are \$4.6 million in expenditures of state awards in 2019
 - Threshold for audit is \$750,000

2019 Major State Programs: MoPac Improvement Project and MoPac South Environmental Assessment

State Audit Results

- **No audit findings** to be reported in accordance with the State Single Audit Circular
- **No significant deficiencies** in internal controls over major state program compliance

Required communications

Matter to report	No	Yes	Comments
Preferability of Accounting Policies and Practices	✓		In our view, in such circumstances, the Authority has selected the preferable accounting practice and follows standards set fourth by the Government Accounting Standards Board.
Adoption of, or Change in, Accounting Policies	✓		The Authority did not adopt any significant new accounting policies, nor have there been any changes in existing significant accounting policies during the current period.
Significant unusual transactions	✓		We noted no significant unusual transactions during the course of our testing.
Audit Adjustments	✓		There were no audit adjustments made to the final trial balance presented to us for our audit.
Uncorrected misstatements	✓		We are not aware of any uncorrected misstatements other than misstatements that are clearly trivial.

Required communications

Matter to report	No	Yes	Comments
Disagreements With Management	✓		We encountered no disagreements with management over the application of significant accounting principles, the basis for management's judgments on any significant matters, the scope of the audit or significant disclosures to be included in the financial statements.
Consultations With Other Accountants	✓		We are not aware of any consultations management had with other accountants about accounting or auditing matters.
Significant Issues Discussed With Management	✓		No significant issues arising from the audit were discussed or the subject of correspondence with management.
Significant Difficulties Encountered in Performing the Audit	✓		We did not encounter any significant difficulties in dealing with management during the audit.
Internal Controls over Financial Reporting	✓		There were no identified significant deficiencies during the course of our testing.

Summary of significant accounting estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management’s current judgment. The process used by management encompasses its knowledge and experience about past and current events, and certain assumptions about future events. Management may wish to monitor throughout the year the process used to determine and record these accounting estimates. The following describes the significant accounting estimates reflected in the Authority’s June 30, 2019, financial statements.

Estimate	Accounting Policy	Management’s Estimation Process	Basis for Our Conclusions on Reasonableness of Estimate
Unrealized Gains or Losses on Investments	The money market mutual fund and local government investment pool are reported at net asset values (NAV) based on amortized cost. Investments in debt securities are reported at fair value based on pricing service models.	Fair value is the price that would be received to sell an asset in an orderly transaction between market participants at the measurement date. Investments in debt securities are reported at fair value based upon pricing service models. The money market mutual fund and local government investment pool are reported at the NAV of the underlying securities based on amortized cost.	We tested the fair value of investments at year-end by using a valuation specialist to price debt securities. For investments measured using NAV, we confirmed the year-end NAV. We concluded management’s estimates are reasonable.
Depreciable Life of Property and Equipment	The depreciable life of property and equipment is set at the estimated useful life of the related asset.	The determination is made at the time the asset is placed into service and involves various judgments and assumptions, including the estimated useful life and prior experience.	We concluded the estimates used by management are reasonable.
Pension Expense and Net Pension Asset/Liability	The Authority participates in the Texas County and District Retirement System (TCDRS), a statewide agent multiple-employer retirement system. The Authority records the pension expense and net pension asset/liability in its financial statements and discloses the pension expense and net pension asset/liability in Note 7 to the financial statements.	The pension expense and net pension asset/liability were measured as of December 31, 2018. This calculation is prepared by an independent actuarial company engaged by TCDRS, and the Authority’s management reviews and considers the appropriateness of the assumptions.	We obtained the TCDRS actuarial valuation report and we confirmed the Authority’s reported balances agreed with the actuarial report. We reviewed the significant assumptions and conclusions for reasonableness and tested the underlying data. We concluded the estimates used by management’s are reasonable.

QUESTIONS AND ANSWERS

RSM US LLP

Address

City

Phone

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rsmus.com

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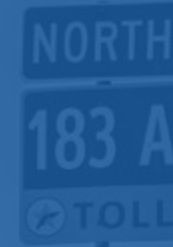
>> **Consent Agenda**

4. **Approve the minutes from the September 11, 2019 Regular Board Meeting**
5. **Approve an interlocal agreement with the North East Texas Regional Mobility Authority for Pay By Mail receivables management services**
6. **Authorize the Executive Director to execute Interlocal Agreements with the Texas Department of Transportation for materials inspection and testing services**
7. **Approve Amendment No. 1 to the Interlocal Agreement with University of Texas Center for Transportation Research for on-call research and advisory services**

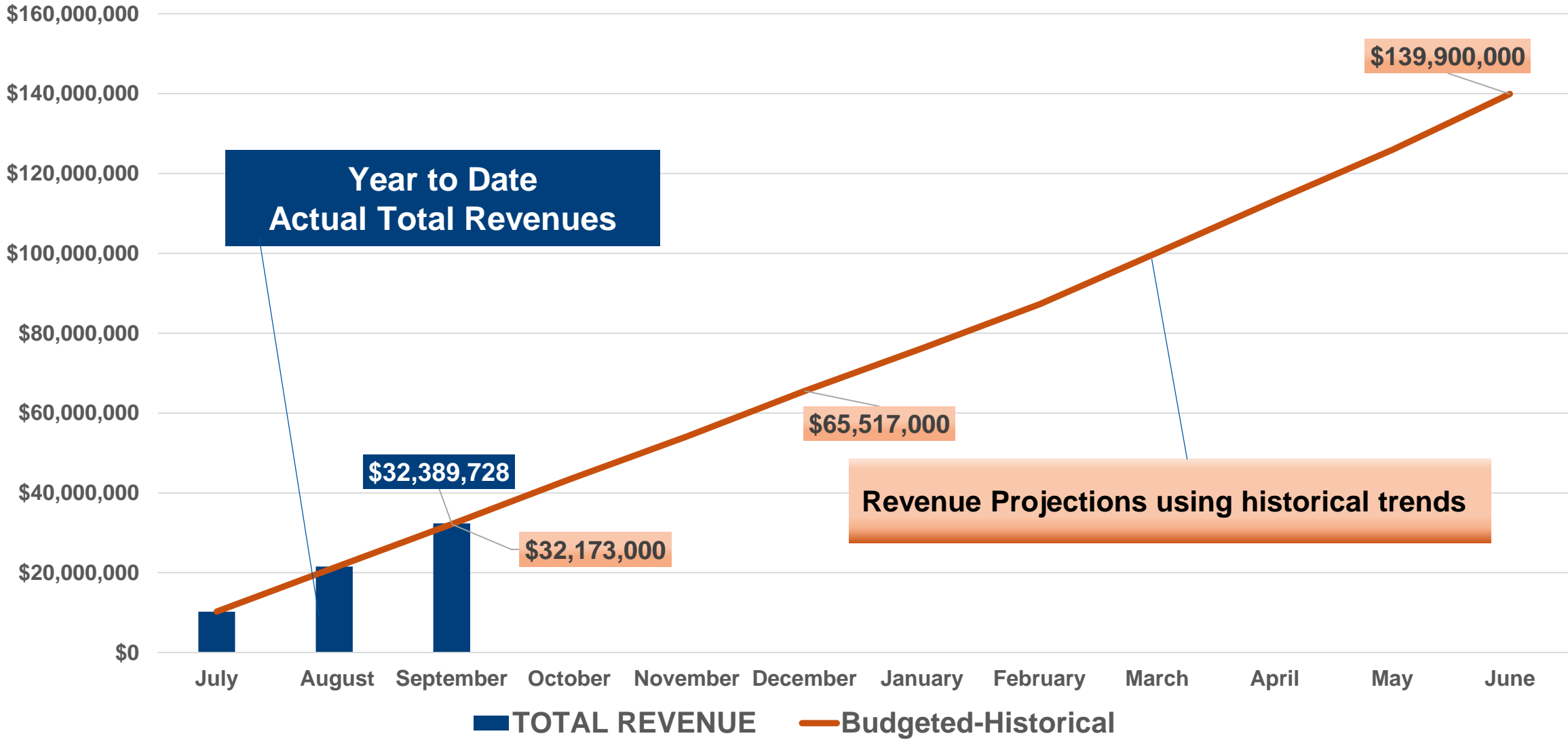


Mary Temple, Controller

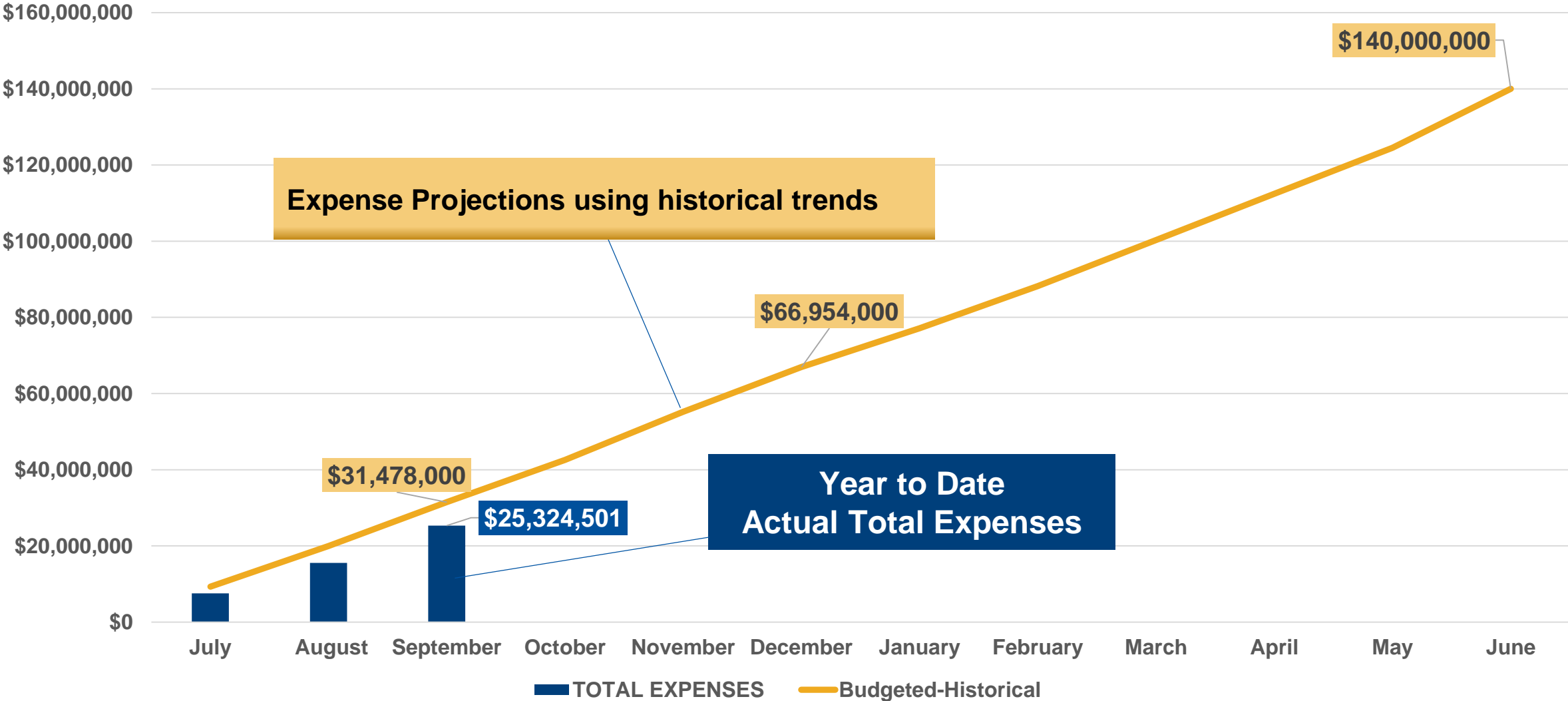
8. Accept the financial statements for August 2019 and September 2019



Actual vs Budgeted Revenue



Actual vs Budgeted Expenses



William Chapman, Chief Financial Officer

9. Discuss and consider modifying the annual toll rate escalation becoming effective on January 1, 2020





- Each toll is subject to an adjustment on January 1 of each year (Annual Toll Rate Escalation).
- Each October, Mobility Authority staff must calculate a percentage increase in toll rates charged on non-variable rate Mobility Authority toll facilities based on changes to the most recently published non-revised index of Consumer Prices for All Urban Consumers (CPI-U).

Toll Rates

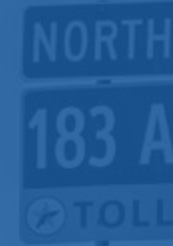


Year	2015	2016	2017	2018	2019	2020
CPI-U	1.51%	-0.04%*	1.46%	2.23%	2.27%	1.71%
Increase/gantry	\$0.01-\$0.03	\$0.01-\$0.04*	\$0.01-\$0.02	\$0.01-\$0.03	\$0.01-\$0.03	\$0.01-\$0.03

*The board adopted a modified 2% increase effective January 2016

William Chapman, Chief Financial Officer

10. Discuss and consider amending Mobility Authority Policy Code, Chapter 3, Article 9, Subchapter A, Section 301.002(c) to address annual toll rate escalation for the MoPac Express Lanes





- Policy Code – Section 301.002(c) The minimum toll rates per segment of the MoPac Express Lanes will be ***“adjusted annually by \$0.05 per segment until the minimum toll rate is \$0.50”***.
- The minimum toll rate for the MoPac Express Lanes was initially set at \$0.25 and then, per the Policy Code, increased by \$0.05 per segment going from \$0.25 to \$0.30 in January 2019.
- Effective on January 1, 2020 will increase by \$0.05 per segment going from \$0.30 to \$0.35.

Robert Goode, P.E., Deputy Executive Director

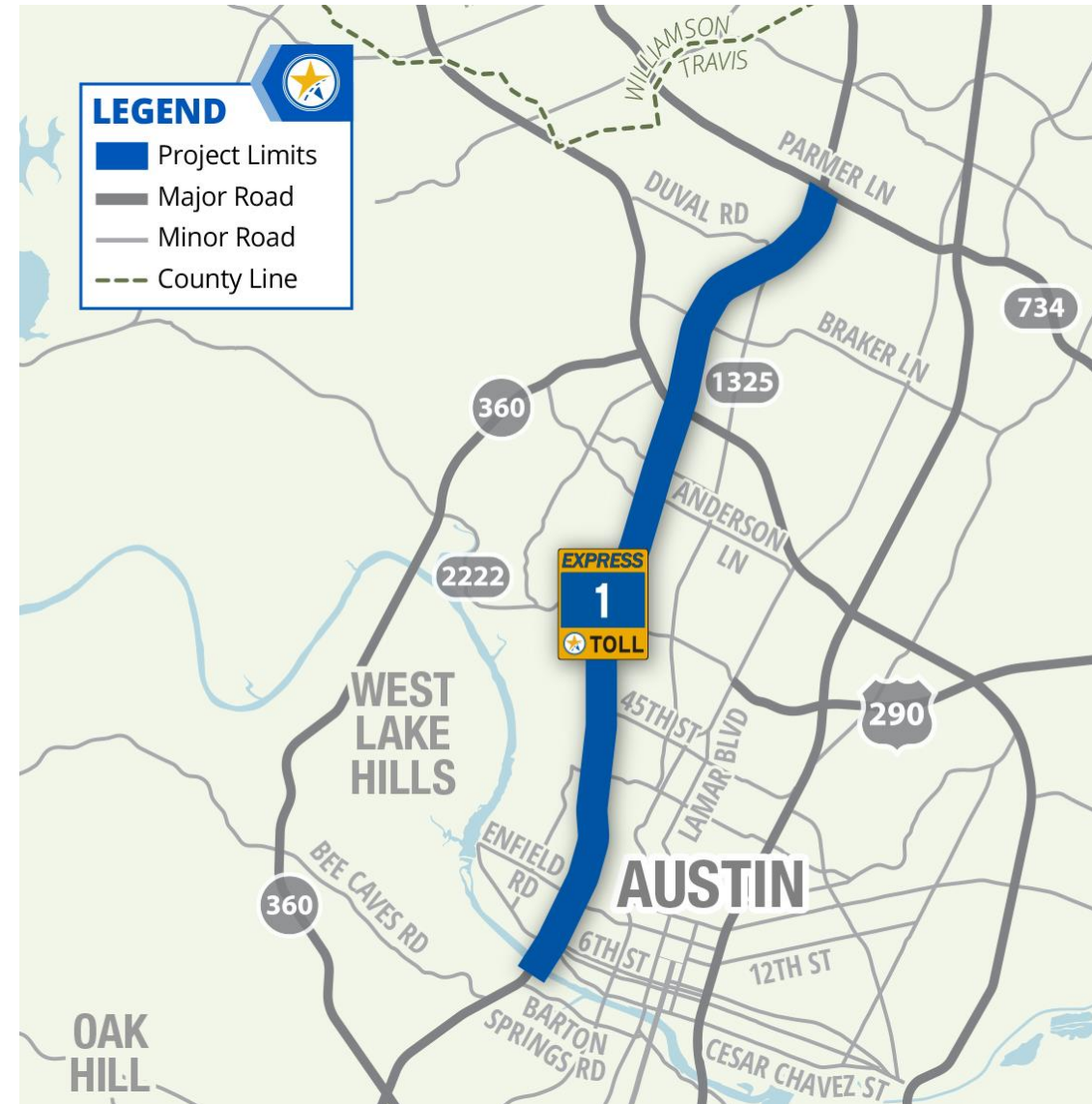
11. Approve Amendment No. 1 to the Interlocal Agreement with the Capital Area Metropolitan Planning Organization related to the MoPac Improvement Project



MoPac Improvement Project



- **Project Description:** Variably-priced tolled express lane
- **Project Limits:** Cesar Chavez to Parmer Lane
- **Project Length:** 11 miles
- **Project Status:** Open to traffic





- CAMPO and the Mobility Authority entered into an ILA related to the MoPac Improvement Project in 2012 that allocated **\$130 million** in funds to the Mobility Authority to fund construction of the MoPac Improvement Project without issuing toll revenue bonds.
- These funds reduced the total cost of constructing and operating by the projected cost of issuing and repaying toll revenue bonds.
- The Mobility Authority agreed to establish a **Regional Infrastructure Fund (RIF)** created from a portion of the “Surplus Revenue” from the MoPac Improvement Project to be used to fund other transportation projects identified by CAMPO.

CAMPO ILA Restrictions



- The ILA limits the Mobility Authority's ability to secure borrowing for subsequent projects (even enhancements related to the original MoPac Improvement Project) using MoPac's revenue.
- The ILA further limits the ability to put the Project into CTRMA's "System" of projects which means it must remain a stand-alone project.

Proposed Amendment to ILA



- Amendment will allow the Mobility Authority to designate and add the Project as part of the Mobility Authority's System.
- The amendment also allows the use of the Project's revenue as security interest for System projects.
- The schedule and amount for annual payments from a portion of the Project's surplus revenue into the Regional Infrastructure Fund will remain as defined in the June, 2012 ILA (see attached schedule).

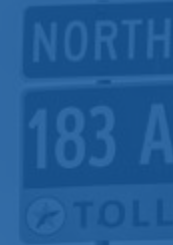
RIF Payments



Year	Annual Payment
2017	\$2 Million
2018	\$2 Million
2019	\$3 Million
2020	\$4 Million
2021	\$5 Million
2022	\$5 Million
2023	\$6 Million
2024	\$10 Million
2025	\$10 Million
2026	\$10 Million
2027	\$10 Million
2028	\$10 Million
2029	\$11 Million
2030	\$11 Million

Year	Annual Payment
2031	\$11 Million
2032	\$11 Million
2033	\$11 Million
2034	\$11 Million
2035	\$11 Million
2036	\$12 Million
2037	\$12 Million
2038	\$12 Million
2039	\$12 Million
2040	\$12 Million
2041	<u>\$16 Million</u>
TOTAL	\$230 Million

12. Exercise the option of the Mobility Authority under state law to develop, finance, construct, and operate the 183A Phase III Project as a toll project



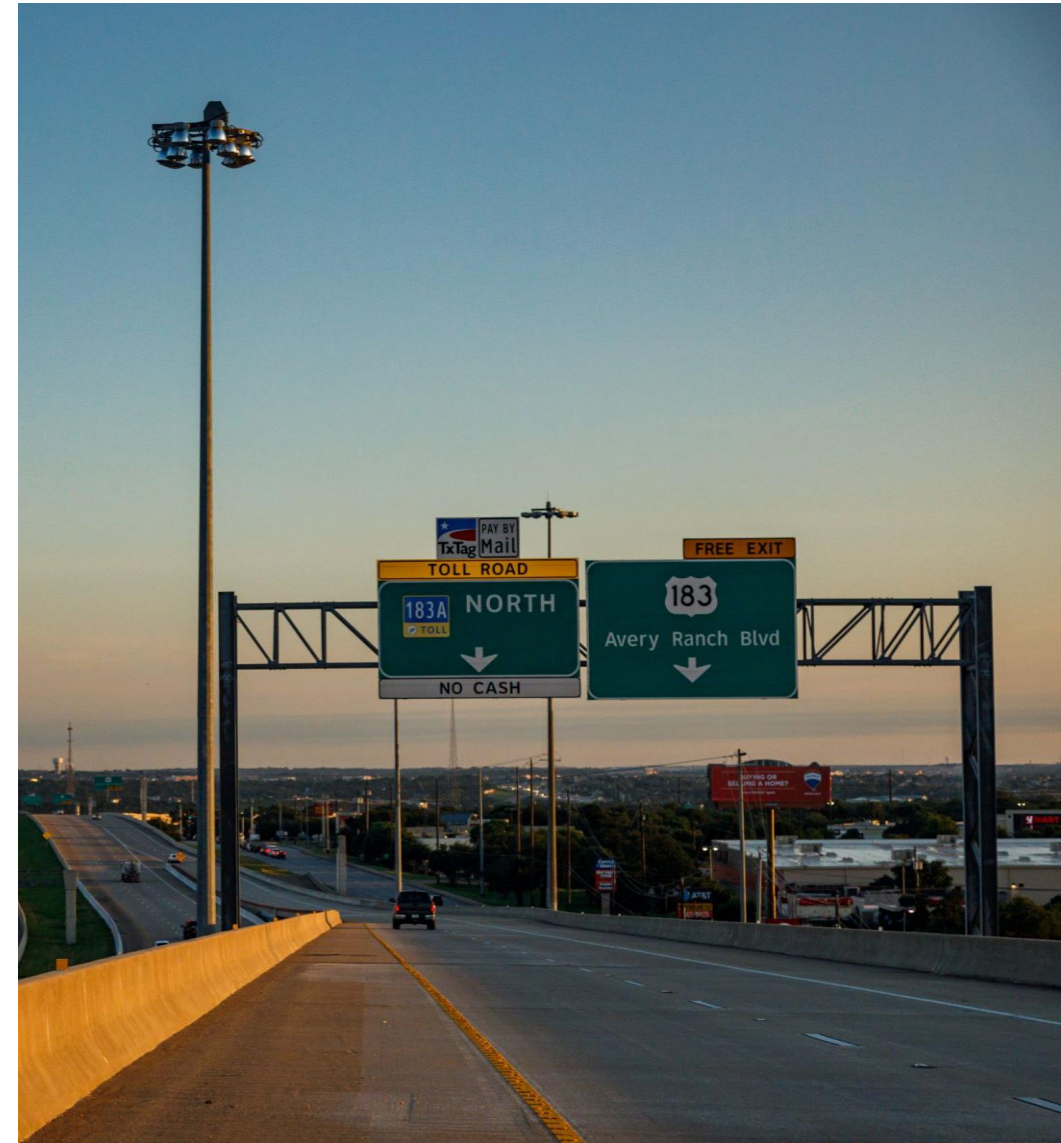


- Mobility Authority has the first option to develop, finance, construct, and operate new toll projects in Travis and Williamson counties under Texas Transportation Code Sec. 373.052. This option is commonly referred to as “primacy”.
- The Mobility Authority, by exercising its option and in accordance with Texas Transportation Code Section 373.052, must enter into a contract for the construction of the Project within two (2) years.



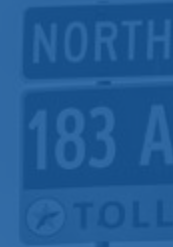
Summary & Proposed Action

- Staff recommends that the Board exercise the option of the Mobility Authority to develop, finance, construct, and operate the 183A Phase III Project as a toll project.



Robert Goode, P.E., Deputy Executive Director

**13. Add the 183A Phase III
Project to the Mobility
Authority Turnpike System**



The Mobility Authority “System”

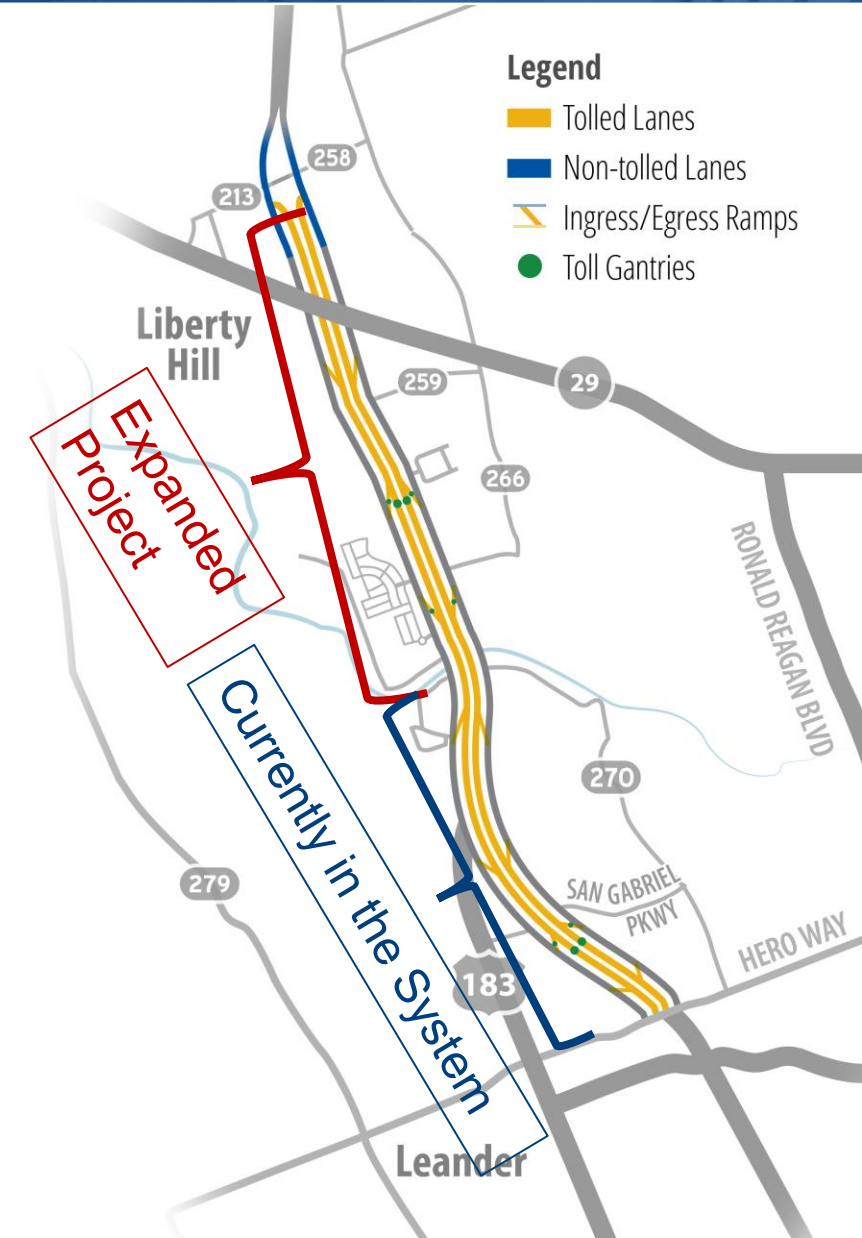


Transportation Code - Section 370.034 – ESTABLISHMENT OF TRANSPORTATION SYSTEMS - “If an authority determines that the traffic needs of the counties in which it operates and the traffic needs of the surrounding region could be most efficiently and economically met by jointly operating two or more transportation projects as one operational and financial enterprise, it may create a system made up of those transportation projects.”

183A Phase III Project



- **Current CTRMA Turnpike SYSTEM =**
 - 183A Phase I, II
 - Manor Expressway (290 East Phase I, II, III)
 - Bergstrom Expressway (183 South Project)
 - SH 71 Express Project.
- **183A Phase III Project Limits:** North of SH 29 to Hero Way
- Subsequent to the addition of the 183A Phase III Project to the System, the scope of the Project has been **modified and expanded**.
- Staff recommends that the Board add the expanded portion of 183 A Phase III to the system



Justin Word, P.E, Director of Engineering

14. Authorize the Executive Director to issue work authorizations for general engineering consultant services related for the MoPac South Project





- The 82nd Texas Legislature set aside \$300 million in Proposition 12 funds in the General Appropriations Act (H.B. 1, **TxDOT Rider 42**) to get the state's highest-priority roadway projects moving, beginning with those segments identified as the 50 most congested Texas roads in 2010.
- In early 2012, as a result of the recommendation of a select committee of Transportation experts led by Senator Watson, the MoPac South Project was selected as a recipient of Rider 42 funding in the amount of \$16.5M. In July of 2012, The Mobility Authority and TxDOT executed an Advanced Funding Agreement which provides TxDOT's funding participation in development of the project.

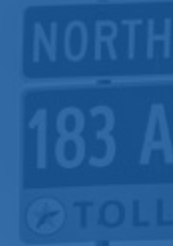


- The Rider 42 Funding has been used to progress the Environmental study for the MoPac South Expressway Project.
- This action authorizes expenditure of General Funds and the remaining Rider 42 funds to continue the Environmental work generally described as:
 - GEC oversight, schematic design activities, traffic analysis and modeling, environmental services, public involvement activities, project management and administration, Traffic and Revenue studies, and Legal Services.

Daniel Freeman, P.E., Project Manager

15. Quarterly Project Updates

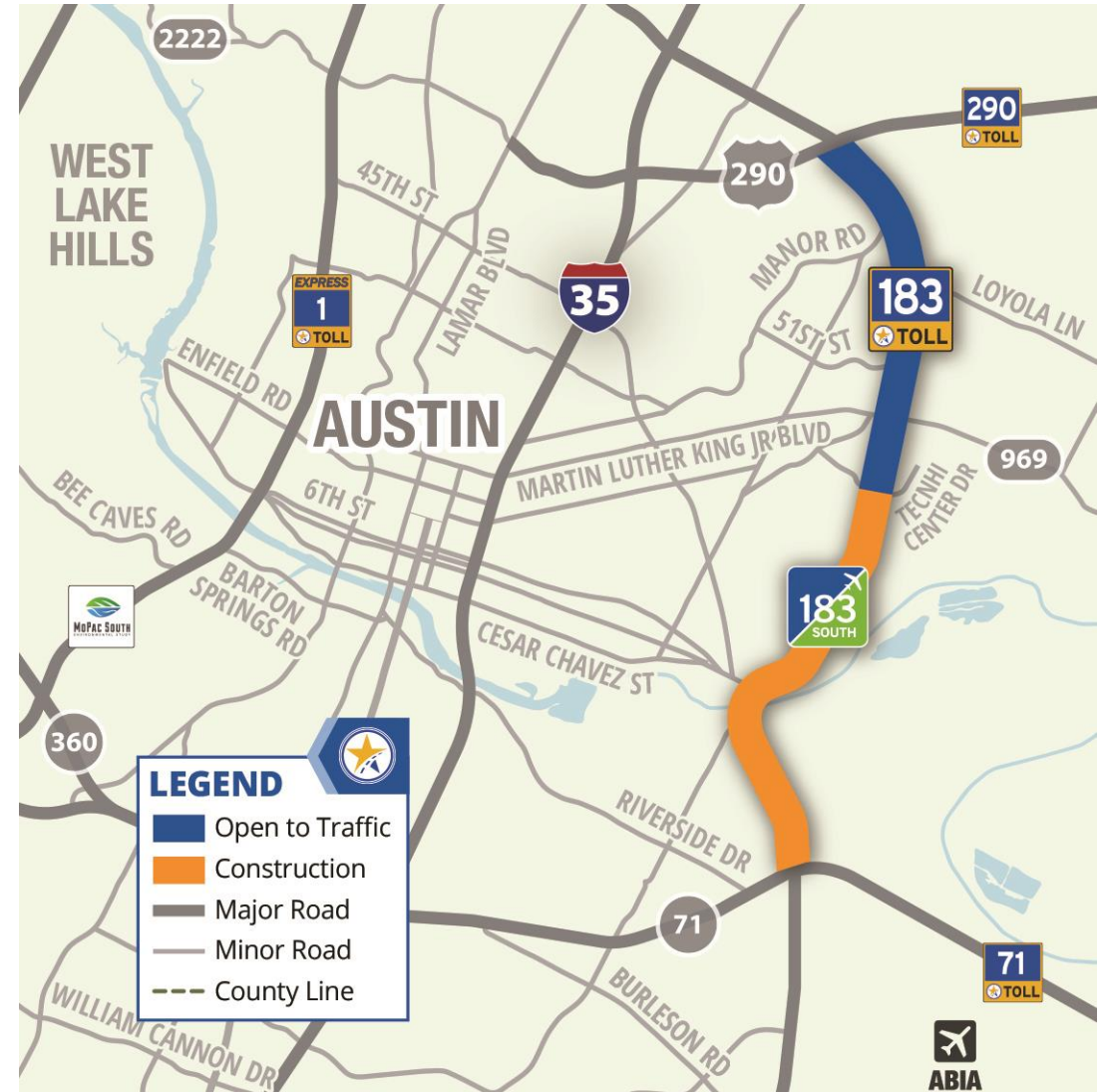
- A. 183 South
- B. 290E Phase III
- C. MoPac South – public outreach and environmental schedule
- D. 183 North
- E. 183A Phase III



183 South Project

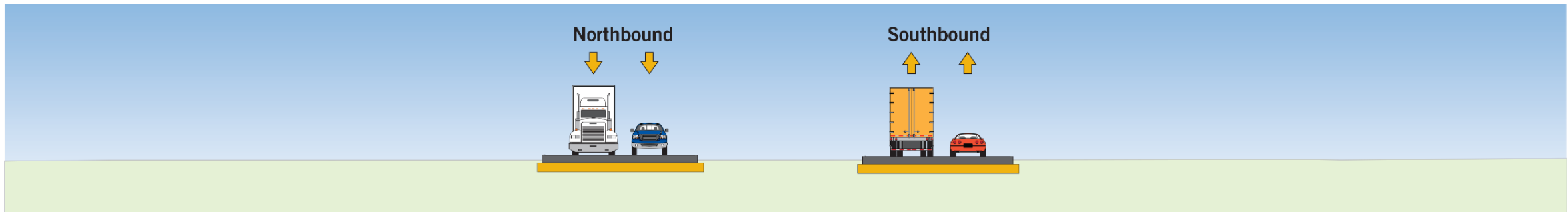


- **Project Limits:** US 290 to SH 71
- **Project Length:** 8 miles
- **Total Project Cost:** \$743 Million
- **Project Status:** Approx. 81% complete
 - Phase I from US 290 to Techni Center Drive opened to traffic and tolling on August 1, 2019
 - Phase II from Techni Center Drive to SH 71 opens August 2020

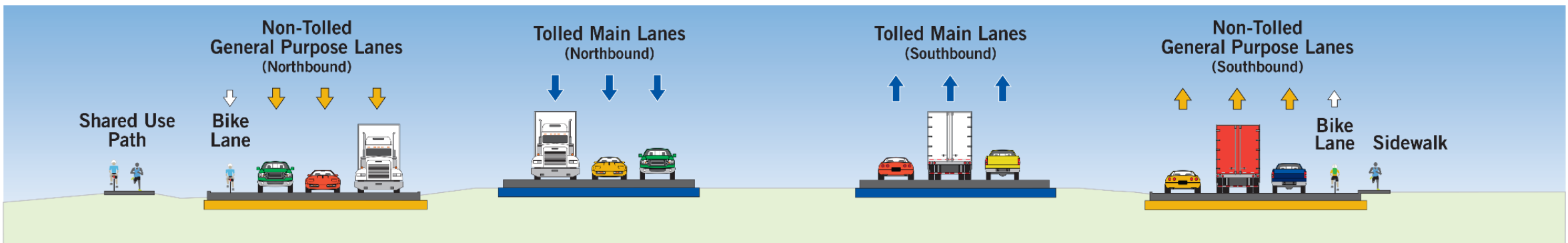




WHAT EXISTS TODAY



WHAT WE ARE BUILDING



183 South Project Timeline



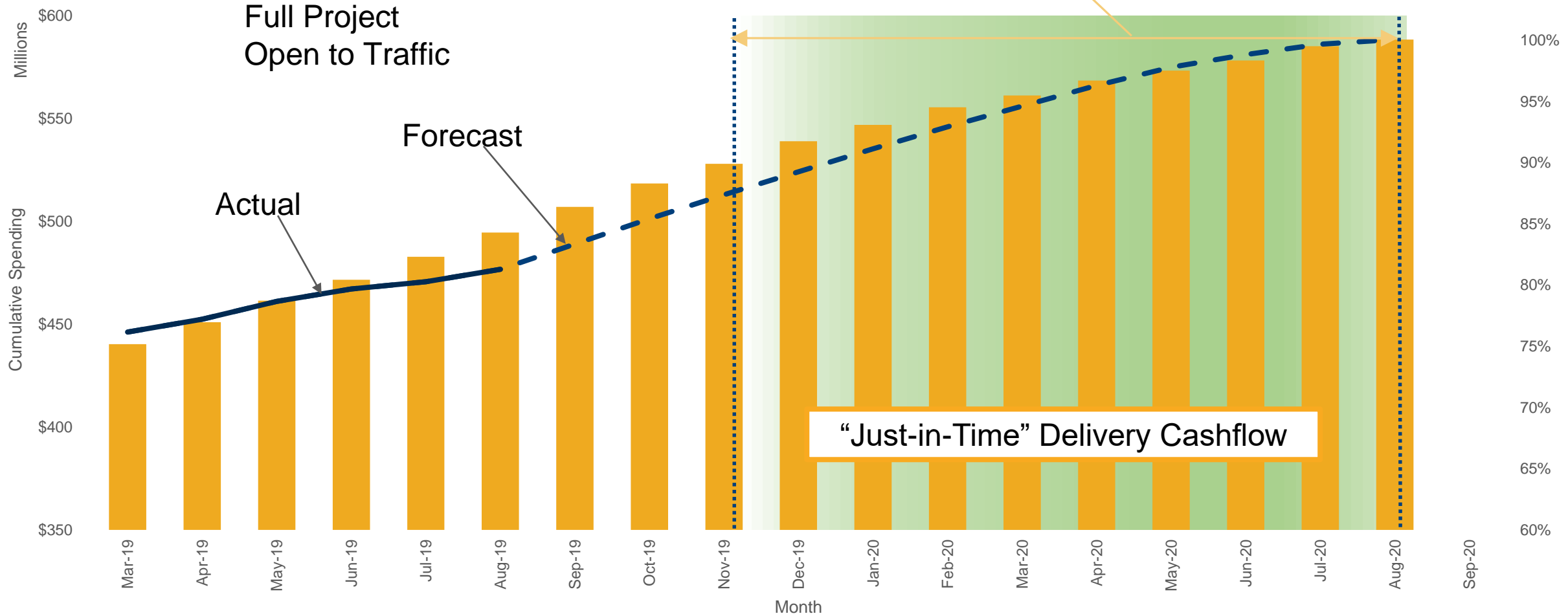
➤ Design / Procurement
➤ Construction



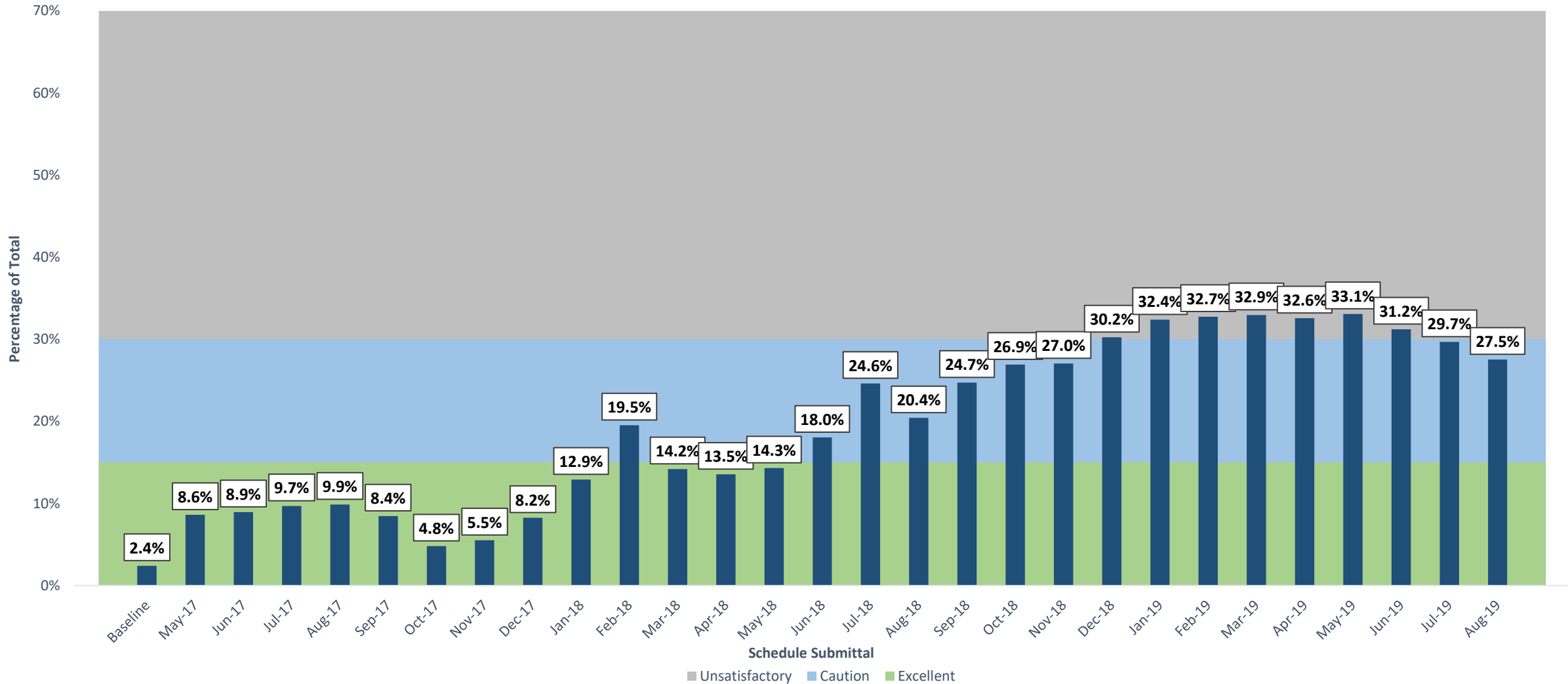
Cashflow Analysis – Full Project



Financial Schedule Contingency

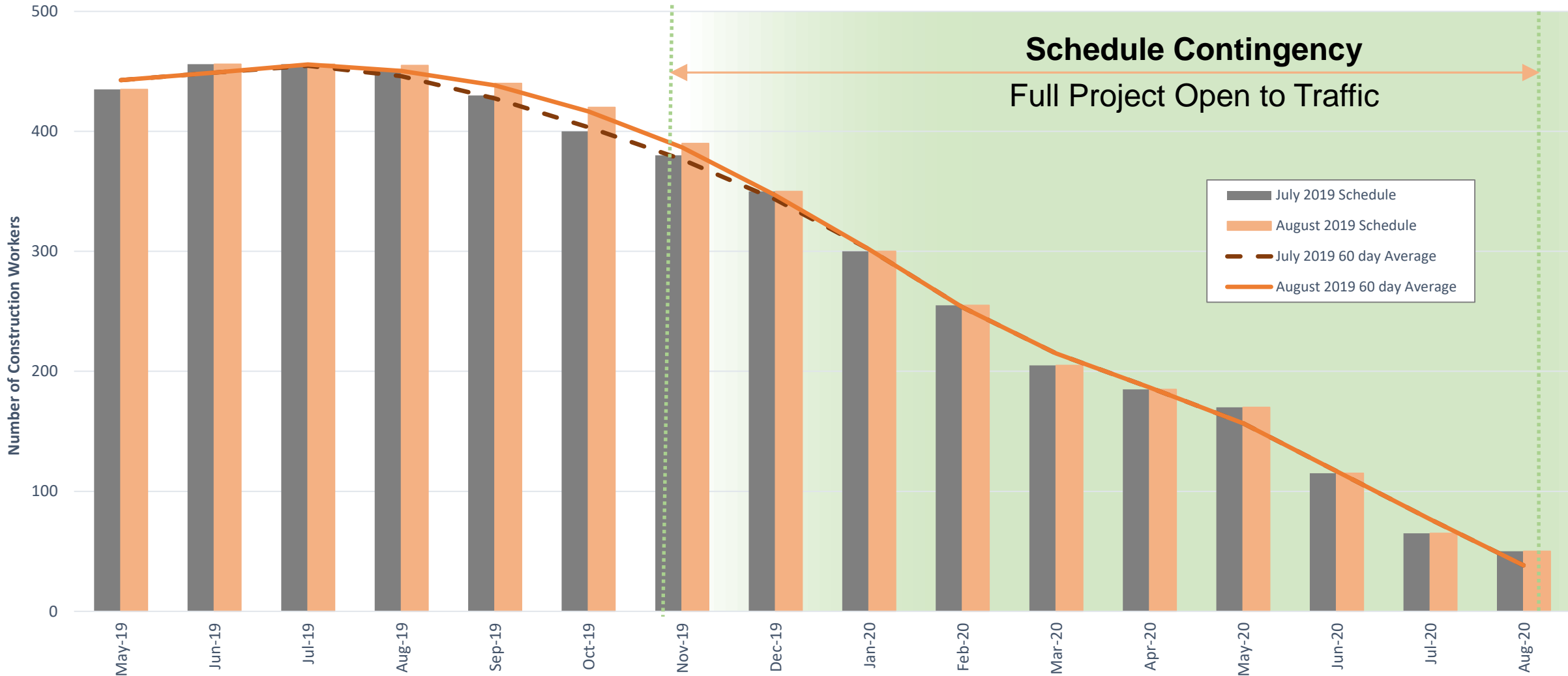


Near Critical Activities



Project Labor Resource Curve

May Schedule vs. Current Baseline



183 South Design/Build Project



EXECUTED CONTRACT VALUE		\$581,545,700	
Total Project Contingency		\$47,860,000	
Obligations	CO#1 City of Austin ILA Adjustment	(\$2,779,934)	
	CO#2 Addition of Coping to Soil Nail Walls	\$742,385	
	CO#4 Greenroads Implementation	\$362,280	
	CO#6 51st Street Parking Trailhead	\$477,583	
	CO#9 Patton Interchange Revision	\$3,488,230	
	CO#10 City of Austin Utility (\$1,010,000 – No Cost to RMA)	\$0	
	CO#17 Boggy Creek Turnaround	\$2,365,876	
	Others Less than \$300K (6)	\$1,228,917	
	EXECUTED CHANGE ORDERS		\$5,885,337
	Change Orders in Negotiations		\$8,370,000
Potential Contractual Obligations		\$16,760,000	
Total Project Obligations		\$31,015,337	
Remaining Project Contingency		\$16,844,663	

Change Order
Status as of **9/30/19**

Construction Activities: Pedestrian Bridge at 51st Street



March 2016



October 2019

Construction Activities: Techni Center Drive



March 2016



October 2019

Drone Flight: Techni Center Drive to Bolm Road



October 2019

Construction Activities: Colorado River



March 2016



October 2019

Construction Activities: Thompson Lane



March 2016

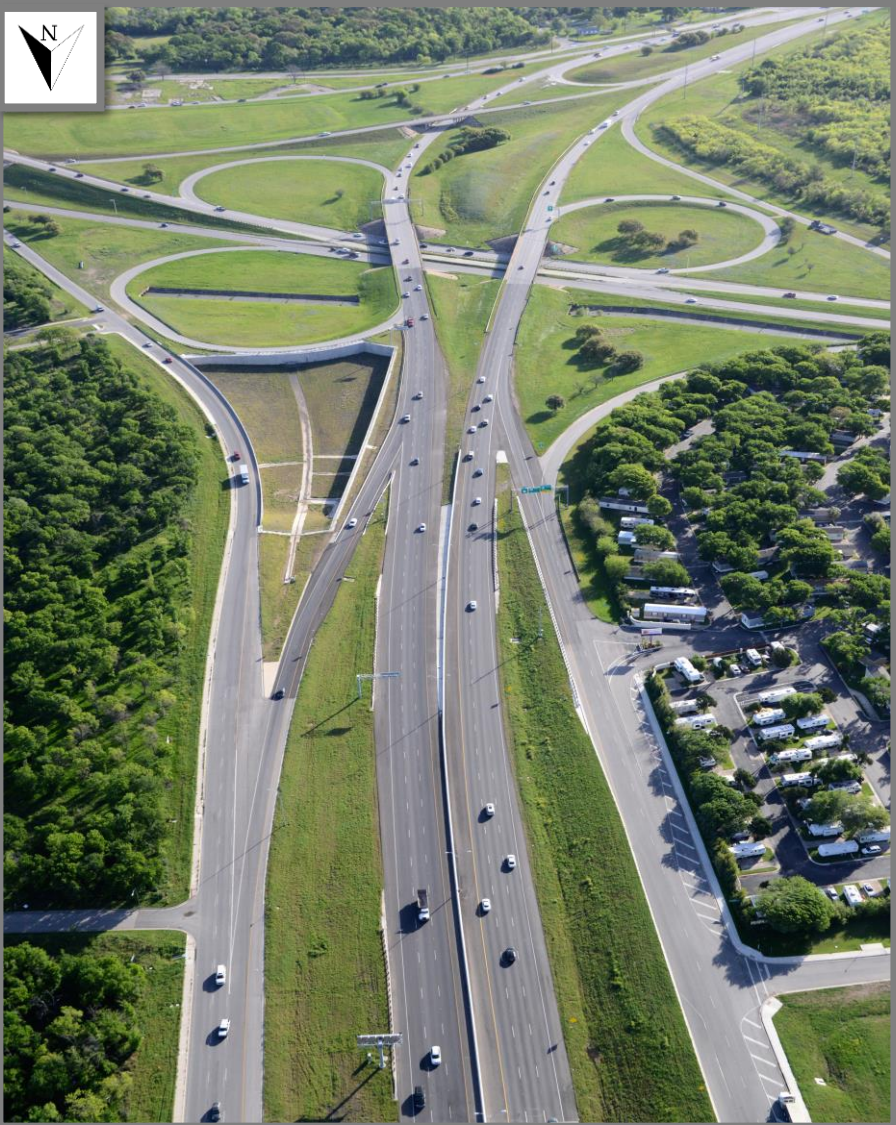


October 2019

Drone Flight: Colorado River to SH 71 Interchange



Construction Activities: US 183 at SH 71 Interchange



March 2016



October 2019

Community Outreach Overview



COMMUNITY OUTREACH *by the Numbers*



185
OUTREACH
EVENTS



26,424
STAKEHOLDERS
ATTENDING
EVENTS



1,916
EMAILS
RESPONSES



84
SEPARATE
CONSTRUCTION
NOTICES
DISTRIBUTED



21
BI-MONTHLY
NEWSLETTERS
DISTRIBUTED



3,000
NEWSLETTER
RECIPIENTS

Community Involvement Activities



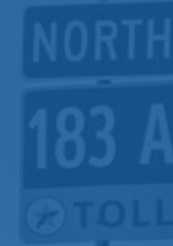
- **PODER Young Scholars for Justice**
July 5
- **Montopolis Back to School**
August 9
- **Dream Out Loud's Something @ the Park** August 17
- **Black Art and Wellness Festival**
September 14
- **Johnston Terrace Block Party**
September 21
- **Austin Animal Center Fall Festival**
September 28



Greg Blake, P.E., Project Manager

15. Quarterly Project Updates

- A. 183 South
- B. 290E Phase III**
- C. MoPac South – public outreach and environmental schedule
- D. 183 North
- E. 183A Phase III



290/130 Flyovers Project Scope



- **Project Description:** Three flyovers will be constructed between 290 Toll and SH 130:
 - Two tolled: northbound and southbound SH 130 to westbound 290 Toll
 - One non-tolled: eastbound 290 Toll to southbound SH 130
- **Limits:** Intersection of US 290 and SH 130
- **Total Project Cost:** \$127 Million
- **Project Status:** Construction began with limited Notice to Proceed (NTP) in November 2018 with full NTP issued March 2019



290/130 Flyovers Project Timeline



 Design / Procurement
 Construction

2017

2018

2019

2020

2021

NOVEMBER
100% Plans

Project Put On Hold

JUNE
Project Resumed

AUGUST
Bid Award

NOVEMBER
Limited Notice
To Proceed

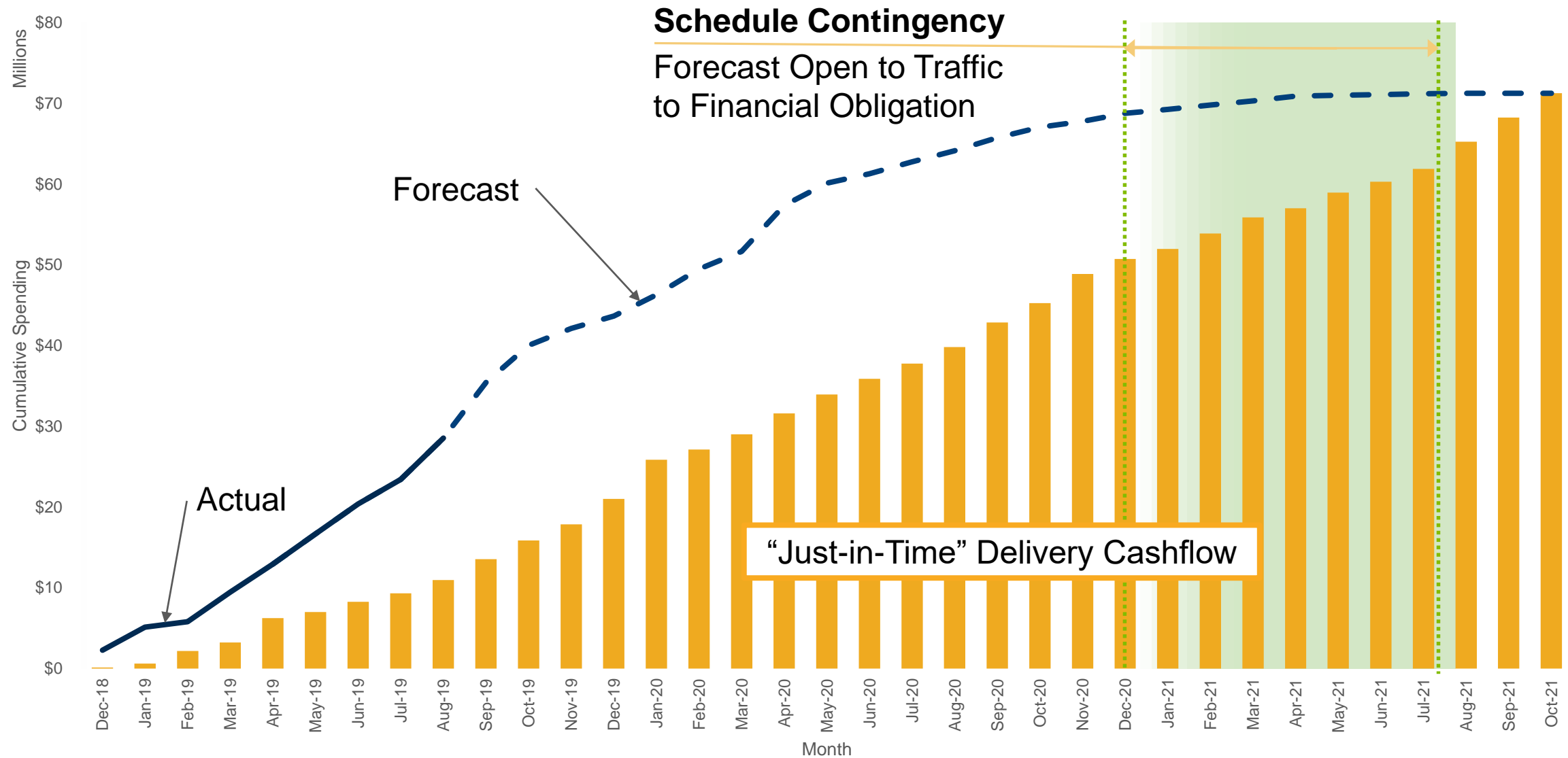
JANUARY
Groundbreaking

MARCH
Full Notice To
Proceed

2020
Construction
Continues

SUMMER
All Direct
Connectors Open
to Traffic

290/130 Flyovers Project Cashflow Analysis



290/130 Flyovers Project Financial Status



EXECUTED CONTRACT VALUE		\$71,236,424
Total Mobility Authority Contingency		\$10,633,758
Total TxDOT Project Contingency		\$15,292,524
Obligations	CO#1 Delayed NTP	\$-
	CO#2 Special Provision Additions	\$-
	CO#3 Traffic Control Extension	\$30,000
	CO#4 Portable Concrete Barrier	\$-
	CO#5 ITS Ground Box Bid Item Change	\$96,000
	EXECUTED CHANGE ORDERS	\$126,000
	Change Orders in Negotiations	\$265,000
Potential Contractual Obligations	\$1,860,000	
Total Project Obligations		\$2,251,000
Remaining Mobility Authority Contingency		\$8,438,758
Remaining TxDOT Project Contingency		\$15,236,524

Change Order
Status as of
9/30/19

Construction Activities: SH 130 at Parmer Lane



December 2018

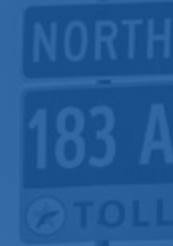


September 2019

Charlotte Gilpin, P.E., Project Manager

15. Quarterly Project Updates

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MoPac South Environmental Study



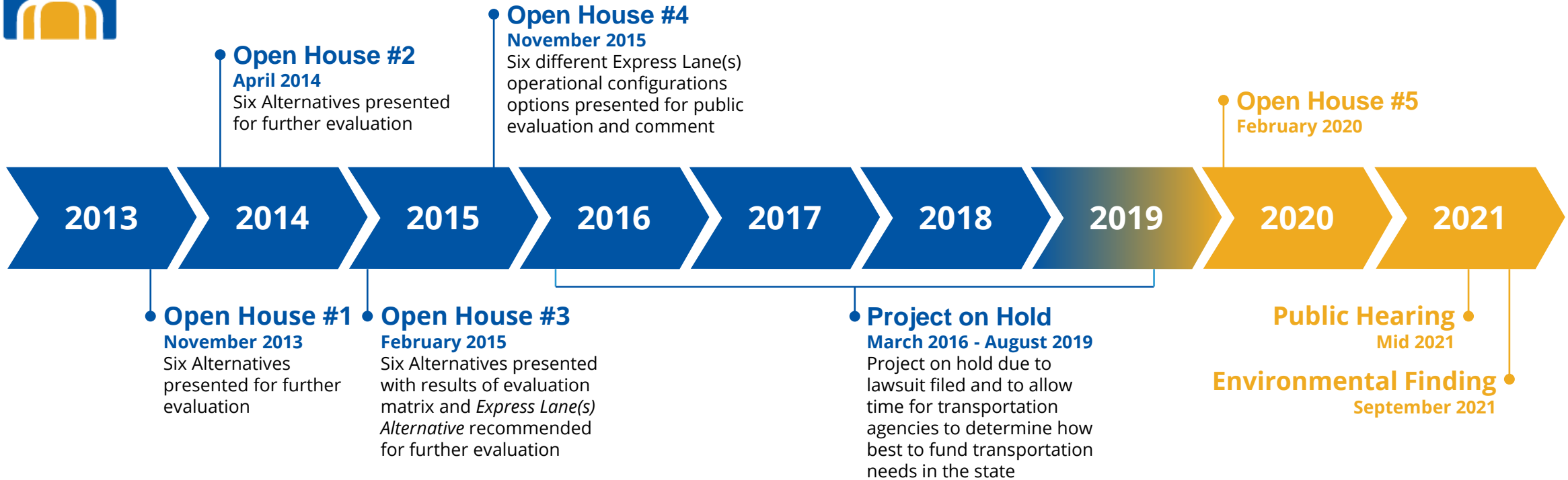
- **Project Description:** Proposal to add one or two express lanes in each direction
- **Project Limits:** Cesar Chavez Street to Slaughter Lane
- **Project Length:** Approximately 8 miles
- **Previous Cost Estimate:** \$435 – 540M (excluding financing costs)
- **Project Status:** Indefinite hold removed in Aug., 2019; advancing schematic design and environmental process



MoPac South Environmental Study Timeline

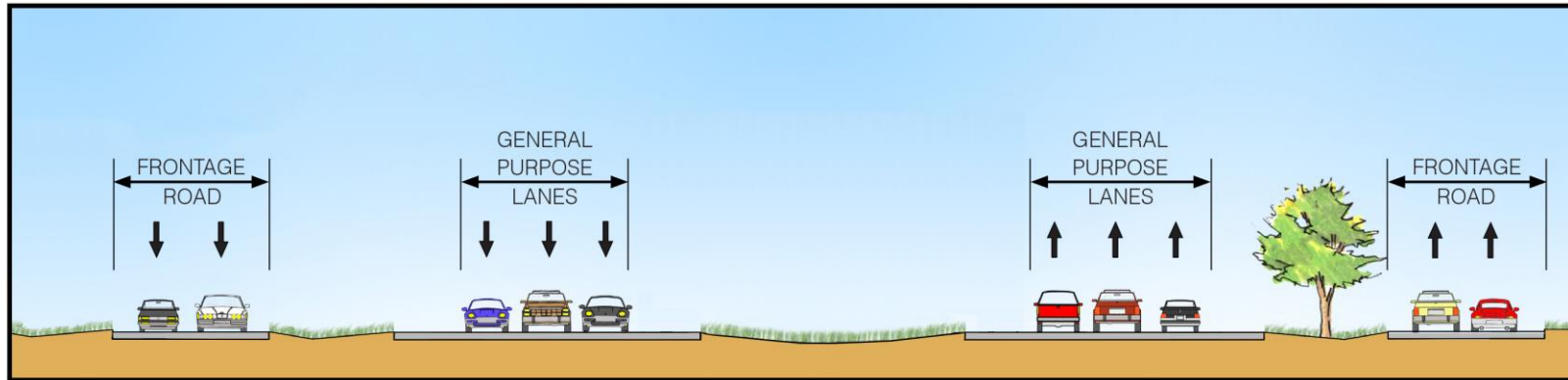


- Previous Public Engagement
- Future Public Engagement

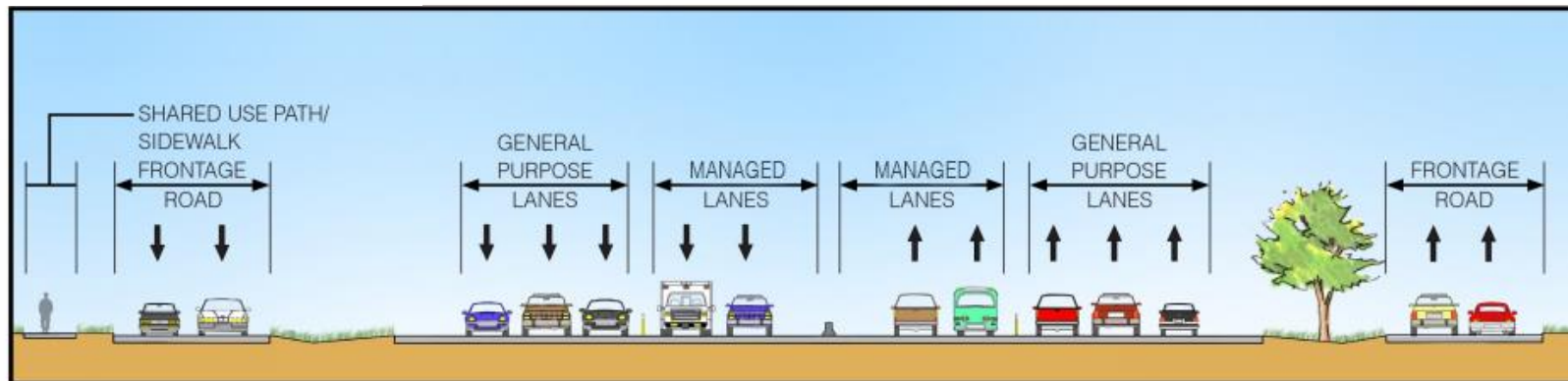




WHAT EXISTS TODAY



WHAT WE ARE PROPOSING



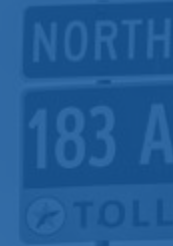


- **Project Reintroduction Plan:** Oct. 2019 through Feb. 2020
 - Elected official and key stakeholder outreach meetings
 - Refreshed newsletter, fact sheet, social media, website
- **Open House #5: Feb. 2020**
 - Present Recommended Preferred Alternative for public input
- **Schematic Review by TxDOT:** May 2020
- **Public Hearing:** June 2021
 - Present Preferred Alternative for public input
- **Environmental Document**
 - Updating technical reports through Dec. 2020
 - Draft EA to be submitted Jan. 2021
 - Environmental Finding anticipated Sept. 2021

Neil Paynter, P.E., Project Manager

15. Quarterly Project Updates

- A. 183 South
- B. 290E Phase III
- C. MoPac South – public outreach and environmental schedule
- D. 183 North**
- E. 183A Phase III



183 North Mobility Project



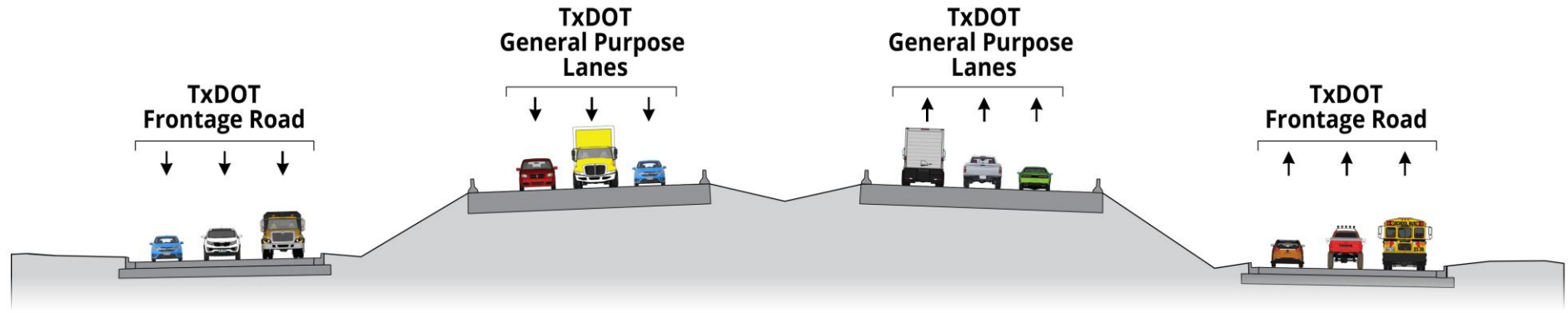
- **Project Limits:** SH 45 to MoPac/Loop 1
- **Project Length:** 9 miles on US 183
- **Total Project Cost:** \$500 Million
- **Project Status:** Design-Build Procurement



183 North Mobility Project Scope



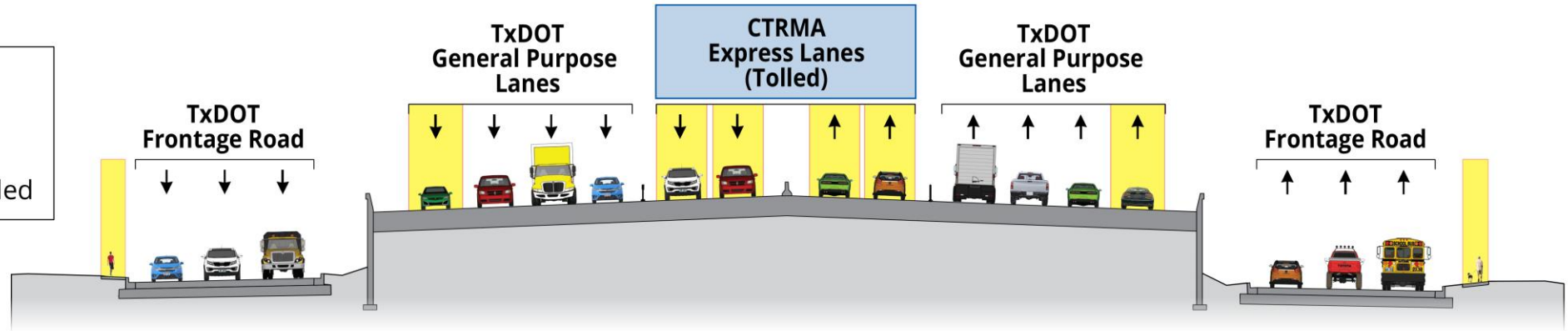
Existing



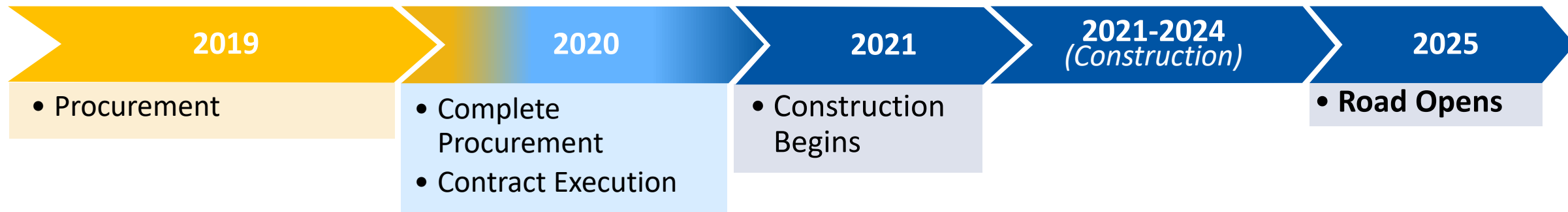
Legend

- ↑ Northbound Lane
- ↓ Southbound Lane
- ↑ Lane/Sidewalk Added

Proposed



183 North Mobility Project Timeline



-  Procurement & Contractor Selection
-  Contract Negotiation
-  Design and Construction

Recent Focus of Procurement Activities



- **Documentation:**

- Preparation of Final Request for Detailed Proposals

- **Engagement:**

- Short-listed Proposers
- TxDOT and FHWA
- Williamson County, City of Austin, utility owners, etc.

- **Agreements:**

- Project Development Agreement with TxDOT
- City of Austin MOU

Rick Klatt, P.E., Project Manager

15. Quarterly Project Updates

- A. 183 South
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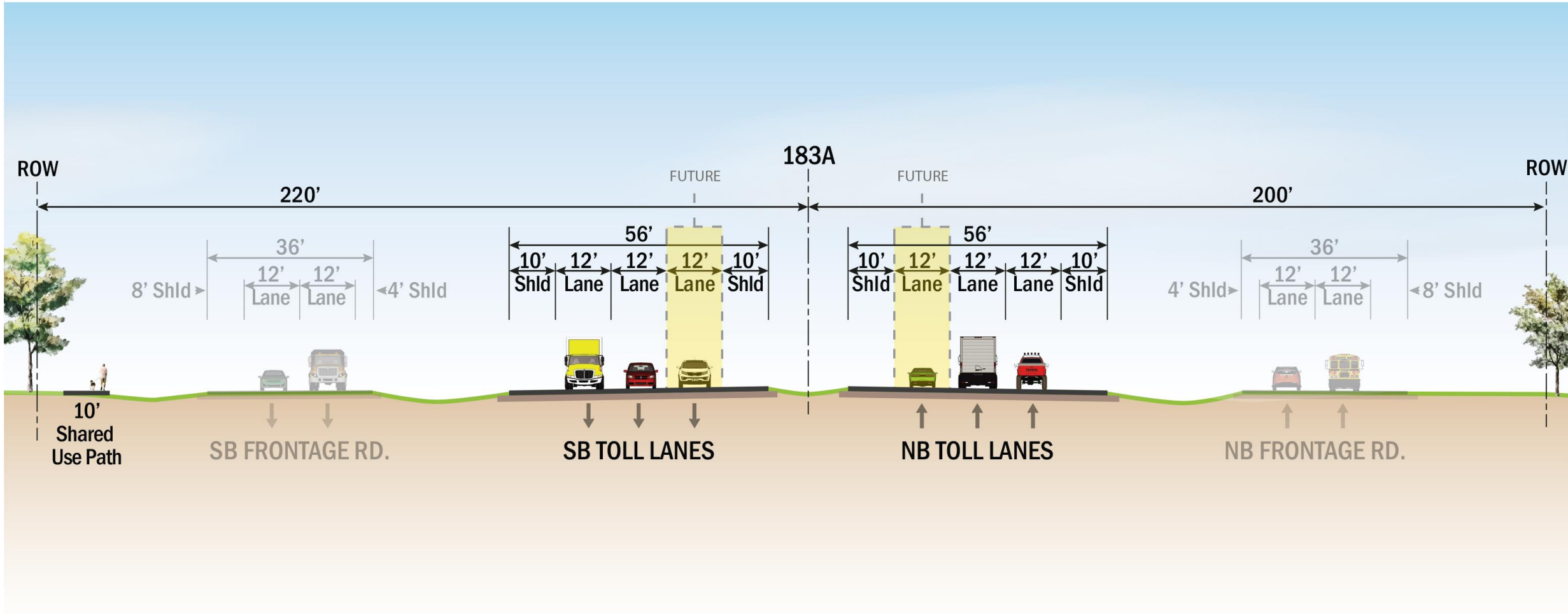
183A Phase III Project



- **Project Limits:** SH 29 to Hero Way
- **Project Length:** 6.6 miles
- **Total Project Cost:** \$260 Million
- **Project Status:** Final Design



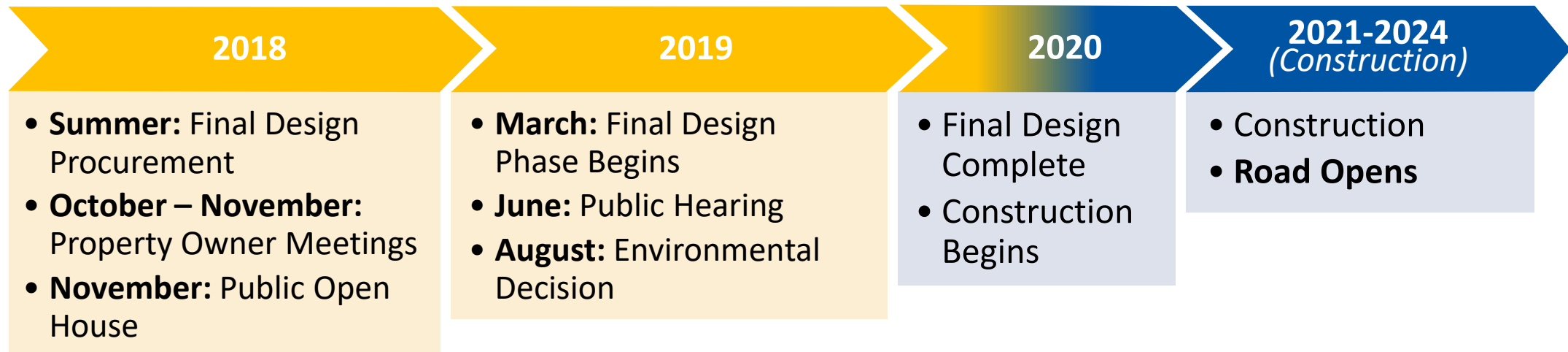
183A Phase III Project Scope



183A Phase III Project Timeline



Environmental & Final Design Construction



Tracie Brown, Director of Operations

16. **MoPac Express Lane Performance Review & Operations Update**

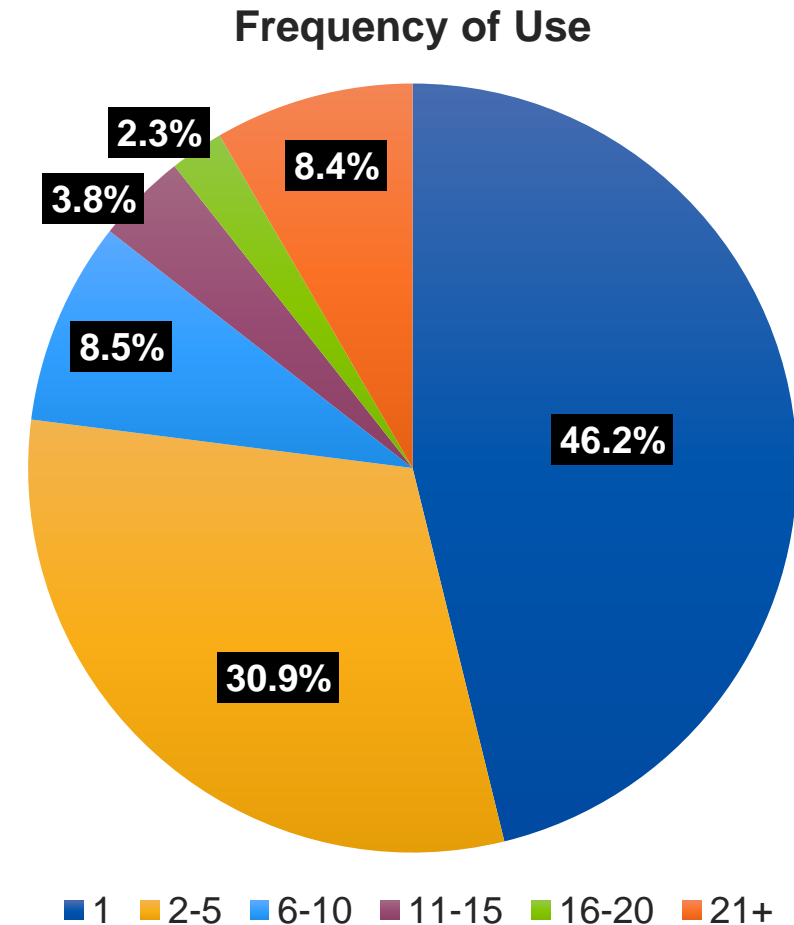
- A. Operations Update**
- B. Emissions and Fuel Consumption Analysis
- C. Metropia Rideshare Analysis
- D. Cap Metro Ridership





Facts on MoPac users, Oct 2018- Aug 2019

- Approx. 996,420 unique users
- 46.2% (or 459,985) used the Express Lane only once.
- Approx. 8.4% (or 83,384) vehicles used the express lane more than 20 times.



MoPac Express Lane Performance Highlights: Trips, Tag Penetration and Peak Toll Rates



All data from
Oct. 2018 – Aug. 2019

- **Average monthly trips:**
 - NB = 404,219 SB = 414,670
- **Average trip counts by payment type:**
 - Tag = 66.3% Pay By Mail = 33.7%

	A.M. Peak 6:30 – 9:30 a.m.	P.M. Peak 3:30 – 6:30 p.m.
NB (Downtown to Parmer)	\$ 0.60	\$ 6.23
SB (Parmer to Downtown)	\$ 3.72	\$ 6.15

MoPac Express Lane Performance Highlights: Speed and Travel Time Savings



- Average peak period speed and travel time savings (weekdays):



All data from
Oct. 2018 – Aug. 2019

	A.M. Peak 6:30 - 9:30 a.m.	P.M. Peak 3:30 – 6:30 p.m.
EL Speed	NB = 73 mph	NB = 50 mph
GP Speed	NB = 66 mph	NB = 32 mph
<i>Travel Time Savings</i>	~ 1.2 mins	~ 8.3 mins

	A.M. Peak 6:30 - 9:30 a.m.	P.M. Peak 3:30 – 6:30 p.m.
EL Speed	SB = 60 mph	SB = 51 mph
GP Speed	SB = 45 mph	SB = 36 mph
<i>Travel Time Savings</i>	~ 4.6 mins	~ 11.2 mins

MoPac Express Lane Performance Highlights: Toll Rates



All data from
Oct. 2018 – Aug. 2019

- Average “peak of the peak” toll rates (weekdays)

	A.M. Peak of Peak 8:00 – 8:30 a.m.	P.M. Peak of Peak 5:30 – 6:00 p.m.
NB (<i>Downtown to Parmer</i>)	\$ 0.61	\$ 7.80
SB (<i>Parmer to Downtown</i>)	\$ 5.26	\$ 7.50

MoPac Express Lane Performance Highlights: “Peak of Peak” Speed and Travel Time Savings



All data from
Oct. 2018 – Aug. 2019

- Average “peak of the peak” period speed and travel time savings (weekdays):

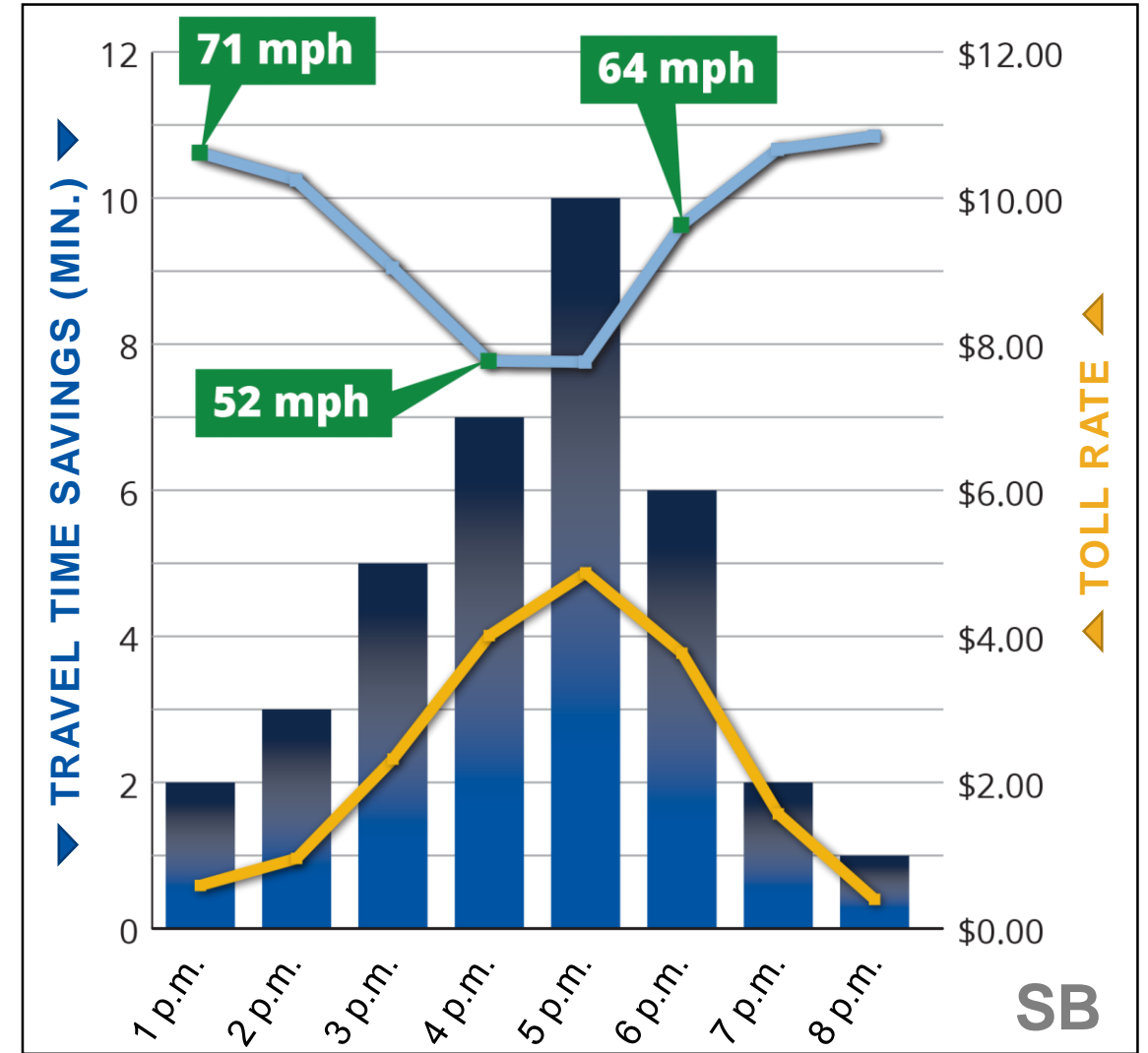
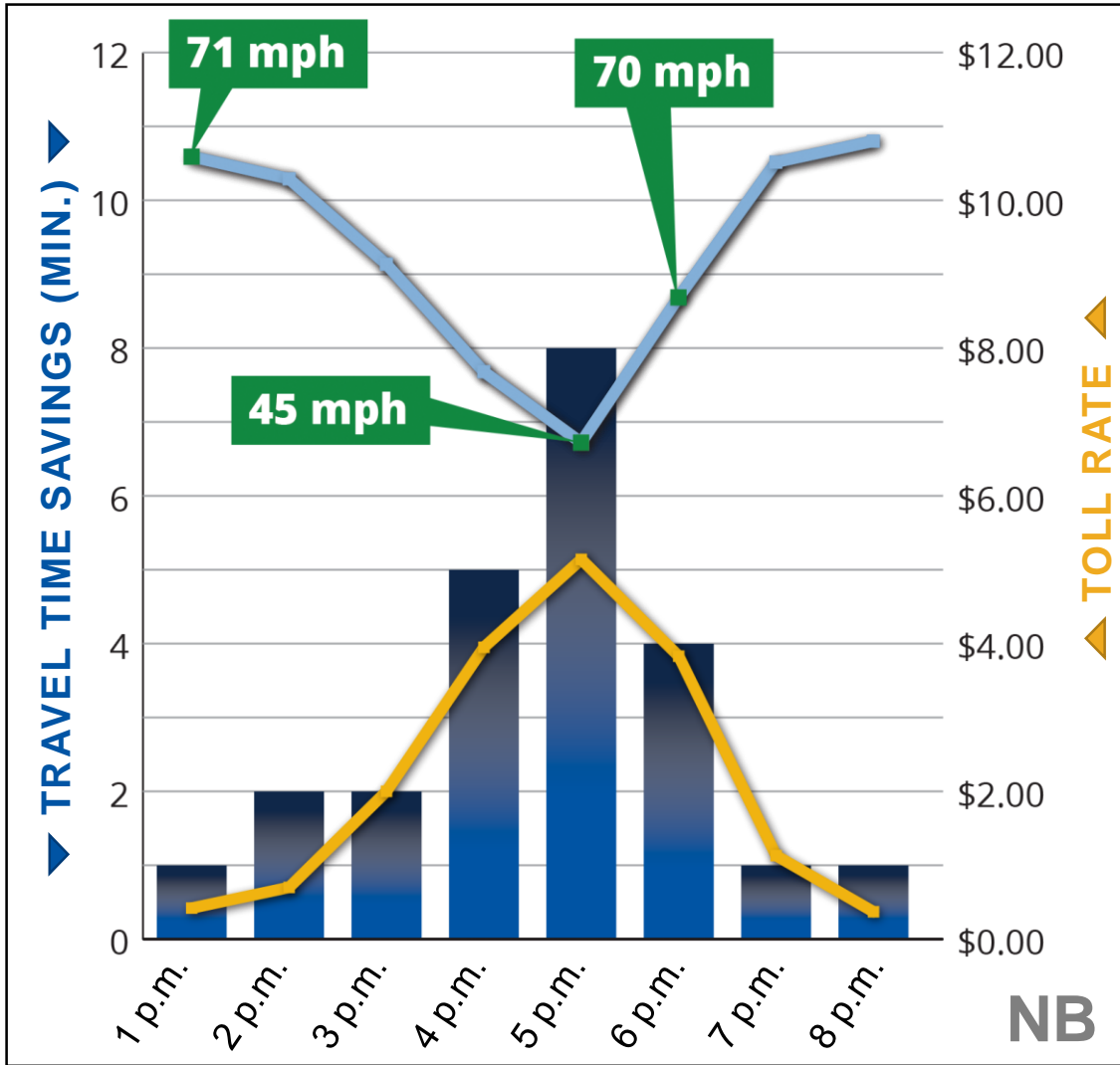
	A.M. Peak of Peak 8:00 – 8:30 a.m.	P.M. Peak of Peak 5:30-6:00 p.m.
EL Speed	NB = 73 mph	NB = 45 mph
GP Speed	NB = 65 mph	NB = 27 mph
<i>Travel Time Savings</i>	~ 1.3 mins	~ 11.2 mins

	A.M. Peak of Peak 8:00 – 8:30 a.m.	P.M. Peak of Peak 5:30 – 6:00 p.m.
EL Speed	SB = 54 mph	SB = 50 mph
GP Speed	SB = 37 mph	SB = 32 mph
<i>Travel Time Savings</i>	~ 6.1 mins	~ 14.0 mins

MoPac Express Lane Performance Highlights: P.M. Peak Toll Rate vs. Travel Time Savings

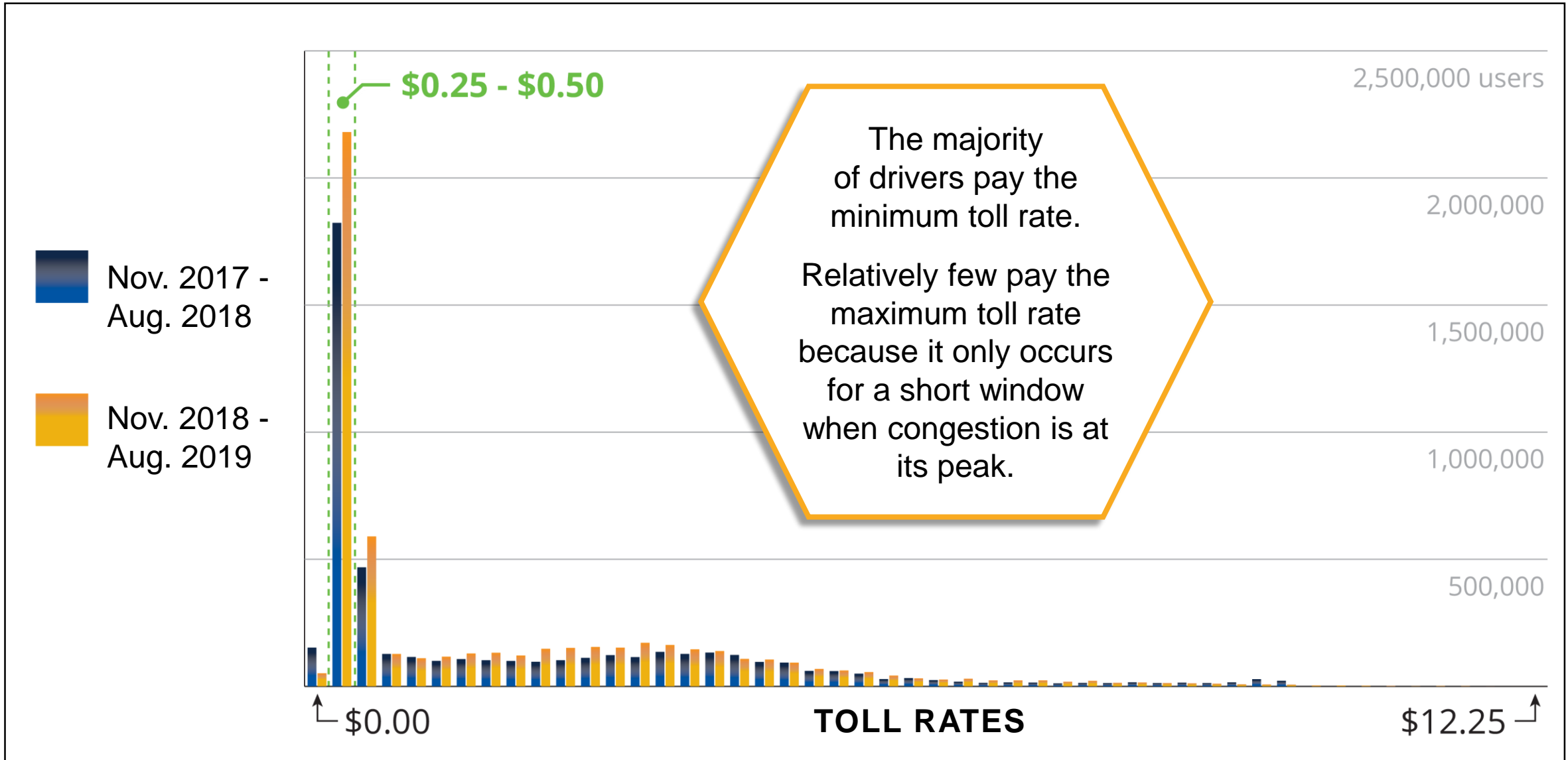


— SPEED

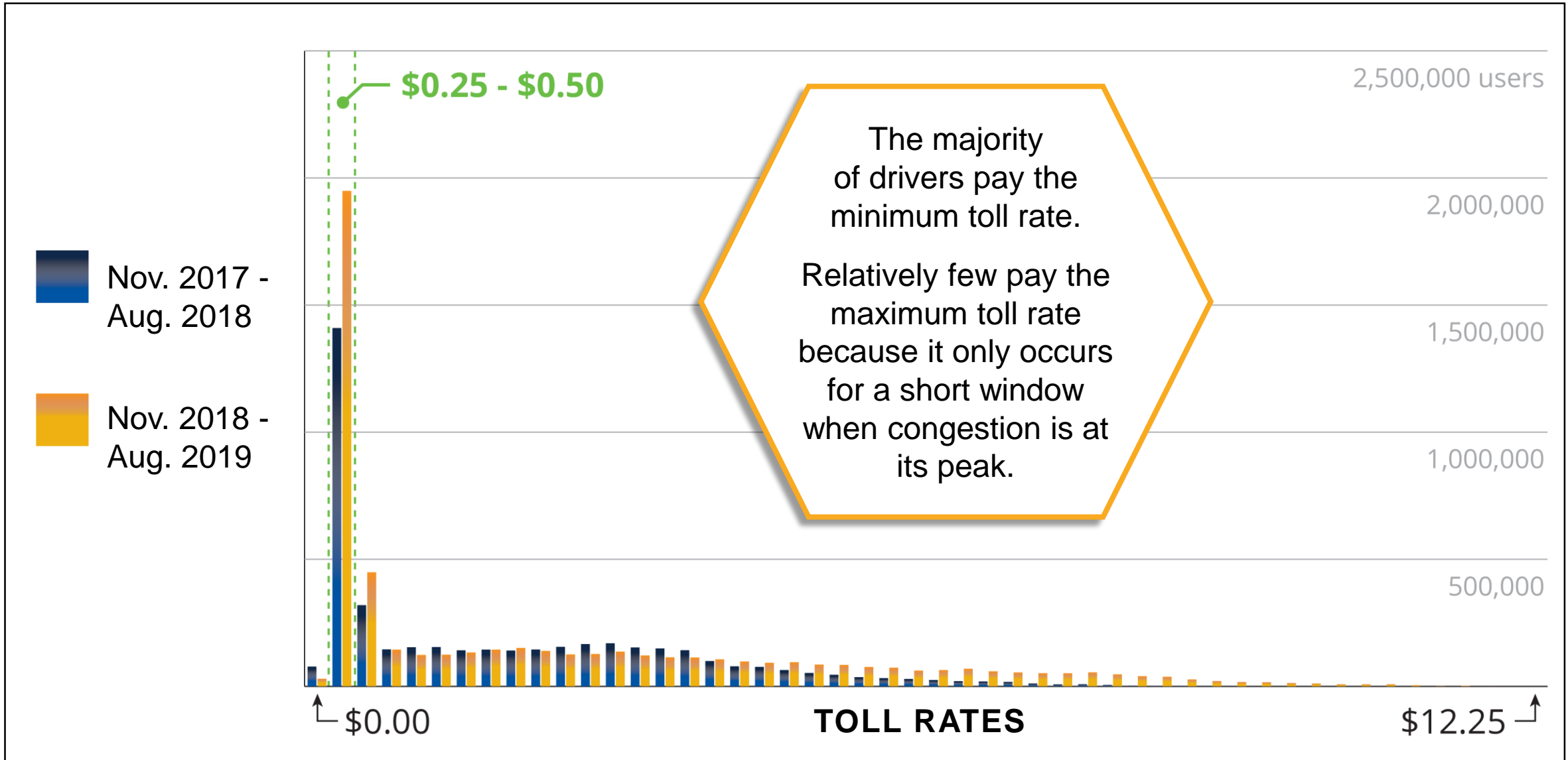


Data from Oct. 2018 – Aug. 2019

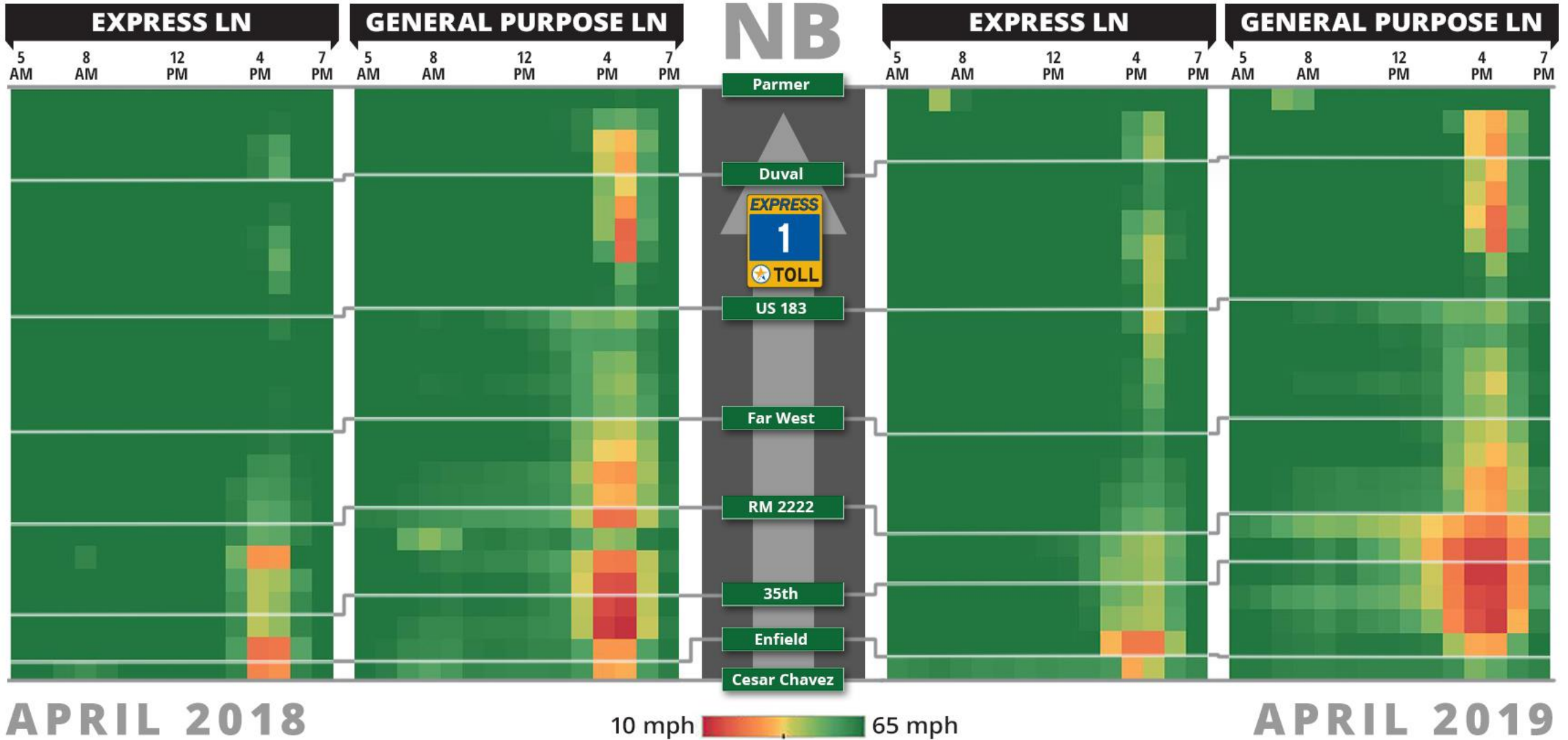
MoPac Express Lane Performance Highlights: Toll Rate Analysis - Northbound



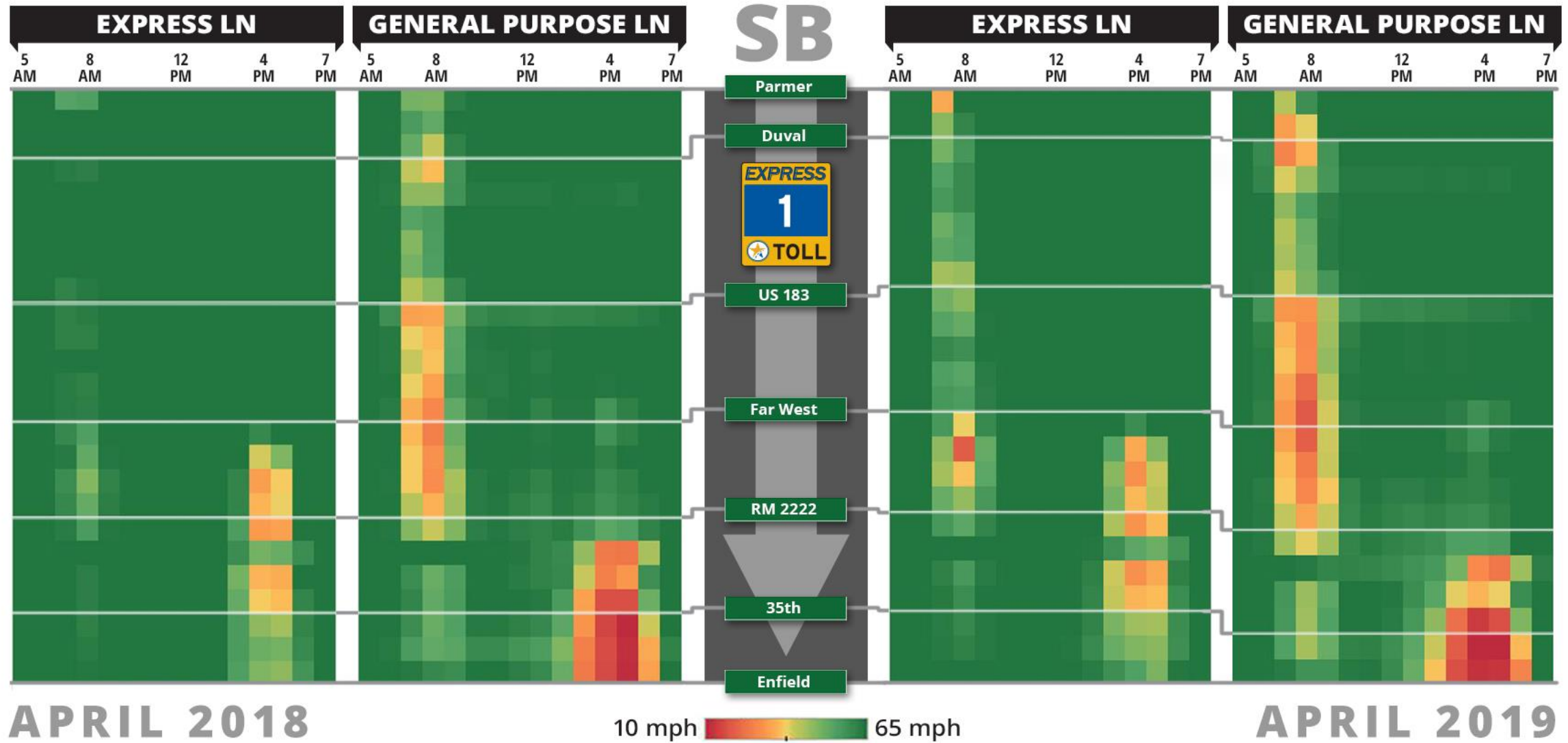
MoPac Express Lane Performance Highlights: Toll Rate Analysis - Southbound



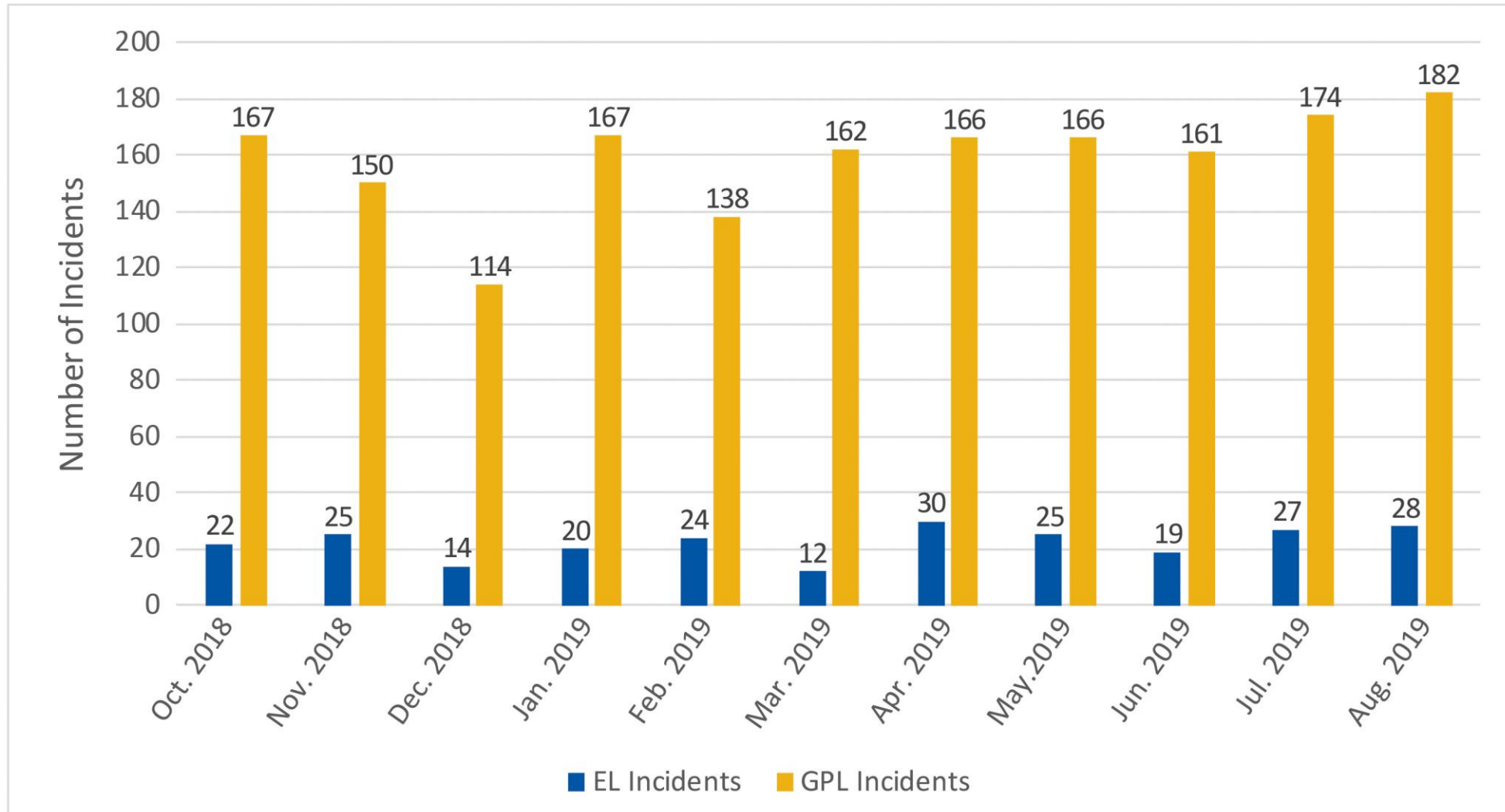
MoPac Express Lane Performance Highlights: Weekday Congestion Comparison - Northbound



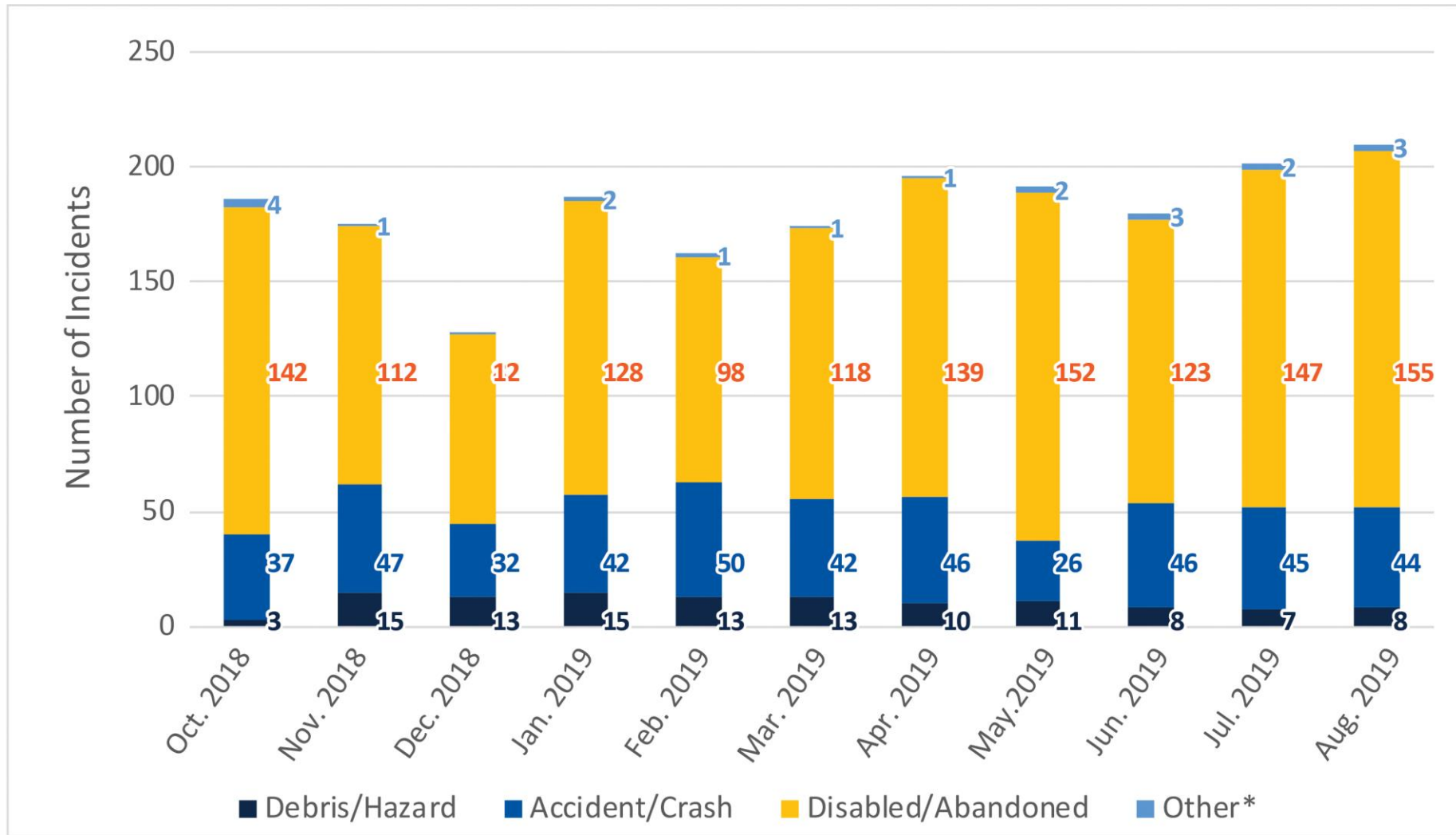
MoPac Express Lane Performance Highlights: Weekday Congestion Comparison - Southbound



MoPac Express Lane Performance Highlights: *Incidents by Lane*



MoPac Express Lane Performance Highlights: Incidents by Type



*Signal outage,
Ice in roadway,
Animal on roadway

MoPac Express Lane Performance Highlights: *Incident Clearance Time*



*All data from
Oct. 2018 – Aug. 2019*

- Most incidents are minor and can take the longest to clear since they are low priority and require a wait time for assistance
- Severe incidents are typically cleared in 1.3 hours on average – which is faster than the national goal of 1.5 hours
- Proposed incident detection technology will reduce clearance time by 10-15 minutes
- Users are not charged if their trip in the express lane is impacted by an incident

MoPac Express Lane Performance Summary



*All data from
Oct. 2018 – Aug. 2019*

- **The project is providing improved mobility benefits**
 - EL drivers are traveling at speeds greater than 50 mph
 - Travel times for EL drivers are reduced
- **Express lane performance continues to be strong as traffic volumes and revenue exceed projections.**
- **Resultant speed improvements achieved significant reductions of fuel consumption and emissions.**
- **Opportunities to increase Express Lane performance**
 - Minor adjustments to the algorithm
 - Focus on mitigating lane divers in key areas



Make and Model Analysis

- **Top five vehicles using the MoPac Express Lane:**
 1. Ford (15%)
 2. Toyota (13%)
 3. Chevrolet (11%)
 4. Honda (9%)
 5. Nissan (7%)



*All data from
Oct. 2018 – Aug. 2019*

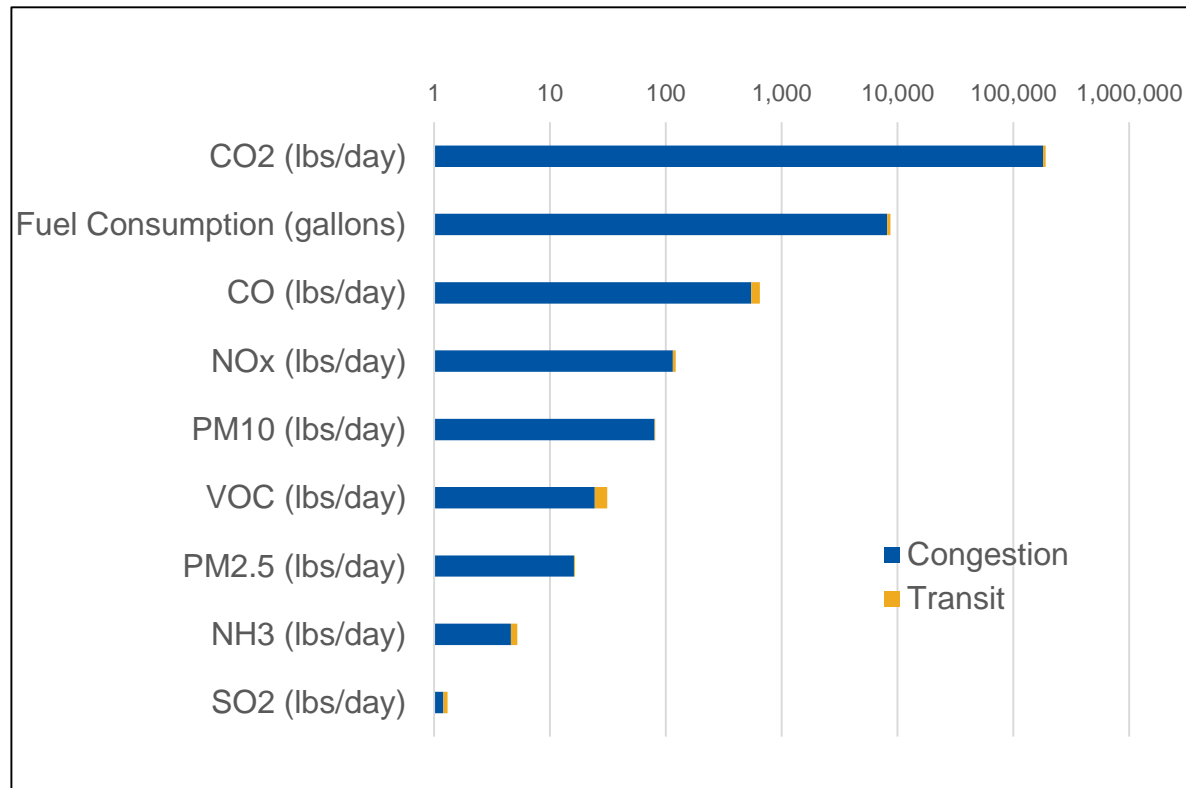
16. **MoPac Express Lane Performance Review & Operations Update**

- A. Operations Update
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- C. Metropia Rideshare Analysis**
- D. Cap Metro Ridership

CAPCOG Emissions-Rate Analysis



MoPac with Express Lanes achieved reductions in fuel consumption and emissions for all pollutants analyzed, particularly on weekdays.



■ Other documented benefits:

- Express Lane shifted an average of 12,266 passenger miles per weekend from single-occupancy vehicle (SOV) commuting to transit.
- Total estimated monetized benefits equal \$37.52 per weekday.

Metropia Mobile App Data Analysis

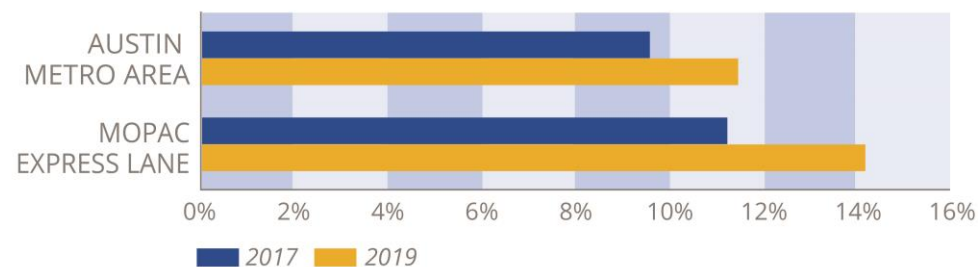


Analysis suggests that the MoPac Express Lane is encouraging carpooling and at higher occupancy rates than on general purpose lanes

- The portion of carpool trips on MoPac Express Lane was higher than that of the metro area as a whole.

Portion of Carpool Trips

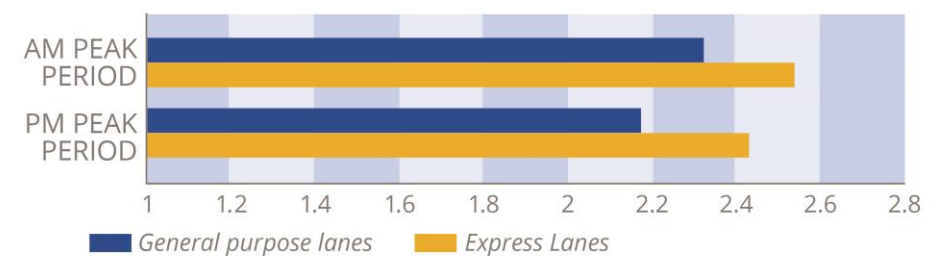
Both the portion and the growth of carpool trips on Mopac Express Lane was higher than that of the metro area.



- Carpool vehicle occupancy of express lane trips is higher than those of general purpose lane trips.

HOV Occupancy

The carpool vehicle occupancy of the express lane trips were higher than those of the GP lane trips during both peak periods.



Jeff Dailey, P.E., Deputy Executive Director

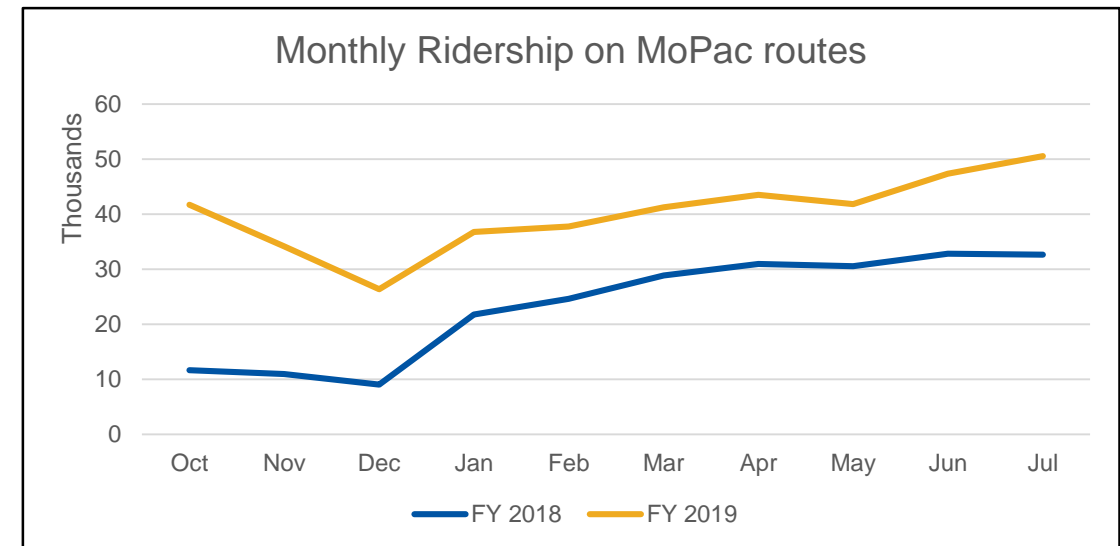
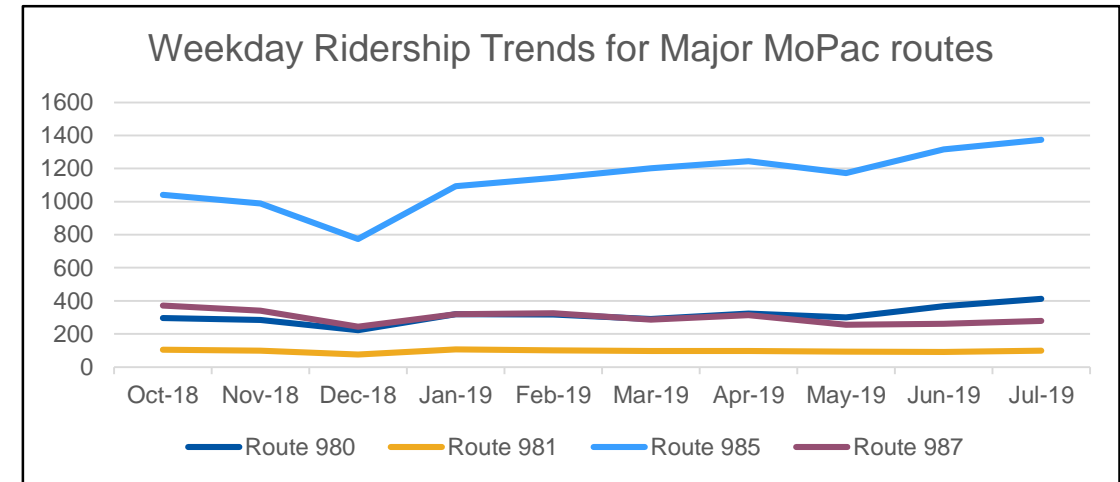
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MoPac Express Lane Performance Highlights: *Transit*



- Monthly ridership numbers increased 66% from FY 2018 to 2019
- Express Lane saves MetroExpress bus routes approx. 5 -12 minutes in running time, depending on time of day
- On weekdays, inbound and outbound, 80 trips are run using the managed lanes
- CapMetro trips constitute 26% of the Authority's toll-exempt transactions and 31% of tolls (\$) waived



Source: CapMetro

Mike Heiligenstein, Executive Director

17. **Executive Director Report**

- A. **Habitual Violator Program**
- B. **Toll Exemption Update**
- C. **290E Phase IV**
- D. **Upcoming refinancing opportunities for outstanding debt**

Habitual Violator Defined



- **A habitual violator is a registered owner of a vehicle who a toll project entity determines:**
 - has been issued two notices of nonpayment;
 - has an aggregate of 100 or more events of nonpayment within a 12-month period;
 - has been issued notices containing a warning that failure to pay may result in habitual violator remedies; and
 - has not paid the outstanding balance for those notices.

Habitual Violator Update



■ **Completed**

- ✓ Required customer notification
- ✓ Registration holds issued for qualifying customers
- ✓ Installation of license plate reader technology

■ **In Progress**

- Agreements with Travis & Williamson counties for road enforcement
- Appeal period for qualifying customers

■ **Next Steps**

- Board action on prohibited vehicles
- Automated road enforcement begins

Mike Heiligenstein, Executive Director

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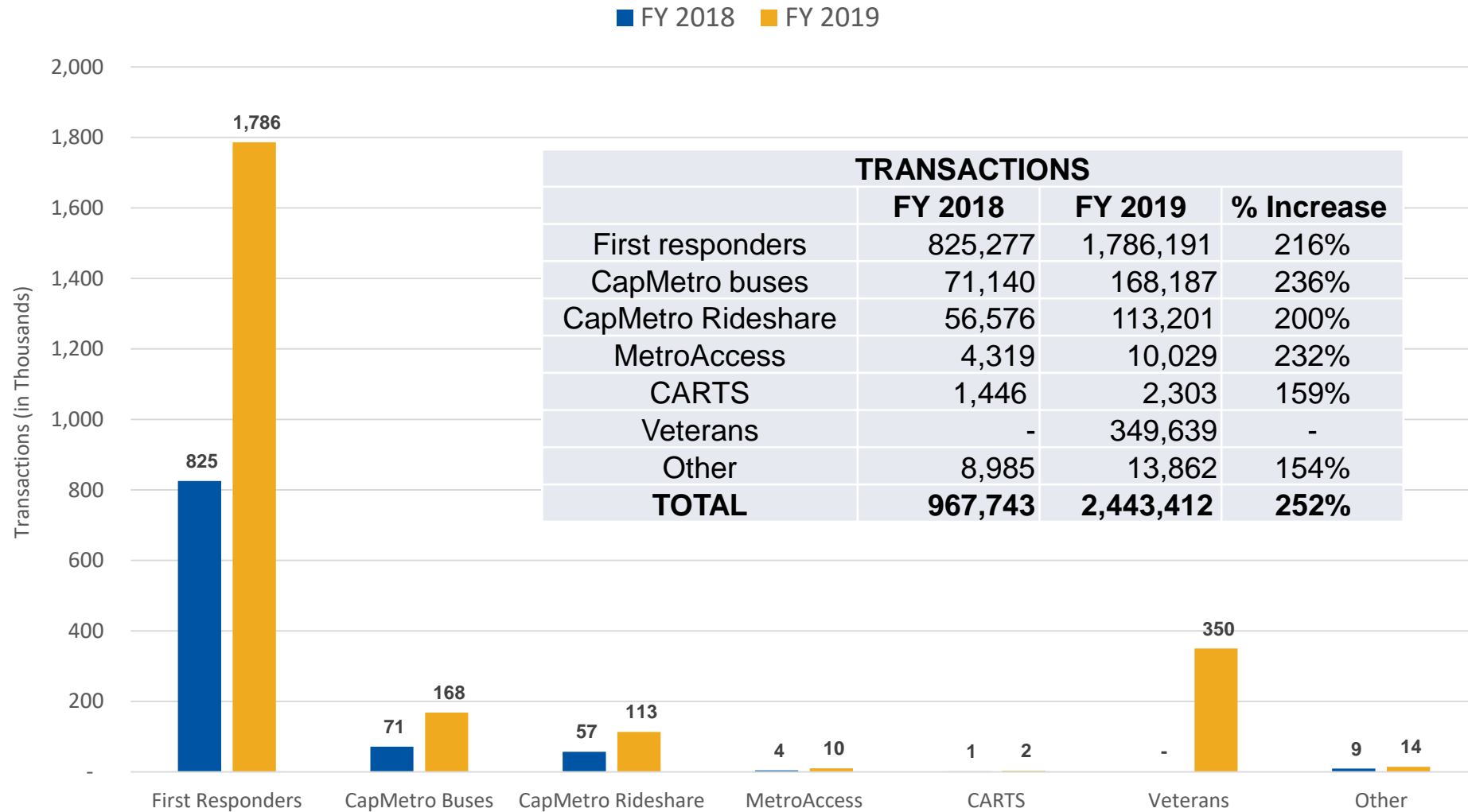
Exempt Vehicles Defined



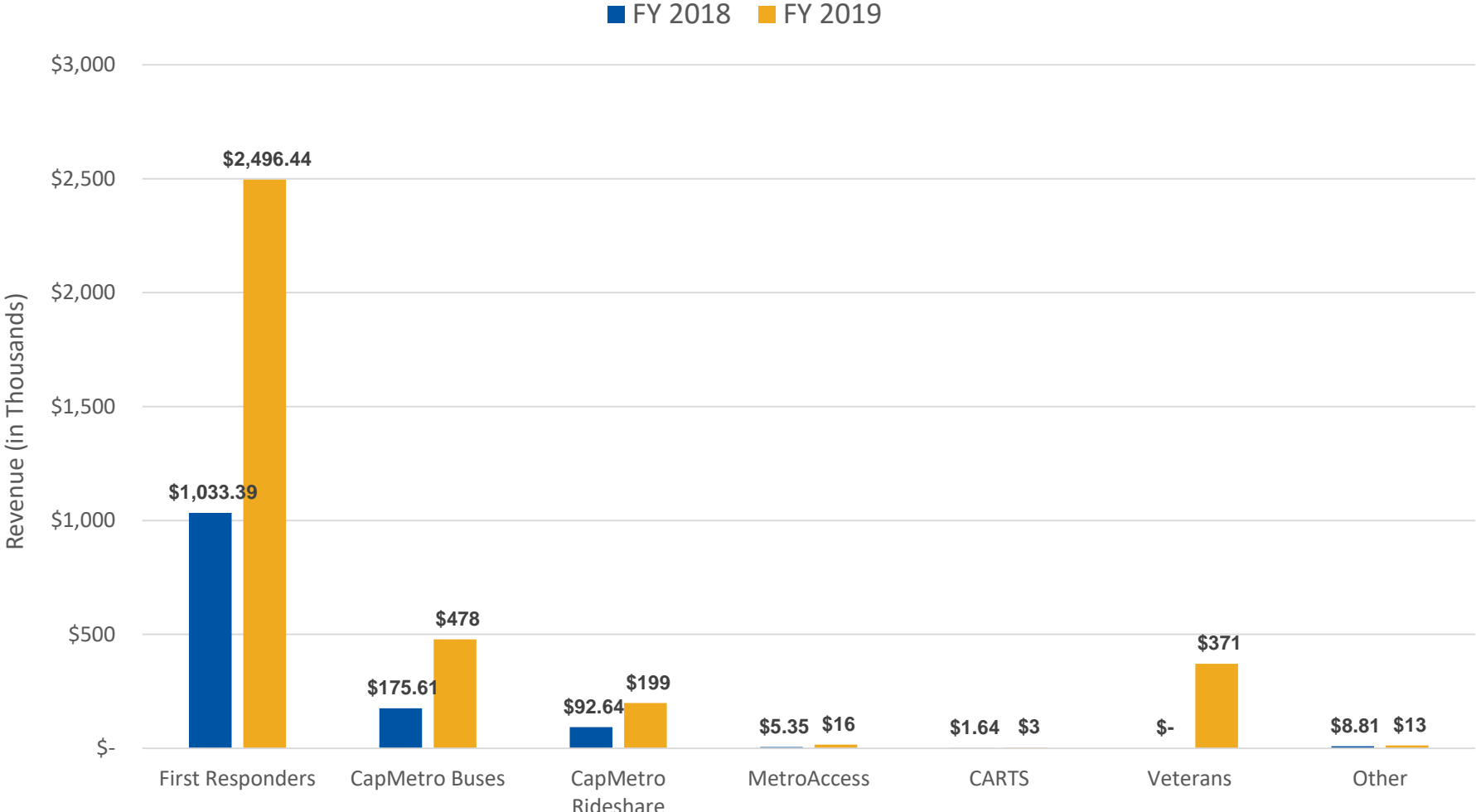
The Mobility Authority Policy Code identifies the following vehicles as being exempt from paying a toll:

- Authorized emergency vehicles (*police, fire, EMS, private ambulance*)
- State or federal military vehicles
- Recipients of the Congressional Medal of Honor, Legion of Valor and Purple Heart awards as well as qualified disabled veterans
- Vehicle used exclusively to provide transportation to a member of the public under a transit program established and managed by the Capital Metropolitan Transportation Authority (CapMetro) or the Capital Area Rural Transportation System (CARTS)
- Any vehicles exempted by federal or state law (*e.g., over the road buses*)

Exempt Vehicle Activity by Type



Exempt Vehicle Revenue Waived

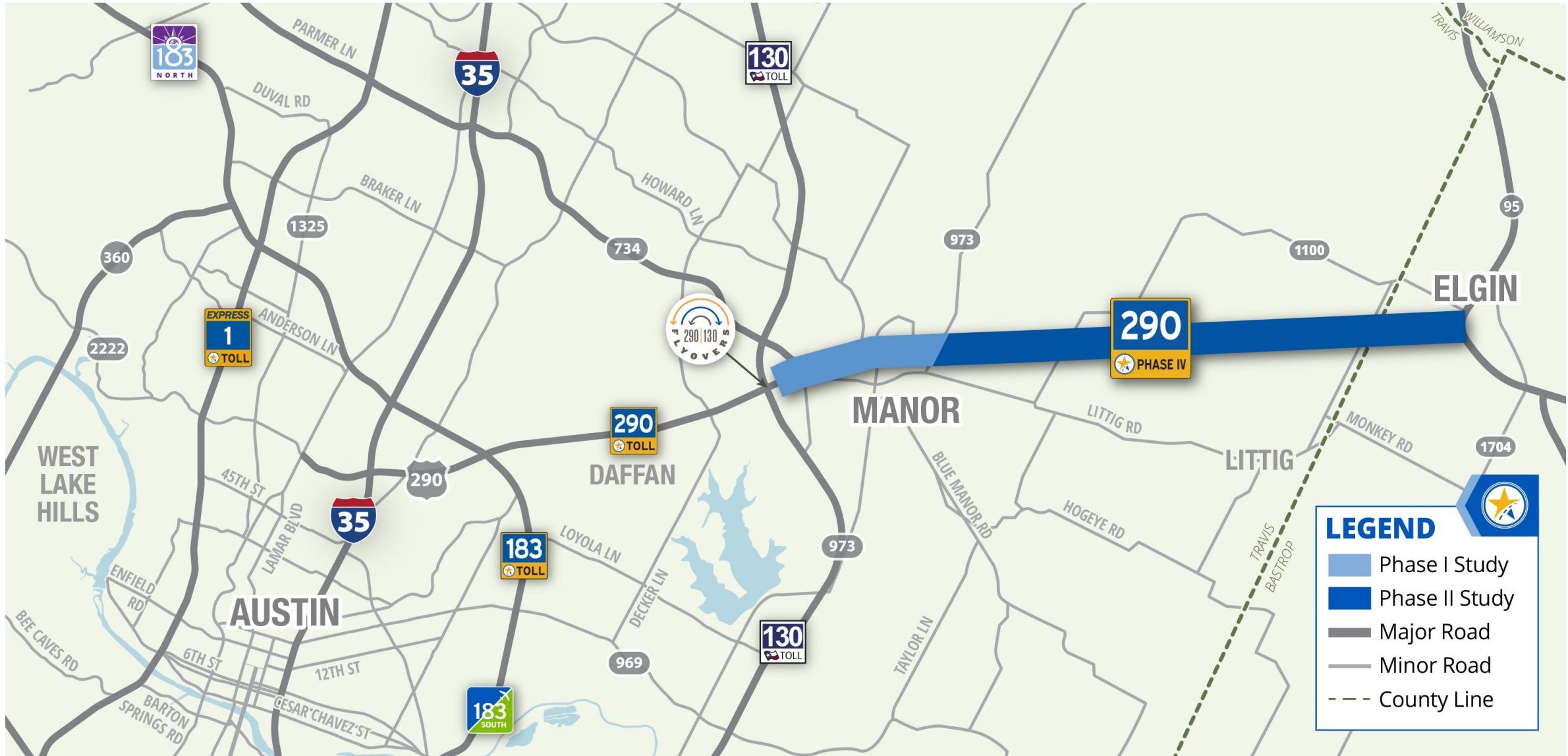


Mike Heiligenstein, Executive Director

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290E Phase IV Project



Mike Heiligenstein, Executive Director

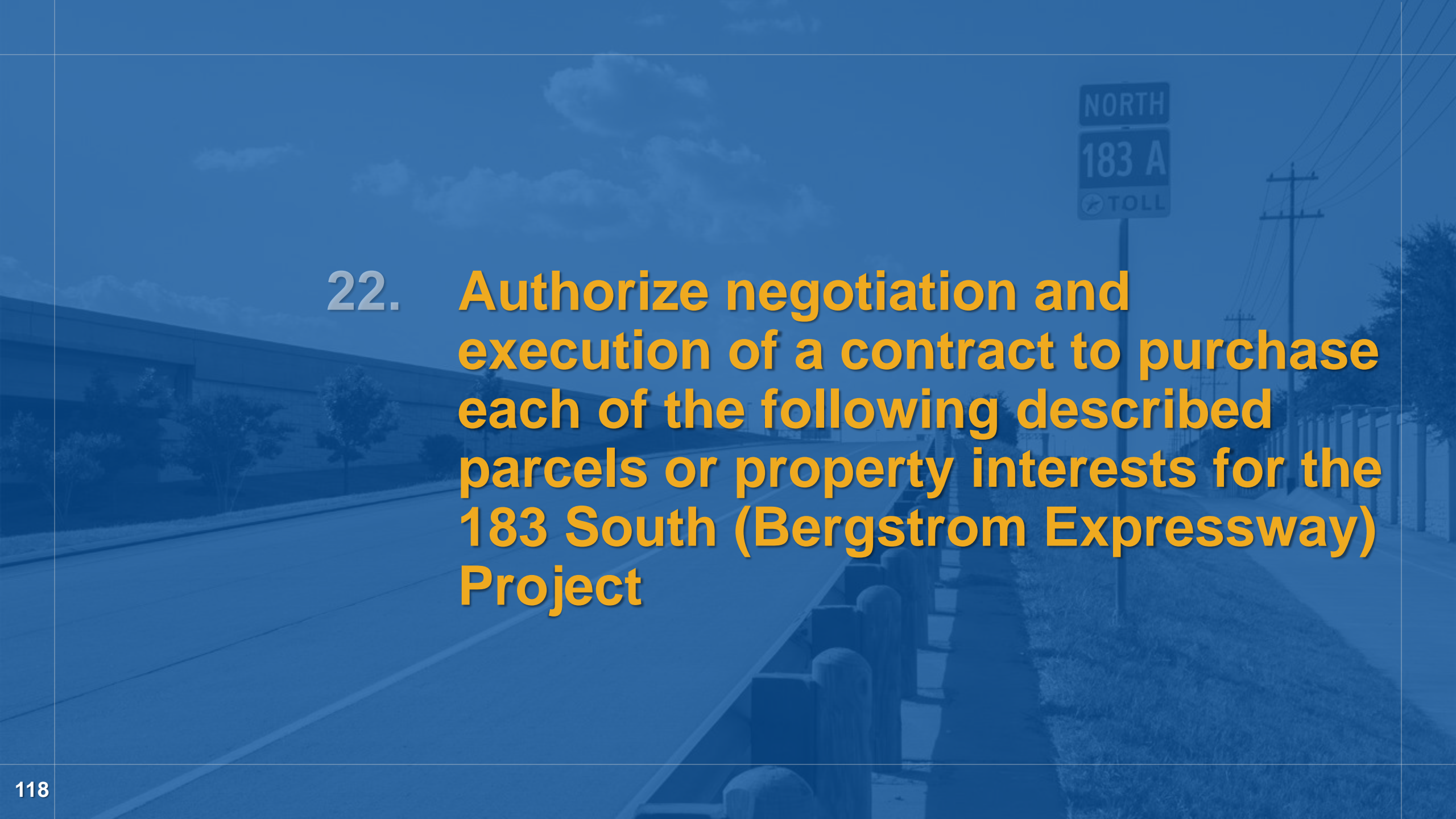
17. **Executive Director Report**

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Executive Session

18. Discuss acquisition of one or more parcels or interests in real property needed for the Bergstrom Expressway (183 South) Project and related legal issues, including consideration of the use of eminent domain to condemn property, pursuant to §551.072 (Deliberation Regarding Real Property; Closed Meeting) and §551.071 (Consultation with Attorney; Closed Meeting).
19. 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).
20. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation with Attorney).
21. Discuss personnel matters as authorized by §551.074 (Personnel Matters).

The background image shows a perspective view of a multi-lane highway under a blue sky with light clouds. On the right side of the road, there is a signpost with three signs: 'NORTH', '183 A', and a 'TOLL' sign with a circular arrow icon. The road surface is light-colored with white lane markings. In the distance, there are utility poles and some trees. The overall image has a blue color overlay.

22. Authorize negotiation and execution of a contract to purchase each of the following described parcels or property interests for the 183 South (Bergstrom Expressway) Project



Parcel 127E of the 183 South (Bergstrom Expressway) Project, an easement taking of 3.052 acres, from 26.845 acres of real estate, **owned by Church of Christ at East Side,** and located at 5701 East Martin Luther King, Jr. Boulevard, on the southwest corner of U.S. Hwy 183 and East MLK Jr. Blvd, Austin, Texas

23. Adjourn Meeting

NORTH
183 A
TOLL



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

Thank You

www.MobilityAuthority.com





CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY