



**CENTRAL TEXAS
Regional Mobility Authority**

Regular Meeting of the Board of Directors

9:30 a.m.
Wednesday, July 31, 2013

The Williamson County Conference Room
3300 N. IH-35, Suite 300
Austin, Texas 78705

AGENDA

No action on the following:

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

Discuss, consider, and take appropriate action on the following:

3. Approve the minutes for the June 26, 2013, Regular Board Meeting.
4. Approve an agreement with CDM Smith to provide traffic and revenue engineering services and operational analysis services.
5. Accept the financial reports for June 2013.

Briefing and discussion with no action proposed on the following:

6. Executive Director's report
 - A. Project status updates.

Executive Session

Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item will be deliberated in executive session and identifies the section or sections of Chapter

551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.

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

7. 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).
8. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation With Attorney).
9. Discuss personnel matters as authorized by §551.074 (Personnel Matters).

Reconvene in Open Session.

10. Adjourn Meeting.

NOTES

Opportunity 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 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.

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.

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.~~

(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.

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 Jennifer Guernica at (512) 996-9778 at least two days before the meeting so that appropriate arrangements can be made.



CENTRAL TEXAS
Regional Mobility Authority

AGENDA ITEM #1 SUMMARY

Welcome, Opening Remarks and Board Member Comments.

Welcome, Opening Remarks and Board Member Comments

Board Action Required: NO



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #2 SUMMARY

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: NO



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #3 SUMMARY

Approve the minutes for the June 26, 2013
Regular Board Meeting.

Department: Law
Associated Costs: None
Funding Source: None
Board Action Required: YES (by Motion)

Description of Matter:

The Minutes for the June 26, 2013 Regular Board Meeting

Attached documentation for reference:

Draft Minutes for the June 26, 2013 Regular Board Meeting

Contact for further information:

Andrew Martin, General Counsel

MINUTES

Regular Meeting of the Board of Directors of the CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Wednesday, June 26, 2013
9:30 A.M.

The meeting was held in the Board Meeting Room at 3300 N Interstate 35, #300, Austin, Texas 78705-1849. Notice of the meeting was posted June 21, 2013 at the respective County Courthouses of Williamson and Travis Counties; online on the website of the Secretary of State; online on the website of the Mobility Authority; and at the Mobility Authority's office lobby at 3300 N Interstate 35, #300, Austin, Texas 78705-1849.

1. Welcome and Opening Remarks by Chairman Ray Wilkerson.

Chairman Ray Wilkerson called the meeting to order at 9:38 a.m. and called the roll. Directors present when the meeting was called to order were Vice Chairman Jim Mills, Mr. David Singleton, Mr. David Armbrust, and Ms. Nikelle Meade. Mr. Charles Heimsath joined the dais at 9:45 a.m. Mr. Bob Bennett was not present at the meeting.

2. Open Comment Period.

No public comments were offered.

3. Approve the minutes for the May 22, 2013, Regular Meeting of the Board of Directors.

Chairman Ray Wilkerson presented the minutes for the May 22, 2013 Regular Board Meeting for consideration by the Board. Mr. Jim Mills moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously 5-0, and the minutes were approved as drafted.

4. Adopt the FY 2014 Budget for the Mobility Authority.

Ms. Cindy Demers presented this item and provided an overview of the FY 2014 budget proposed for the Mobility Authority.

Mr. Charles Heimsath moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously, 5-0, and the resolution was approved as drafted.

5. Approve a new work authorization with HNTB Corporation for general engineering consultant services related to the MoPac Improvement Project.

Mr. Wes Burford presented this item. The work authorization provides for general engineering consultant support services related to oversight of the CH2M Hill design-build contract for the MoPac Improvement Project. Those services will include project management, design

oversight, construction oversight, material acceptance testing, environmental compliance and public involvement.

Mr. Jim Mills moved for approval, and Mr. David Singleton seconded the motion. The motion carried unanimously, 5-0, and the resolution was approved as drafted.

6. Approve an agreement with the City of Cedar Park providing direct access to northbound Brushy Creek Loop for its BMC Project.

Mr. Wes Burford presented this item. Staff requests authorization to execute an interlocal agreement with the City of Cedar Park addressing relocation of the 183A shared-use path and release of a drainage easement that will be located within City of Cedar Park right-of-way used to construct BMC Drive to provide direct access to the northbound lanes of Brushy Creek Loop.

The City of Cedar Park will relocate and reconstruct the shared-use path and trail within the City's right-of-way at the City's expense. Storm water runoff from Brushy Creek Loop will continue to be conveyed to the Mobility Authority's water detention pond via drainage infrastructure to be installed as part of the City's BMC Drive Project, all at the City's expense.

Mr. David Singleton moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously, 6-0, and the resolution was approved as drafted.

7. Authorize release of a 0.1484 acre portion of a Mobility Authority drainage easement located within City of Cedar Park right-of-way for its BMC Drive Project.

Mr. Wes Burford presented this item. The Foxworth-Galbraith Lumber Company conveyed a 4.72237 acre drainage easement that abuts the eastern boundary of the 183A right-of-way, north of Brushy Creek. The drainage easement benefits the Mobility Authority and conveys storm water draining from northbound lanes of Brushy Creek Loop.

The City of Cedar Park intends to build a road (BMC Drive) to access the northbound lanes of Brushy Creek Loop. The road will include a portion of the drainage easement, and will require relocation of a segment of the 183A shared use path. Construction of BMC Drive is at the sole cost of the City, and will include infrastructure to convey storm water draining from Brushy Creek Loop into the adjoining Mobility Authority drainage pond. The City has requested a release by the Mobility Authority of a 0.1484 acre portion of the drainage easement within the right-of-way for BMC Drive. The Executive Director recommends authorization of that release.

Ms. David Armbrust moved for approval, and Mr. Charles Heimsath seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

8. Approve an agreement with the Texas Department of Transportation to authorize Mobility Authority connection to and use of the TxDOT telecommunications network.

Mr. Tim Reilly presented this item. Staff seeks approval of an interlocal agreement with the Texas Department of Transportation for shared use of existing conduits, communication network, and related infrastructure for the 290 E Manor Expressway Project.

The Mobility Authority desires to use existing conduit and facilities within TxDOT's existing SH130 and SH45 communication network to install infrastructure to transmit transportation and toll collection data to the 183A Field Office Building. Related network infrastructure includes, but is not limited to, fiber optic facilities such as conduit, ducts, control cabinets, operations and control stations, substations, and related infrastructure within the TxDOT operations network in TxDOT right-of-way for SH130 and SH45.

Ms. Nikelle Meade moved for approval, and Mr. David Singleton seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

9. Declare certain property of the Mobility Authority as salvage or surplus property subject to disposal.

Mr. Andy Martin presented this item. Chapter 4, Article 10 of the Mobility Authority Policy Code establishes policies to handle disposition of certain Mobility Authority property that either has little or no value (salvage) or is not required for the authority's foreseeable needs (surplus). Property declared to be surplus or salvage property may be disposed of by sale (through a competitive bid or auction) or as a trade-in for new, similar property. Surplus or salvage property that cannot be sold may be donated to a civic, educational, or charitable organization, or may be destroyed or otherwise disposed of as worthless. In the backup for this item is list of personal property that staff has identified and requests Board approval to dispose of as surplus or salvage property.

Mr. Charles Heimsath moved for approval, and Mr. David Armbrust seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

10. Authorize the issuance of \$5.3 million in interim financing for Mobility Authority project costs.

Mr. Bill Chapman presented this item. The note from American Bank for \$5.3 million replenishes the general fund for funds expended to develop the MoPac Improvement Project. The repayment of this note will be from MoPac net revenues.

Mr. Jim Mills moved for approval, and Mr. David Singleton seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

11. Accept the monthly financial reports for May 2013.

Mr. Bill Chapman presented this item. There was nothing unusual to report on the monthly financials.

Ms. Nikelle Meade moved for approval, and Mr. Charles Heimsath seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

Briefing and discussion on the following:

12. Briefing on legislation affecting the Mobility Authority considered by the 83rd Texas Legislature (Regular and Special Session).

Mr. Andy Martin and Mr. Brian Cassidy presented this item and provided an update on the 83rd Texas Legislature's regular and special sessions.

13. Briefing on the HERO program.

Mr. Tim Reilly presented this item and provided a brief update on the HERO program.

14. Executive Director's report.

Deputy Director Mario Espinoza presented this item.

15. Adjourn meeting.

Chairman Ray Wilkerson declared the meeting adjourned at 10:15 a.m. with unanimous consent.



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #4 SUMMARY

Approve an agreement with CDM Smith to provide traffic and revenue engineering services and operational analysis services.

Strategic Plan Relevance: Regional Mobility

Department: Finance

Associated Costs: Not to exceed \$1,000,000

Funding Source: STP-MM and Various

Board Action Required: Yes

Description of Matter:

This agreement has three major parts – miscellaneous technical services; travel modeling and operational analysis for the 183/MoPac interchange; and support for the analysis of the 183 North project. Under the technical services component, CDM Smith will provide miscellaneous services, as requested by the Authority, which are not covered in existing work authorizations. With regard to the 183 North project, upon completion of the environmental phase, the need for a Level 2 analysis and investment grade analysis will be assessed.

Reference documentation:

Draft Agreement
Draft Resolution

Contact for further information:

Bill Chapman, Chief Financial Officer

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

RESOLUTION NO. 13-___

**APPROVING AN AGREEMENT WITH CDM SMITH FOR TRAFFIC AND
REVENUE SERVICES AND OPERATIONAL ANALYSIS SERVICES.**

WHEREAS, by Resolution No. 09-014, dated February 25, 2009, the Board of Directors authorized the Executive Director to negotiate and execute contracts with a list of recommended providers of traffic and revenue services, including Wilbur Smith Associates (“WSA”), the predecessor company to CDM Smith Inc. Associates (“CDM Smith”), and the Mobility Authority subsequently entered into a contract with WSA effective August 1, 2009; and

WHEREAS, the Mobility Authority is undertaking an environmental study relating to the proposed MoPac South and MoPac South Overpass projects, which will require traffic and revenue engineering services and related studies; and

WHEREAS, the Executive Director recommends engaging CDM Smith to provide professional traffic and revenue engineering services and operational analysis services related to the US 183/MoPac Interchange, the US 183 North project, and for miscellaneous technical services requested from time-to-time by the Mobility Authority, on the terms and conditions set forth in the draft Letter of Engagement attached as Exhibit 1.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors authorizes the Executive Director to negotiate and execute on behalf of the Mobility Authority an agreement with CDM Smith to provide professional traffic and revenue engineering services and operational analysis services in the form or substantially in the form of Exhibit 1, for a maximum not to exceed fee of \$1,000,000, and as the Executive Director further determines is in the best interest of the Mobility Authority.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 31st day of July, 2013.

Submitted and reviewed by:

Approved:

Andrew Martin
General Counsel for the Central
Texas Regional Mobility Authority

Ray A. Wilkerson
Chairman, Board of Directors
Resolution Number: 13-___
Date Passed: 7/31/13

EXHIBIT 1 TO RESOLUTION 13-
DRAFT LETTER OF ENGAGEMENT WITH CDM SMITH
[on the following 8 Pages]



July 10, 2013

William Chapman
Chief Financial Officer
Central Texas Regional Mobility Authority (CTRMA)
3300 N IH-35, Suite 300
Austin, TX 78705

**Re: Letter of Engagement – Central Texas Regional Mobility Authority
US 183 North Project – Traffic and Revenue Engineering Services, US 183/MoPac
Interchange Analysis, and Miscellaneous Technical Services**

Dear Mr. Chapman:

CDM Smith Inc. (CDM Smith) is pleased to submit this letter of engagement for professional services related to the US 183 North Project. This letter of engagement between CDM Smith and the Central Texas Regional Mobility Authority (the “Authority”) has three major parts – miscellaneous technical services; environmental analysis support for the US 183/MoPac interchange; and support for the analysis of the US 183 North project. CDM Smith will provide miscellaneous technical services, as requested by the Authority, which are not covered in existing work authorizations. CDM Smith will also provide traffic and revenue related support for the environmental reevaluation of the US 183/MoPac interchange. Finally, as part of the US 183 North Project, CDM Smith will assist the Authority in assessing the proposed project, located in Williamson and Travis counties, Texas. This effort shall include travel demand modeling support and sketch-level traffic and toll revenue analysis through the Environmental Assessment (EA) phase for the US 183 North Project. The level of assistance will include traffic engineering and operational analyses with detailed traffic operational assessments to support the environmental phases, and the implementation of a sketch-level, and the initial data collection for a Level-2 Intermediate Traffic and Toll Revenue (T&R) study that may be requested by the Authority through a future letter of engagement. In order to provide the traffic and revenue support as noted above, the Authority will provide previously collected data, updated Travel Demand Model developed by Capital Area Metropolitan Planning Organization (CAMPO), schematic diagrams of alternatives, operational models and other relevant data to CDM Smith as needed to undertake the proposed work. CDM Smith will draw upon several collected travel pattern and behavioral databases, and travel demand models already developed as part of the MoPac North Project. CDM Smith will coordinate with efforts already undertaken as part of the US 183A Project studies and will supplement and enhance these with additional data collected specifically within the US 183 North Project corridor.





BACKGROUND AND PURPOSE

This letter of engagement has been designed to reflect CDM Smith's commitment to support the US 183 North Project traffic and revenue analyses, consistent with our understanding of the Authority's objectives and the Central Texas region. The services to be provided by CDM Smith under this engagement will include the evaluation of US 183 North Project that will extend along US 183 from the intersection of SH 45/RM 620 to the intersection of US 183 and MoPac (Loop 1). The envisioned tasks to be undertaken as part of this study are described in more detail below.

Miscellaneous Technical Services

Traffic and Revenue Related Miscellaneous Technical Services (Not to exceed \$250,000)

This task is designed to cover miscellaneous technical services, as requested, that are not already covered in an existing work authorization and that may include: peer review services; sketch or planning level analyses for proposed improvements including capacity expansions of existing system, new location facilities or extensions of existing facilities; attending miscellaneous meetings, as requested; and, providing expert opinions regarding potential impacts of policy or travel demand changes. It is anticipated that the cost of these miscellaneous technical services will not exceed a total of \$250,000 for duration of the current contract.

US 183/MoPac Interchange

Travel Modeling, Operational Analysis and Environmental Support (Not to exceed \$300,000)

CDM Smith proposes the following scope of work to perform traffic operational modeling for the planned improvements to the US 183/MoPac Interchange. The budget is estimated to cover eight (8) models.

The study area for this project includes the five-mile corridor consisting of US 183 between MoPac Expressway and Braker Lane, and MoPac Expressway between 35th Street and US 183. The following tasks are envisioned:

1. Development of Traffic Volume Profiles

Using the traffic data collected (as part of Initial Data Collection task), CDM Smith will develop traffic volume profiles under existing (2013) and future (2035) conditions by balancing traffic volumes along the study corridor. Traffic volumes under future conditions will be developed based on traffic projections obtained from the MoPac North corridor model.



2. Base Model Development

Traffic operational analysis will be performed using the PTV VISSIM microsimulation software. Separate base models will be developed to evaluate commute traffic in the peak directions of travel, i.e., in the southbound direction during the AM peak period (referred to as the Southbound AM model) and in the northbound direction during the PM peak period (referred to as the Northbound PM model).

3. Model Calibration

To ensure that the base microsimulation models reflect existing traffic conditions within the study area, they will be calibrated as follows:

- Capacity Calibration – The capacities of the study corridor at bottleneck locations will be calibrated such that traffic volumes at the bottleneck locations obtained from the microsimulation models would be similar to those collected in the field. Upon calibrating the bottleneck capacities, the rest of the traffic counts will be used to check the route choice aspects of the base models.
- System Performance Calibration – The overall network performance measures predicted by the base models are compared to those collected during the field observations. Relevant performance measures include traffic volumes at key locations, travel times along the study corridor, location of congested areas as well as bottlenecks, and queue lengths at bottlenecks. The following calibration acceptance target would be used for this project:
 - Individual link flows should generally be within 15 percent of the field data.

Additionally, CDM Smith will calibrate weaving sections, if any, based on traffic counts and field observations. The driver behavior characteristics for a typical weaving section will be applied to other weaving sections in the corridor.

The resultant calibrated base models will be used to evaluate the proposed interchange improvement alternatives.

4. Future Model Development

As mentioned earlier, traffic volumes for the study corridor under future conditions will be developed based on traffic projections obtained from the MoPac North travel demand model.

The following is a list of potential performance measures that will be used to evaluate the study corridor:

- Average travel speed
- Average travel time



- Average vehicle delay

A comparison of the no-build and build model output (performance measures) will be developed and provided to the project team for review.

The future build analysis will only be conducted for the year 2035 and will be based on one set of traffic volumes for the general purpose (GP) and express lanes as provided by the travel demand model and tested for the no-build option and the two design options. Any additional traffic volume development and/or evaluation of alternatives would necessitate supplementing the budget. Further discussions in this regard with CTRMA and HNTB Corporation will be undertaken before initiating the modeling effort.

5. Documentation

CDM Smith will prepare a draft technical memorandum summarizing the model development procedures, calibration methodologies and results, and traffic analysis results. This draft technical memorandum will be submitted to CTRMA, HNTB Corporation and CP&Y for their review. Upon receiving the comments, CDM Smith will prepare and submit the final technical memorandum.

Deliverables: Technical Memorandum and modeling results

US 183 North Project

Initial Traffic Engineering, and Environmental Modeling Support (Not to exceed \$170,000)

The following task will support the development of the project schematic and is dependent on some initial traffic count collection and speed and delay data being obtained either through the sketch-level or higher data collection efforts. CDM Smith will provide the following services to the Authority, as requested under this task:

- In consultation with the Authority, request and obtain all readily available data from relevant local agencies including the Capital Area Metropolitan Planning Organization (CAMPO), as part of the initial project development and technical support.
- Analyze data validity, existing travel demand models, travel demand modeling procedures and parameters and economic parameters used as inputs to travel demand growth.
- Review relevant technical reports and data collected by the Authority, and applicable assumptions and procedures implemented in determining the traffic demand potential from the intersection of SH 45/RM 620 at the northern termini to the intersection of US 183/ MoPac at the southern terminus.



- Compare TxDOT's TP&P forecasts against any newly developed or collected data to confirm and identify areas requiring refinement.
- Undertake general model calibration efforts to incorporate corridor specific information collected within the corridor.
- Conduct travel demand model runs, and undertake a review of the official CAMPO model, analyze data validity, travel demand modeling procedures and incorporate changes to the CAMPO official model within the study corridor limits.
- Provide traffic pattern diagrams related to the identified baseline configuration, and express lane access to aid in traffic analysis to support the air quality analysis, +/- 5 percent MSAT analysis.
- Conduct these analyses for two years – e.g. 2015 and 2035 – for AM Peak Hour, PM Peak Hour and Daily time periods.
- Participate in discussions on best approaches to utilize in support of the Air Quality and Noise Mitigation analyses. This may include the running of the travel demand models to obtain a +/- 5 percent impact on the segments within the travel demand model.
- Review the VMT mix documentation from CAMPO/TTI and provide a comparison between CAMPO VMT mix (if available) and the currently observed hourly breakdown based on any traffic data collected within the corridor.
- Review up to five (5) alternatives to support the Reasonable Alternative Evaluation Matrix. Assist in interpreting the results of the alternatives analysis and document the final travel demand modeling results leading to the identified preferred alternative.
- Attend up to five (5) relevant traffic modeling coordination meetings, as requested by the Authority with the project team.
- Attend up to five (5) Public Outreach and Environmental Coordination meetings, with the Authority and the project team.
- The development of independent estimates of traffic and toll revenue by CDM Smith will be undertaken as part of subsequent tasks.
- Contract management activities and quality control.

Deliverables: Technical Memorandum documenting reviews, attendance at meetings or conference calls as warranted by the Authority, and technical assistance to kick-off the travel demand model efforts and environmental assessment support.



Sketch-Level Study (Not to exceed \$80,000)

CDM Smith will conduct a sketch-level traffic and toll revenue study to evaluate the toll feasibility of the US 183 North Project in Austin and the following tasks are envisioned:

- Evaluate the background data for the study corridor from the intersection of SH 45/RM 620 at the northern terminus to the intersection of US 183/ MoPac at the southern terminus to enable the analysis of additional alternatives currently under development.
- Incorporate several key parameters and investigate the risk profiles around a combined effect of a set of variables to provide up to five (5) traffic and revenue scenario estimates of the projects under a defined set of business term assumptions and configurations as determined by the Authority. The risk profiling will be conducted at a sketch-level.
- Analyze the traffic and revenue potential of a proposed toll option and review of parameters that include: opening year ramp-up, historical traffic growth, toll rate setting, travel time saving of the toll facility, truck percentages, potential users' values-of-time, and expected economic development within the corridor.
- Provide traffic projections and estimated toll revenue for a 50-year period.
- Contract management activities and quality control.

Deliverables: Electronic file of the report and supporting spreadsheet files with the tables of the 50-year traffic and revenue projections for up to five (5) scenarios.

Initial Data Collection (Not to exceed \$200,000)

CDM Smith will undertake an initial Data Collection effort in support of the environmental tasks for the proposed US 183 North Project. The data collected as part of the MoPac North Project and US 183A Project will be referenced and used to the extent possible and will be supplemented with new information collected within the proposed corridor. The following tasks are envisioned for implementation under the data collection effort:

- Coordinate and implement the data collection for the US 183 North Project corridor using non-invasive methods to support the traffic and revenue assessment of the corridor.
- Review any previously collected license plate matching data by the Authority to enhance the understanding of traffic patterns within the corridor. It is envisioned that no new license plate data will be collected.
- Collect traffic counts along the US 183 North Project corridor to determine the magnitude of existing ramps, frontage and mainline traffic demand, as well as traffic demand along the existing competing routes within the study corridor.



- Collect traffic counts along MoPac corridor from US 183 to 35th street to determine the magnitude of existing ramps, frontage and mainline traffic demand to support the MoPac/US 183 Interchange operational analyses.
- Utilize new data collection techniques and sources to evaluate origin/destination (O-D) patterns within the corridor to supplement previous O-D survey efforts. A comprehensive O-D survey effort is not envisioned as part of this task and will be undertaken as part of a subsequent effort, if authorized by the Authority.
- Field reconnaissance will be performed during the peak commute hours (usually from 6 AM to 9 AM and from 3 PM to 7 PM) of a typical weekday (Tuesday, Wednesday or Thursday). This data collection effort will include the purchase of INRIX (or an equivalent data source from another vendor) speed and delay data.
- Compare readily available socio-economic data to previous economic information collected by the Authority to evaluate the latest socio-economic trends within the corridor.
- Analyze and prepare the data collected to be distributed to the Authority and other partner agencies as directed by the Authority as a baseline source of traffic data.
- Review data collected for consistency and accuracy, and compile for distribution to other agencies.
- Contract management activities and quality control.

Deliverables: Letter report summarizing the data collection effort. Electronic files of the data collected.

CDM Smith is prepared to undertake the tasks outlined and will submit a more detailed scope of all relevant items as the need arises within each phase of the project under a total not-to-exceed fee of **\$1,000,000** from the date of Notice to Proceed from the Authority. CDM Smith will invoice the Authority for the actual cost of services on a monthly schedule through invoices submitted to the Authority for work completed. The developed fee is based on the phased approach, as outlined within the scope and incorporates an evolution of the project from the environmental operations to a sketch-level study. CDM Smith will provide an ongoing update on the project status and will notify the Authority prior to performing any additional and unforeseen work efforts that may extend beyond the estimated maximum fee. This fee arrangement, if not acceptable to the Authority, can certainly be modified to more closely reflect its desires from the outlined scope.



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We sincerely appreciate the opportunity to submit this letter of engagement for Traffic and Revenue services and thank you for considering CDM Smith for this important assignment. If this proposal adequately meets your needs, it may serve as the basis of the study agreement/contract by your executing the section at the end of the document and returning an originally signed copy. We look forward to working with the Authority on this significant project. Should you have any additional questions or require further clarification concerning the contents of this letter of engagement, please do not hesitate to contact us and we will incorporate the changes you require immediately.

Yours sincerely,

Letter of engagement approved as submitted

David Anderson
Client Service Manager
CDM Smith Inc.

Mike Heiligenstein
Executive Director
Central Texas Regional Mobility Authority

Date:

Date:



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #5 SUMMARY

Accept the monthly financial reports for June 2013.

Department: Finance

Associated Costs: None

Funding Source: None

Board Action Required: YES

Description of Matter:

Presentation and acceptance of the monthly financial reports for June 2013

Attached documentation for reference:

Draft Resolution

Draft Financial Reports for June 2013

Contact for further information: Bill Chapman, Chief Financial Officer

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

RESOLUTION NO. 13-___

ACCEPT THE FINANCIAL REPORTS FOR JUNE 2013.

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

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

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

WHEREAS, the Executive Director, working with the Chief Financial Officer, has reviewed and authorized the disbursements necessary for the month of June 2013, and has caused Financial Reports to be prepared and attached to this resolution as Attachment A.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors accepts the Financial Reports for June 2013, attached as Attachment A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 31st day of July, 2013.

Submitted and reviewed by:

Approved:

Andrew Martin
General Counsel for the Central
Texas Regional Mobility Authority

Ray A. Wilkerson
Chairman, Board of Directors
Resolution Number: 13-___
Date Passed: 7/31/2013

Attachment A

Financial Reports for June 2013

**Central Texas Regional Mobility Authority
Balance Sheet**

As of

June 30, 2013

June 30, 2012

Assets

Current Assets

Cash in Regions Operating Account	773,079		128,762
Cash In TexSTAR	345,711		14,035
Regions Payroll Account	21,543		6,776
Restricted cash/cash equivalents			
Fidelity Government MMA	125,217,295		45,098,220
Restricted Cash-TexStar	23,657,818		55,402,454
Overpayment accounts	32,994		30,664
Total Cash and Cash Equivalents		150,048,440	100,680,911
Accounts Receivable	236,063		205,082
Due From Employees	0		(357)
Due From Other Funds	214,060		135,429
Due From TTA	1,308,875		457,666
Due From NTTA	90,741		52,695
Due From HCTRA	229,783		80,668
Due From TxDOT	32,538,130		1,852,645
Due From Federal Government	0		11,079,369
Interest Receivable	216,923		477,627
Total Receivables		34,834,575	14,340,825
Short Term Investments			
Treasuries	0		4,549,017
Short Term Investments		96,537,752	193,742,684
Other Current Assets			
Prepaid Insurance		26,034	15,922
Total Current Assets		<u>281,471,644</u>	<u>308,780,343</u>

Construction Work In Process

302,203,817 **364,920,775**

Fixed Assets

Computers(net)	20,340		27,774
Computer Software(net)	0		137,355
Furniture and Fixtures(net)	0		11,909
Equipment(net)	21,134		38,968
Autos and Trucks(net)	14,371		21,270
Buildings and Toll Facilities(net)	6,009,891		6,167,573
Highways and Bridges(net)	324,742,982		172,752,315
Communication Equipment(net)	768,118		951,443
Toll Equipment(net)	12,188,022		2,083,573
Signs(net)	8,791,517		4,933,836
Land Improvements(net)	3,814,884		1,112,550
Right of Way	46,458,304		24,683,553
Leasehold Improvements	71,337		57,898
Total Fixed Assets		<u>402,900,900</u>	<u>212,980,017</u>

Long Term Investments

Other Assets

Security Deposits	0		8,644
Intangible Assets	20,070,950		650
Total Bond Issuance Costs	9,654,850		15,100,301

Total Assets

1,016,302,162

919,936,643

Liabilities

Current Liabilities

Accounts Payable	11,936,417	21,439,648
Overpayments	34,260	31,558
Salaries Payable	76,786	47,722
Interest Payable	14,761,185	21,088,563
Due to other Funds	214,060	170,203
Deferred Compensation Payable	0	(0)
TCDRS Payable	34,934	59,651
Due to other Entities	465,503.97	0
Other	0	17,178
Due to State of Texas	(0)	0
Total Current Liabilities	27,523,146	42,854,523

Long Term Liabilities

Accrued Vac & Sick Leave Paybl	189,089	189,089
Senior Lien Revenue Bonds 2005	0	172,628,655
Senior Lien Revenue Bonds 2010	104,661,359	101,442,404
Senior Lien Revenue Bonds 2011	307,258,700	306,571,550
Senior Refunding Bonds 2013	185,810,000	0
Sn Lien Rev Bnd Prem/Disc 2010	132,028	168,801
Sn Lien Rev Bnd Prem/Disc 2011	(3,718,622)	(3,883,997)
Sn Lien Rev Bnd Prem/Disc 2013	15,104,788	0
Subordinated Lien Bond 2010	0	45,000,000
Subordinated Lien Bond 2011	70,000,000	70,000,000
Subordinated Refunding Bonds 2013	103,960,000	
Sub Lien Bond 2011 Prem/Disc	(1,985,003)	(2,074,819)
Sub Lien Bond 2013 Prem/Disc	4,316,670	
TIFIA note 2008	0	77,656,077
2011 Regions Draw Down Note	1,974,569	400,000
2013 American Bank Loan	5,300,000	
Total Long Term Liabilities	793,003,578	772,728,127
Total Liabilities	820,526,724	815,582,650

Net Assets Section

Contributed Capital	18,334,846	18,334,846
Net Assets beginning	94,448,650	61,916,599
Current Year Operations	82,991,943	24,102,548
Total Net Assets	177,440,593	86,019,147

Total Liabilities and Net Assets

1,016,302,162	919,936,643
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Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2013	Actual Year to Date 6/30/2013	Percent of Budget	Actual Prior Year to Date 6/29/2012
Revenue				
Operating Revenue				
Toll Revenue-TxTag-Manor	574,358	1,027,475	178.89%	-
Toll Revenue-TxTag-183A	23,317,359	22,123,788	94.88%	15,762,379
Toll Revenue-HCTRA-183A	741,110	978,990	132.10%	670,702
Toll Revenue-HCTRA Manor	14,957	128,233	857.34%	-
Toll Revenue-NTTA-183A	444,666	660,239	148.48%	429,432
Toll Revenue-NTTA-Manor	8,974	36,256	404.01%	-
Video Tolls 183A	3,599,122	4,953,088	137.62%	3,376,156
Video Tolls Manor Expressway	30,000	273,066	910.22%	-
Fee revenue 183A	1,502,134	1,810,913	120.56%	1,369,800
Fee revenue Manor Expressway	10,000	167,109	1671%	-
Total Operating Revenue	30,242,680	32,159,156	106.34%	21,608,471
Other Revenue				
Interest Income	180,000	230,171	127.87%	188,494
Grant Revenue	1,236,000	91,417,267	7396%	28,373,254
Reimbursed Expenditures	-	34,774		150,000
Misc Revenue	2,500	378,310	15132%	918,366
Gain/Loss on Sale of Asset	-	-	0.00%	12,342
Unrealized Loss	-	42,708		-
Total Other Revenue	1,418,500	92,103,230	6493%	29,642,457
Total Revenue	\$ 31,661,180	\$ 124,262,386	392.48%	\$ 51,250,927

Expenses

Salaries and Wages

Salary Expense-Regular	2,115,939	1,833,681	86.66%	1,928,986
Part Time Salary Expense	12,000	480	4.00%	7,927
Overtime Salary Expense	3,000	-	0.00%	-
Contractual Employees Expense	5,000	1,202	24.03%	9,445
TCDRS	307,536	250,446	81.44%	270,387
FICA	96,433	78,784	81.70%	88,665
FICA MED	30,899	26,572	86.00%	27,689
Health Insurance Expense	186,370	174,106	93.42%	175,179
Life Insurance Expense	5,684	3,605	63.43%	3,794
Auto Allowance Expense	10,200	-	0.00%	4,462

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2013	Actual Year to Date 6/30/2013	Percent of Budget	Actual Prior Year to Date 6/29/2012
Other Benefits	185,610	82,905	44.67%	161,665
Unemployment Taxes	12,960	(15)	0.00%	2,519
Salary Reserve	50,000	-	0.00%	-
Total Salaries and Wages	3,021,631	2,451,765	81.14%	2,680,719

Contractual Services

Professional Services

Accounting	12,000	9,153	76.27%	28,411
Auditing	65,000	47,570	73.18%	45,931
Engineering	-	346		-
General Engineering Consultant	1,250,000	89,646	7.17%	1,026,420
GEC-Trust Indenture Support	-	87,480		-
GEC-Financial Planning Support	-	53,266		-
GEC-Toll Ops Support	-	8,632		-
GEC-Roadway Ops Support	-	377,763		-
GEC-Technology Support	-	49,766		-
GEC-Public Information Support	-	7,673		-
GEC-General Support	-	267,727		-
General System Consultant	175,000	19,317	11.04%	41,339
Image Processing - 183A	780,000	1,118,450	143.39%	743,084
Image Processing - Manor Expy	-	33,653		-
Facility maintenance	41,954	15,517	36.99%	17,508
HERO	1,629,000	1,271,959	78.08%	765,322
Special Projects	-	109,899		-
Human Resources	25,000	36,334	145.34%	73,059
Legal	270,000	358,161	132.65%	158,477
Photography	15,000	-	0.00%	12,549
Traffic & Revenue Consultants	-	22,324		-
Total Professional Services	4,262,954	3,984,637	93.47%	2,912,099

Other Contractual Services

IT Services	65,000	40,806	62.78%	39,792
Graphic Design Services	10,000	11,070	110.70%	400
Website Maintenance	35,000	2,929	8.37%	17,627
Research Services	50,000	3,154	6.31%	3,100
Copy Machine	10,000	7,661	76.61%	6,215
Software Licenses	17,200	19,968	116.09%	805

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2013	Actual Year to Date 6/30/2013	Percent of Budget	Actual Prior Year to Date 6/29/2012
ETC Maintenance Contract	1,029,900	1,047,738	101.73%	771,923
ETC Development	125,000	-	0.00%	15,356
ETC Testing	30,000	-	0.00%	1,620
Communications and Marketing	140,000	280,104	200.07%	127,232
Advertising Expense	60,000	70,242	117.07%	35,300
Direct Mail	5,000	757	15.15%	-
Video Production	5,000	20,920	418.40%	1,946
Radio	10,000	-	0.00%	-
Other Public Relations	2,500	-	0.00%	-
Law Enforcement	250,000	173,181	69.27%	231,981
Special assignments	5,000	-	0.00%	-
Traffic Management	-	42,823		69,991
Emergency Maintenance	10,000	-	0.00%	-
Fire and Burglar Alarm	600	114	18.94%	-
Roadway Maintenance Contract	640,000	443,650	69.32%	92,084
Landscape Maintenance	280,000	191,632	68.44%	221,456
Signal & Illumination Maint	-	46,743		117,490
Mowing and litter control	-	40,806		52,095
Striping	-	-	0.00%	26,459
Graffiti removal	-	225		-
Cell Phones	9,700	9,684	99.83%	9,266
Local Telephone Service	18,000	14,628	81.27%	13,260
Internet	4,500	-	0.00%	435
Fiber Optic System	63,000	43,869	69.63%	56,296
Other Communication Expenses	11,500	127	1.11%	374
Subscriptions	1,850	1,038	56.11%	658
Memberships	33,959	28,625	84.29%	29,880
Continuing Education	7,300	6,178	84.63%	4,492
Professional Development	14,000	260	1.86%	3,490
Seminars and Conferences	33,000	21,544	65.28%	14,354
Staff-Travel	76,000	65,439	86.10%	46,923
Other Contractual Svcs	200	-	0.00%	177
Roadway maintenance contract	-	-	0.00%	(210)
Tag Collection Fees	1,434,788	1,505,249	104.91%	1,334,845
Contractual Contingencies	250,500	649	0.26%	34,115
Total Other Contractual Services	4,738,497	4,141,814	87.41%	3,381,226
Total Contractual Services	9,001,451	8,126,450	90.28%	6,293,326

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2013	Actual Year to Date 6/30/2013	Percent of Budget	Actual Prior Year to Date 6/29/2012
Materials and Supplies				
Books & Publications	12,500	4,573	36.58%	9,776
Office Supplies	11,000	5,494	49.94%	5,554
Computer Supplies	12,500	12,988	103.91%	11,441
Copy Supplies	2,200	1,387	63.03%	1,638
Annual Report printing	7,000	5,534	79.06%	7,673
Other Reports-Printing	10,000	3,408	34.08%	2,000
Direct Mail Printing	5,000	-	0.00%	-
Office Supplies-Printed	2,500	4,595	183.81%	1,985
Maintenance Supplies-Roadway	9,175	-	0.00%	9,175
Promotional Items	10,000	4,827	48.27%	-
Displays	5,000	-	0.00%	-
ETC spare parts expense	30,000	-	0.00%	3,178
Tools & Equipment Expense	1,000	-	0.00%	184
Misc Materials & Supplies	3,000	288	9.61%	735
Total Materials and Supplies	120,875	43,094	35.65%	53,339

Operating Expenses				
Gasoline Expense	5,000	3,412	68.24%	4,999
Mileage Reimbursement	5,950	5,722	96.16%	5,436
Toll Tag Expense	3,120	1,783	57.16%	3,687
Parking	41,175	32,526	79.00%	43,534
Meeting Facilities	250	-	0.00%	-
CommunityMeeting/ Events	5,000	-	0.00%	-
Meeting Expense	9,800	9,775	99.75%	5,070
Public Notices	2,200	-	0.00%	100
Postage Expense	5,650	473	8.37%	665
Overnight Delivery Services	1,600	307	19.16%	556
Local Delivery Services	1,250	12	0.96%	6
Insurance Expense	90,000	67,099	74.55%	63,423
Repair & Maintenance-General	500	956	191.21%	480
Repair & Maintenance-Vehicles	500	237	47.49%	726
Repair & Maintenance Toll Equip	5,000	400	8.01%	2,047
Rent Expense	250,000	200,908	80.36%	211,666
Water	7,500	5,926	79.01%	5,744
Electricity	178,500	74,132	41.53%	65,299

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2013	Actual Year to Date 6/30/2013	Percent of Budget	Actual Prior Year to Date 6/29/2012
Other Licenses	640	729	113.91%	510
Community Initiative Grants	65,000	50,000	76.92%	47,500
Total Cash Operating Expenses	678,635	454,398	66.96%	461,447
<u>Non Cash Operating Expenses</u>				
Amortization Expense	76,000	264,757	348.36%	1,127,067
Dep Exp- Furniture & Fixtures	9,000	11,909	132.33%	7,730
Dep Expense - Equipment	26,400	17,834	67.55%	16,178
Dep Expense - Autos & Trucks	7,000	6,898	98.55%	5,749
Dep Expense-Buildng & Toll Fac	177,000	168,575	95.24%	161,845
Dep Expense-Highways & Bridges	8,000,000	6,747,085	84.34%	4,553,273
Dep Expense-Communic Equip	195,000	183,325	94.01%	174,931
Dep Expense-Toll Equipment	965,000	995,496	103.16%	423,299
Dep Expense - Signs	135,000	150,873	111.76%	144,151
Dep Expense-Land Improvemts	67,000	150,668	224.88%	60,320
Depreciation Expense-Computers	10,000	11,309	113.09%	9,282
Total Operating Expenses	10,346,035	9,163,128	88.57%	7,145,273
<u>Financing Expenses</u>				
Arbitrage Rebate Calculation	6,000	5,605	93.42%	5,455
Loan Fee Expense	12,500	5,000	40.00%	12,000
Rating Agency Expense	35,000	40,300	115.14%	5,300
Trustee Fees	6,000	6,500	108.33%	-
Bank Fee Expense	8,000	9,286	116.08%	17,380
Continuing Disclosure	4,000	-	0.00%	-
Interest Expense	20,318,015	21,011,109	103.41%	11,012,292
Contingency	15,000	-	0.00%	-
<u>Non Cash Financing Expenses</u>				
Bond issuance expense	300,000	408,205	136.07%	456,565
Total Financing Expenses	20,704,515	21,486,005	103.77%	11,508,992
Total Expenses	\$ 43,194,507	\$ 41,270,443	95.55%	\$ 27,681,649
Net Income	\$ (11,533,327)	\$ 82,991,943		\$ 23,569,279

INVESTMENTS by FUND

		Balance		
			June 30, 2013	
Renewal & Replacement Fund				
TexSTAR	661,175.30			24,003,528.78
Regions Sweep	0.66			8,000,000.00
Agencies		661,175.96		125,217,313.04
TxDOT Grant Fund				
TexSTAR	3,181,497.23			
Regions Sweep	230,836.24			
CD's	3,000,000.00			
Agencies	3,042,089.34	9,454,422.81		\$ 245,757,523.64
Subordinate Lien DS Fund 05				
Regions Sweep	89.25	89.25		
Debt Service Reserve Fund 05				
TexSTAR	8,032,423.05			
Regions Sweep	1,479,663.82			
Agencies	29,061,061.21	38,573,148.08		
2010 Senior Lien DSF				
Regions Sweep	1,722,492.34			
TexSTAR	0.00	1,722,492.34		
2011 Debt Service Acct				
Regions Sweep	0.33	0.33		
2013 Sr Debt Service Acct				
Regions Sweep	1,080,868.75	1,080,868.75		
2013 Sub Debt Serrvice Account				
Regions Sweep	647,650.00	647,650.00		
2011 Sub Debt DSRF				
Regions Sweep	2,022,729.81			
CD's	5,000,000.00	7,022,729.81		
Operating Fund				
TexSTAR	345,710.73			
TexSTAR-Trustee	1,252,034.34			
Regions Sweep	0.00	1,597,745.07		
Revenue Fund				
TexSTAR	1.00			
Regions Sweep	516,712.56	516,713.56		
General Fund				
TexSTAR	53.78			
Regions Sweep	14,726,993.78	14,727,047.56		
2011 Sr Capitalized Interest Fund				
Regions Sweep	8,984,253.10			
Agencies	8,942,668.57	17,926,921.67		
2011 Sub Capitalized Interest Fund				
Regions Sweep	2,363,055.70			
Agencies	2,360,782.15	4,723,837.85		
2010 Senior Lien Debt Service Reserve Fund				
TexSTAR	5,561,565.56			
Regions Sweep	65,881.33			
Agencies	3,906,771.38	9,534,218.27		
2013 Sub Debt Service Reserve Fund				
Regions Sweep	8,415,595.83	8,415,595.83		
MoPac Construction Fund				
Regions Sweep	31,148,603.96	31,148,603.96		
2010-1 Sub Lien Projects Fund				
TexSTAR	799,853.06			
Regions Sweep	0.00	799,853.06		
2010 Senior Lien Construction Fund				
TexSTAR	1.19			
Regions Sweep	166,620.51	166,621.70		
2011 Sub Debt Project fund				
TexSTAR	4,169,093.88			
Agencies				
Regions Sweep	43,943,706.04	48,112,799.92		
2011 Sr Financial Assistance Fund				
Regions Sweep	31.73	31.73		
2011 Senior Lien Project Fund				
TexSTAR	119.66			
Regions Sweep	7,701,527.30			
Agencies	41,223,309.17	48,924,956.13		
		\$ 245,757,523.64		

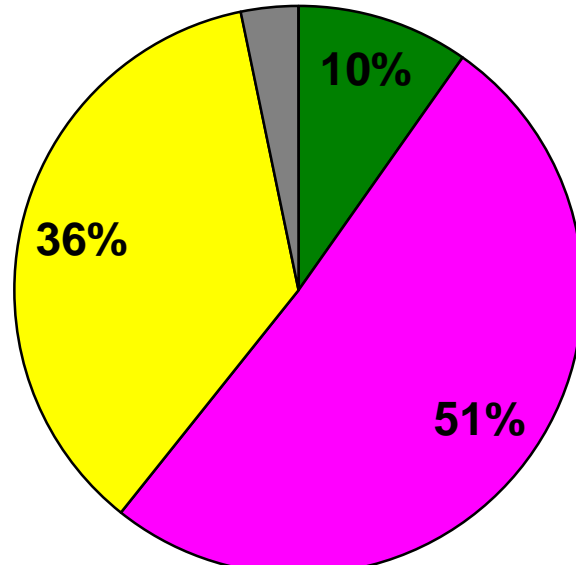
CTRMA INVESTMENT REPORT

	Month Ending 6/30/13					Balance 6/30/2013	Rate June 13
	Balance 6/1/2013	Additions	Discount Amortization	Accrued Interest	Withdrawals		
Amount in Trustee TexStar							
2011 Sub Lien Construction Fund	4,168,883.38			210.50		4,169,093.88	0.860%
2011 Senior Lien Construction Fund	119.66					119.66	0.860%
2010 Senior Lien Construction Fund	1.19					1.19	0.860%
2010-1 Sub Lien Projects General Fund	799,812.58 53.78			40.48		799,853.06 53.78	0.860% 0.860%
Trustee Operating Fund	1,201,979.49	1,251,863.45		54.85	1,201,863.45	1,252,034.34	0.860%
Renewal and Replacement	661,141.92			33.38		661,175.30	0.860%
TxDOT Grant Fund	3,181,336.59			160.64		3,181,497.23	0.860%
Revenue Fund	1.00					1.00	0.860%
Senior Lien Debt Service Reserve Fund	8,032,017.47			405.58		8,032,423.05	0.860%
2010 Senior Lien Debt Service Reserve Fund	5,561,284.73			280.83		5,561,565.56	0.860%
	23,606,631.79	1,251,863.45		1,186.26	1,201,863.45	23,657,818.05	
Amount in TexStar Operating Fund							
	145,834.07	1,201,863.45		13.21	1,002,000.00	345,710.73	0.860%
Regions Sweep Money Market Fund							
Operating Fund	2.18	1,251,861.27			1,251,863.45	0.00	0.150%
2010-1 Sub Lien Project Acct	0.00					0.00	0.150%
2010 Senior Lien Project Acct	191,430.50			249.27	25,059.26	166,620.51	0.150%
2011 Sub Lien Project Acct	18,891,299.34	25,000,000.00		52,406.70		43,943,706.04	0.150%
2011 Senior Lien Project Acct	24,023,570.57			40,745.20	16,362,788.47	7,701,527.30	0.150%
2011 Sr Financial Assistance Fund	31.73					31.73	0.150%
2005 Debt Service Fund	302,087.68			235.69	302,323.37	0.00	0.150%
2010 Senior DSF	1,435,400.98	286,925.00		166.36		1,722,492.34	0.150%
2011 Senior Lien Debt Service Acct	0.33					0.33	0.150%
2013 Senior Lien Debt Service Acct	66,008.06	1,317,181.89		2.17	302,323.37	1,080,868.75	0.150%
2013 Subordinate Debt Service Acct	39,538.47	948,132.80		1.30	340,022.57	647,650.00	0.150%
2010-1 Debt Service Fund	259,184.27	556,183.43		72.33	815,440.03	0.00	0.150%
Subordinate Lien TIFIA DS Fund	0.00			89.25		89.25	0.150%
2010-2 Debt Service Fund	74,229.40	125,779.69		29.05	200,038.14	0.00	0.150%
2011 Sr Cap I Fund	37,585.81	8,782,000.00		164,667.29		8,984,253.10	0.150%
2011 Sub Debt CAP I	574.38	2,362,481.25		0.07		2,363,055.70	0.150%
2010-2 Sub lien BABs supplemental Security	0.00	125,779.69			125,779.69	0.00	0.150%
TxDOT Grant Fund	230,817.85			18.39		230,836.24	0.150%
Renewal and Replacement	0.66					0.66	0.150%
Revenue Fund	1,588,264.06	2,239,900.92		203.47	3,311,655.89	516,712.56	0.150%
General Fund	7,645,919.16	7,937,831.60		889.50	857,646.48	14,726,993.78	0.150%
2010 Senior Debt Service Reserve Fund	65,872.94			8.39		65,881.33	0.150%
2010-1 Debt Service Reserve Fund	4,918.08			68.34	4,986.42	0.00	0.150%
2010-2 Debt Service Reserve Fund	1,499.76			21.34	1,521.10	0.00	0.150%
2011 Sub Debt Debt Service Reserve Fund	2,022,472.15			257.66		2,022,729.81	0.150%
2005 Senior Lien Debt Service Reserve Fund	56,762.93	1,347,875.00		75,025.89		1,479,663.82	0.150%
2013 Sub Debt Service Reserve Fund	8,415,250.00			345.83		8,415,595.83	0.150%
MoPac Managed Lane Construction Fund	31,350,260.01			4,091.38	205,747.43	31,148,603.96	0.150%
	96,702,981.30	52,281,932.54	0.00	339,594.87	24,107,195.67	125,217,313.04	
Amount in Fed Agencies and Treasuries							
Amortized Principal	126,045,628.95		(92,947.13)		37,416,000.00	88,536,681.82	
Accrued Interest				106,375.01			
	126,045,628.95	0.00	(92,947.13)		37,416,000.00	88,536,681.82	
Certificates of Deposit							
	3,000,000.00	5,000,000.00			0.00	8,000,000.00	
Total in Pools	23,752,465.86	2,453,726.90		1,199.47	2,203,863.45	24,003,528.78	
Total in Money Market	96,702,981.30	52,281,932.54		339,594.87	24,107,195.67	125,217,313.04	
Total in Fed Agencies	126,045,628.95	0.00	(92,947.13)		37,416,000.00	88,536,681.82	
Total Invested	249,501,076.11	59,735,659.44	(92,947.13)	340,794.34	63,727,059.12	245,757,523.64	

All Investments in the portfolio are in compliance with the CTRMA's Investment policy.

William Chapman, CFO

Allocation of Funds



■ Total in Pools

■ Total in Money Market

■ Total in Fed Agencies

■ Total in CD's

Amount of investments As of June 30, 2013

Agency	CUSIP #	COST	Book Value	Market Value	Yield to Maturity	Purchased	Matures	FUND
Freddie Mac	3134G2U42	1,000,000.00	1,000,000.00	1,000,680.00	0.3750%	3/15/2012	10/15/2013	TxDOT Grant Fund
Federal Home loan Bank	3137EABM0	Matured	Matured	Matured	0.3930%	6/29/2011	6/28/2013	2011 Sub Debt CAP I
Federal Home loan Bank	3134A4UL6	2,326,924.30	2,360,782.15	2,355,646.22	0.6300%	6/29/2011	11/15/2013	2011 Sub Debt CAP I
Federal Home loan Bank	3134A4UL6	8,794,454.76	8,942,668.57	8,921,935.26	0.7190%	6/29/2011	11/15/2013	2011 Sr Debt CAP I
Federal Home loan Bank	3137EABM0	Matured	Matured	Matured	0.4830%	6/29/2011	6/28/2013	2011 Sr Debt CAP I
Davis Cnty Utah Sch Dist	239019UK6	Matured	Matured	Matured	0.2300%	2/9/2012	6/1/2013	2011 SR DSRF
Fannie Mae	31398A3L4	3,883,198.70	3,836,649.83	3,837,966.40	0.2605%	2/7/2012	9/17/2013	2005 Sr DSRF
Fannie Mae	31398A3L4	3,954,171.00	3,906,771.38	3,908,112.00	0.2605%	2/7/2012	9/17/2013	2010 Sr DSRF
Federal Home Loan Bank	3133XR88	7,370,650.00	7,061,775.00	7,048,720.00	0.2990%	3/30/2012	9/6/2013	2011 Sr Project
Federal Home Loan Bank	313378U41	12,009,480.00	12,002,106.67	12,006,240.00	0.2970%	3/30/2012	9/30/2013	2011 Sr Project
Freddie Mac	3134G3BF6	12,054,960.00	12,013,740.00	12,025,560.00	0.3592%	3/30/2012	12/23/2013	2011 Sr Project
Federal Home Loan Bank	313376KS3	Matured	Matured	Matured	0.2440%	3/30/2012	6/21/2013	2011 Sub Project
Federal Home Loan Bank	3133XWKV0	10,388,500.00	10,145,687.50	10,151,900.00	0.3791%	3/30/2012	3/14/2014	2011 Sr Project
Freddie Mac	3137EADD8	1,004,940.00	1,003,622.67	1,002,390.00	0.2290%	12/3/2012	4/17/2015	TxDOT Grant Fund
Northside ISD	66702RAG7	1,057,700.00	1,038,466.67	1,041,480.00	0.3580%	12/5/2012	2/15/2015	TxDOT Grant Fund
Fannie Mae	3135G0BY8	8,081,952.00	8,061,969.88	8,056,240.00	0.2150%	2/8/2013	8/28/2014	2005 DSRF
Fannie Mae	313560TW3	4,999,250.00	4,999,375.00	4,986,350.00	0.4060%	2/8/2013	7/30/2015	2005 DSRF
Federal Home Loan Bank	313371W51	12,217,422.00	12,163,066.50	12,146,520.00	0.2646%	2/8/2013	12/12/2014	2005 DSRF
		62,787,278.76	88,536,681.82	88,489,739.88				

Agency	CUSIP #	COST	Cumulative Amortization	6/30/2013 Book Value	Maturity Value	Interest Income June 30, 2013		
						Accrued Interest	Amortization	Interest Earned
Freddie Mac	3134G2U42	1,000,000.00	-	1,000,000.00	1,000,000.00	312.50		312.50
Federal Home loan Bank	3137EABM0	Matured	Matured	Matured	2,319,000.00	7,246.88	(6,446.70)	800.18
Federal Home loan Bank	3134A4UL6	2,326,924.30	33,857.85	2,360,782.15	2,362,000.00		243.58	243.58
Federal Home loan Bank	3134A4UL6	8,794,454.76	148,213.81	8,942,668.57	8,946,000.00		1,066.29	1,066.29
Federal Home loan Bank	3137EABM0	Matured	Matured	Matured	8,782,000.00	27,443.75	(23,727.41)	3,716.34
Davis Cnty Utah Sch Dist	239019UK6	Matured	Matured	Matured	1,315,000.00	Matured	Matured	Matured
Fannie Mae	31398A3L4	3,883,198.70	46,548.87	3,836,649.83	3,830,000.00	3,590.63	(2,216.61)	1,374.02
Fannie Mae	31398A3L4	3,954,171.00	47,399.62	3,906,771.38	3,900,000.00	3,656.25	(2,257.13)	1,399.12
Federal Home Loan Bank	3133XR88	7,370,650.00	308,875.00	7,061,775.00	7,000,000.00	23,333.33	(20,591.70)	2,741.63
Federal Home Loan Bank	313378U41	12,009,480.00	7,373.33	12,002,106.67	12,000,000.00	3,500.00	(526.67)	2,973.33
Freddie Mac	3134G3BF6	12,054,960.00	41,220.00	12,013,740.00	12,000,000.00	6,250.00	(2,290.00)	3,960.00
Federal Home Loan Bank	313376KS3	Matured	Matured	Matured	25,000,000.00	8,333.33	(2,652.78)	5,680.55
Federal Home Loan Bank	3133XWKV0	10,388,500.00	242,812.50	10,145,687.50	10,000,000.00	19,791.67	(16,187.50)	3,604.17
Freddie Mac	3137EADD8	1,004,940.00	1,317.33	1,003,622.67	1,000,000.00	416.67	(164.67)	252.00
Northside ISD	66702RAG7	1,057,700.00	19,233.33	1,038,466.67	1,000,000.00	2,500.00	(1,923.33)	576.67
Fannie Mae	3135G0BY8	8,081,952.00	19,982.12	8,061,969.88	8,000,000.00	5,833.33	(4,426.42)	1,406.91
Fannie Mae	313560TW3	4,999,250.00	(125.00)	4,999,375.00	500,000.00	1,666.67	25.00	1,691.67
Federal Home Loan Bank	313371W51	12,217,422.00	54,355.50	12,163,066.50	12,000,000.00	15,000.00	(10,871.10)	4,128.90
		89,143,602.76	971,064.26	88,536,681.82	120,954,000.00	106,375.01	(92,947.15)	28,700.38

June 30, 2013

Certificates of Deposit Outstanding

Bank	CUSIP #	COST	Yield to Maturity	Purchased	Matures	June 30, 2013 Interest	FUND
Compass Bank	CD9932129	3,000,000	0.35%	8/27/2012	2/27/2014	\$ 863.01	TxDOT Grant Fund
Compass Bank	CD 02636	5,000,000	0.35%	2/5/2013		\$ 1,458.33	2011 Sub DSRF
		<u>8,000,000</u>				<u>\$ 2,321.34</u>	



Monthly Newsletter - June 2013

Performance

As of June 30, 2013

Current Invested Balance	\$5,173,585,142.53
Weighted Average Maturity (1)	55 Days
Weighted Average Maturity (2)	58 Days
Net Asset Value	1.000070
Total Number of Participants	775
Management Fee on Invested Balance	0.05%*
Interest Distributed	\$493,717.11
Management Fee Collected	\$221,704.71
% of Portfolio Invested Beyond 1 Year	0.48%
Standard & Poor's Current Rating	AAAm

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

June Averages

Average Invested Balance	\$5,394,658,302.37
Average Monthly Yield, on a simple basis	0.0614%
Average Weighted Average Maturity (1)*	54 Days
Average Weighted Average Maturity (2)*	58 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 June 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.

New Participants

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

- ★ Bistone Municipal Water Supply District ★ CPS Energy

Economic Commentary

Global risk markets were solely driven by the actions of central banks during the quarter. The Bank of Japan provided a boost to markets early in the quarter through its quantitative easing program, while the Federal Reserve disappointed investors with hints of scaling back asset purchases. Market participants reacted to the Federal Reserve Chairman Bernanke's testimony to Congress in May during which he indicated that the Fed could begin reducing its \$85 billion in monthly asset purchases at one of its next few meetings if improvements in economic growth seemed sustainable. U.S. Treasury rates, credit markets and equities weakened. The sell-off in Treasuries and risk markets was even more aggressive after the June 19th FOMC meeting when the Fed reiterated the possibility of scaling back asset purchases later in the year and added that purchases may end in mid-2014 if incoming data is consistent with the Fed's "rosy" forecasts. Although the Fed reinforced that its policies would be data dependent, investors reacted negatively, sending the ten-year Treasury yield over 2.60% in June, from just 1.63% on May 1st. All fixed income sectors suffered during the sell-off, with emerging markets and high yield bonds getting hit especially hard. Bond mutual funds and ETFs experienced approximately \$80 billion in outflows in June as investors began to see the era of "easy money" concluding sooner than anticipated.

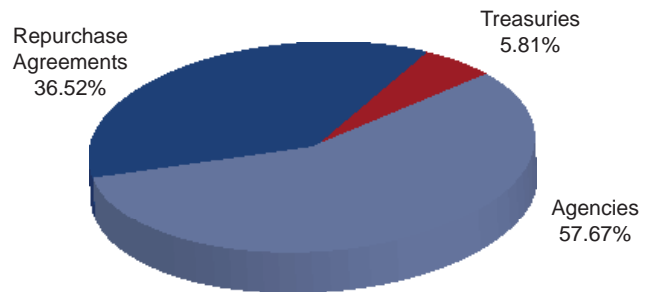
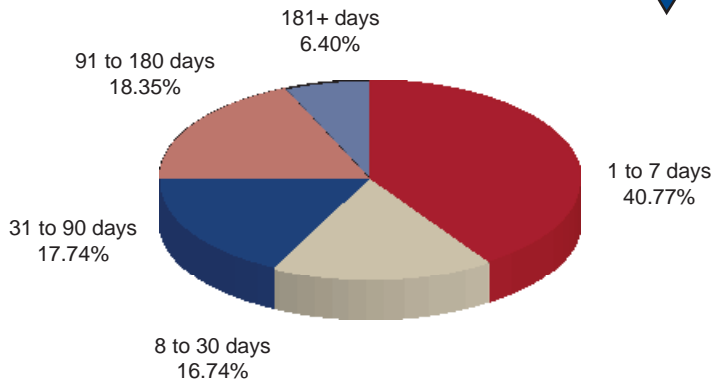
While the macro strategy outlook for a global sub-trend recovery has not changed, it is reflective of the rapidly shifting dynamics of the fixed income markets. The sharp correction in asset prices during May and June challenged the premise that asset prices would remain supported by highly accommodative monetary policy. However, the sell-off in markets was not due to central bank tightening. Rather, yields rose as increased volatility led to the liquidation of positions whose values had been supported by unprecedented central bank accommodation, even as dealer balance sheets have radically shrunk. While the Fed seems to be losing faith in the benefits of quantitative easing and appears to be testing the markets for a rational way to end the program, it is worth noting that they are unlikely to ever sell their existing holdings, as Bernanke confirmed following the most recent Fed meeting. Thus far, the improvement in U.S. housing, auto sales and employment has been balanced by the recent rise in U.S. mortgage rates, potential further effects of sequester fiscal cuts, the recession in Europe and tighter Chinese lending standards. Despite benign growth and inflationary pressures, more widespread fixed income mutual fund redemptions could trigger a destructive rise in interest rates. The recent market correction has been severe, but should create a buying opportunity as long as the fundamentals do not change.

This information is an excerpt from an economic report dated June 2013 provided to TexSTAR by JP Morgan Asset Management, Inc., the investment manager of the TexSTAR pool.

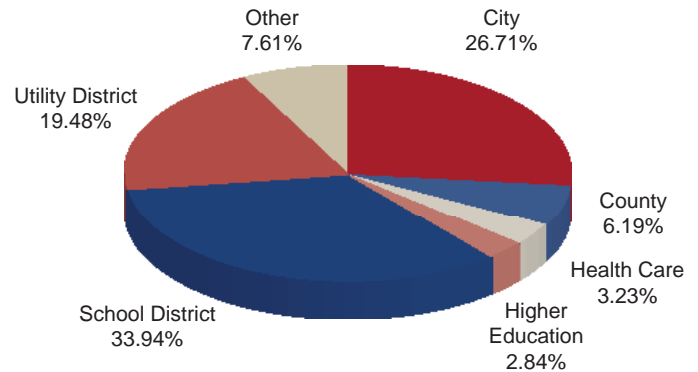
For more information about TexSTAR, please visit our web site at www.texstar.org.

Information at a Glance

Portfolio by Type of Investment As of June 30, 2013



Portfolio by Maturity As of June 30, 2013



Distribution of Participants by Type As of June 30, 2013

Historical Program Information

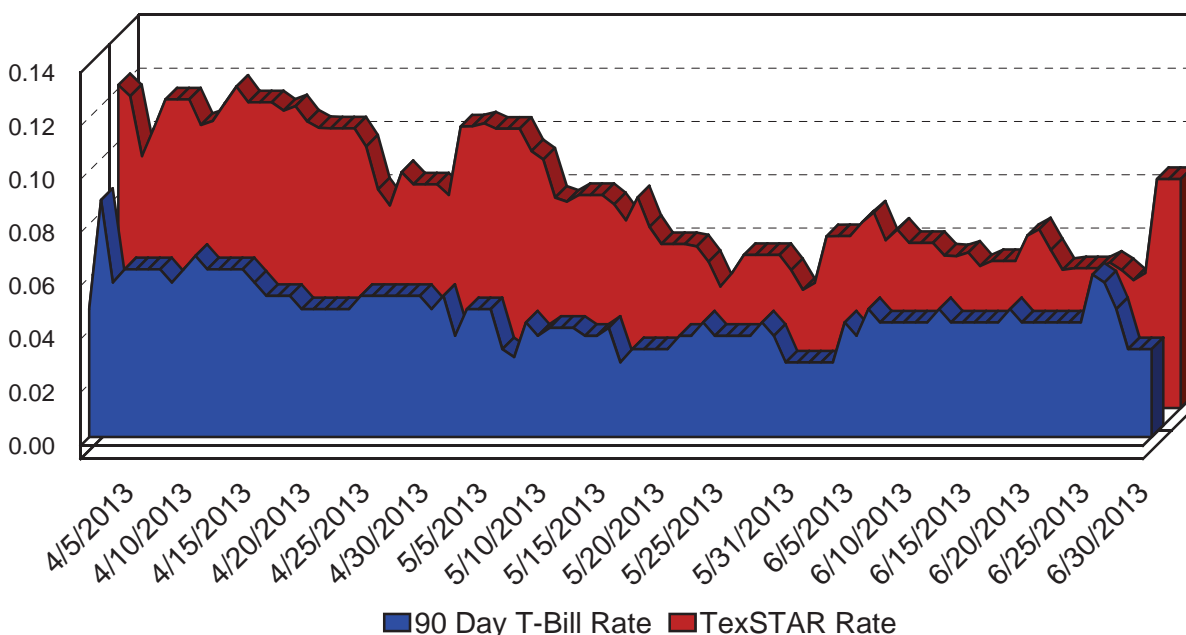
Month	Average Rate	Book Value	Market Value	Net Asset Value	WAM (1)*	WAM (2)*	Number of Participants
Jun 13	0.0614%	\$5,173,585,142.53	\$5,173,948,421.52	1.000070	54	58	775
May 13	0.0723%	5,474,920,318.32	5,475,469,836.81	1.000100	54	59	773
Apr 13	0.1038%	5,496,240,712.35	5,496,953,468.88	1.000129	51	57	773
Mar 13	0.1125%	5,635,357,483.25	5,636,069,051.83	1.000126	52	60	770
Feb 13	0.0996%	6,248,843,373.19	6,249,277,988.81	1.000069	51	58	768
Jan 13	0.1103%	6,030,821,287.69	6,031,600,682.90	1.000129	48	57	767
Dec 12	0.1647%	5,411,874,896.68	5,412,541,199.28	1.000123	49	60	767
Nov 12	0.1720%	4,745,368,285.66	4,745,870,906.22	1.000105	51	63	765
Oct 12	0.1746%	4,755,942,789.56	4,756,394,096.44	1.000094	45	60	763
Sep 12	0.1574%	4,659,065,730.90	4,659,684,743.38	1.000132	46	63	759
Aug 12	0.1326%	4,724,281,980.85	4,724,862,450.42	1.000122	49	67	759
Jul 12	0.1359%	5,189,684,471.14	5,190,308,464.19	1.000120	46	66	757

Portfolio Asset Summary as of June 30, 2013

	Book Value	Market Value
Uninvested Balance	\$ (2,251.88)	\$ (2,251.88)
Accrual of Interest Income	1,712,370.41	1,712,370.41
Interest and Management Fees Payable	(584,608.96)	(584,608.96)
Payable for Investment Purchased	0.00	0.00
Repurchase Agreement	1,888,933,000.00	1,888,933,000.00
Government Securities	3,283,526,632.96	3,283,889,911.95
Total	\$ 5,173,585,142.53	\$ 5,173,948,421.52

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 June 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 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.

Daily Summary for June 2013

Date	Mny Mkt Fund Equiv. [SEC Std.]	Daily Allocation Factor	TexSTAR Invested Balance	Market Value Per Share	WAM Days (1)*	WAM Days (2)*
6/1/2013	0.0646%	0.000001769	\$5,474,920,318.32	1.000100	55	60
6/2/2013	0.0646%	0.000001769	\$5,474,920,318.32	1.000100	55	60
6/3/2013	0.0697%	0.000001910	\$5,533,598,430.91	1.000096	53	58
6/4/2013	0.0734%	0.000002011	\$5,530,728,390.16	1.000092	54	58
6/5/2013	0.0630%	0.000001725	\$5,473,601,898.24	1.000094	55	59
6/6/2013	0.0670%	0.000001835	\$5,455,162,237.38	1.000095	54	59
6/7/2013	0.0620%	0.000001699	\$5,454,953,355.92	1.000092	52	56
6/8/2013	0.0620%	0.000001699	\$5,454,953,355.92	1.000092	52	56
6/9/2013	0.0620%	0.000001699	\$5,454,953,355.92	1.000092	52	56
6/10/2013	0.0573%	0.000001569	\$5,443,449,795.54	1.000094	52	56
6/11/2013	0.0570%	0.000001562	\$5,315,495,023.19	1.000089	56	60
6/12/2013	0.0584%	0.000001601	\$5,317,955,743.21	1.000087	57	61
6/13/2013	0.0533%	0.000001459	\$5,253,062,661.26	1.000087	57	61
6/14/2013	0.0552%	0.000001511	\$5,364,047,119.98	1.000084	54	58
6/15/2013	0.0552%	0.000001511	\$5,364,047,119.98	1.000084	54	58
6/16/2013	0.0552%	0.000001511	\$5,364,047,119.98	1.000084	54	58
6/17/2013	0.0647%	0.000001773	\$5,363,745,177.63	1.000087	53	57
6/18/2013	0.0671%	0.000001837	\$5,367,694,050.94	1.000084	54	58
6/19/2013	0.0593%	0.000001626	\$5,358,651,643.73	1.000083	55	59
6/20/2013	0.0519%	0.000001422	\$5,383,365,464.28	1.000081	53	57
6/21/2013	0.0525%	0.000001438	\$5,409,566,043.57	1.000086	53	57
6/22/2013	0.0525%	0.000001438	\$5,409,566,043.57	1.000086	53	57
6/23/2013	0.0525%	0.000001438	\$5,409,566,043.57	1.000086	53	57
6/24/2013	0.0546%	0.000001497	\$5,410,855,595.11	1.000085	52	56
6/25/2013	0.0518%	0.000001418	\$5,458,093,956.30	1.000079	54	58
6/26/2013	0.0480%	0.000001314	\$5,529,482,873.63	1.000079	55	58
6/27/2013	0.0507%	0.000001388	\$5,488,510,506.82	1.000077	55	58
6/28/2013	0.0860%	0.000002356	\$5,173,585,142.53	1.000070	55	58
6/29/2013	0.0860%	0.000002356	\$5,173,585,142.53	1.000070	55	58
6/30/2013	0.0860%	0.000002356	\$5,173,585,142.53	1.000070	55	58
Average	0.0614%	0.000001683	\$5,394,658,302.37		54	58

TexSTAR Participant Services
First Southwest Asset Management, Inc.
325 North St. Paul Street, Suite 800
Dallas, Texas 75201



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>Kenneth Huewitt</i>	<i>Houston ISD</i>	<i>Governing Board Treasurer</i>
<i>Michael Bartolotta</i>	<i>First Southwest Company</i>	<i>Governing Board Secretary</i>
<i>Joni Freeman</i>	<i>JP Morgan Chase</i>	<i>Governing Board Asst. Sec./Treas.</i>
<i>Eric Cannon</i>	<i>Town of Addison</i>	<i>Advisory Board</i>
<i>Nicole Conley</i>	<i>Austin ISD</i>	<i>Advisory Board</i>
<i>Pamela Moon</i>	<i>City of Lubbock</i>	<i>Advisory Board</i>
<i>Monte Mercer</i>	<i>North Central TX Council of Government</i>	<i>Advisory Board</i>
<i>Oscar Cardenas</i>	<i>Northside ISD</i>	<i>Advisory Board</i>
<i>Stephen Fortenberry</i>	<i>Plano ISD</i>	<i>Advisory Board</i>
<i>Becky Brooks</i>	<i>Government Resource Associates, LLC</i>	<i>Advisory Board</i>
<i>Len Santow</i>	<i>Griggs & Santow</i>	<i>Advisory Board</i>

For more information contact TexSTAR Participant Services ★ 1-800-TEX-STAR ★ www.texstar.org



J.P.Morgan
Asset Management



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #6 SUMMARY

Executive Director's Report.

Department: Administrative

Associated Costs: None

Funding Source: None

Board Action Required: No

Description of Matter:

The Executive Director's Report is attached for review and reference.

A. Project Status Updates.

Attached documentation for reference:

Executive Director's Report

Contact for further information:

Mike Heiligenstein, Executive Director



REPORT TO THE BOARD OF DIRECTORS JULY 31, 2013

MIKE HEILIGENSTEIN - EXECUTIVE DIRECTOR

PRIORITY ISSUES



Bergstrom Expressway Bee
Relocation on US 183 South



183 North Environmental Study
Kick Off in August

PROJECT DEVELOPMENT

MANOR EXPRESSWAY

PHASE II PROJECT

Central Texas Mobility Constructors (CTMC) continue to focus their construction activities on completing the frontage roads along the project. Construction at the Blue Goose Road intersection has been completed, and traffic has been shifted to the new westbound frontage road in this area. On July 29th, final asphalt placement on the frontage roads began and is expected to continue through September. This work will require nightly lane closures. Work also continues at the Arterial "A" intersection. Construction of the intersection at Giles Road/Johnny Morris Road will require a temporary closure for cross traffic. Traffic will be detoured to Arterial "A" and Harris Branch Road to use the Texas turnaround movements. Completion of the Arterial "A" intersection is critical to completing the intersection at Giles Road/Johnny Morris Road.

Mainlane construction also continues. Concrete pavement on the eastbound mainlanes has been completed to the Arterial "A" intersection. The next phase of concrete pours will be from Arterial "A" westward to Giles Road/Johnny Morris Road.

MO PAC IMPROVEMENT PROJECT

PROJECT DEVELOPMENT

CH2M HILL has completed and submitted the 30% design package for the entire project.

Before construction can begin, CH2M HILL will need to complete preliminary field work and collect data to aid in their design, such as surveys, soil borings and utility locations. Data collection will continue through August. During July and August, the team will also be locating underground utilities in the corridor. This will involve the use of a large vacuum device to remove soil, so that utilities can be safely located in preparation for construction. Ongoing field investigation work alerts will be posted on the newly, re-designed project website, MoPacExpress.com as well as on the twitter account @ImproveMopac.

Some residents in the Allandale neighborhood continue to express concerns about the vote to build soundwall #3. They have contacted City Council Members who have in turn contacted us. We informed the Council that the soundwall voting process was used uniformly for all soundwalls adjacent to the neighborhoods. Incidentally, the vote for soundwall #3 was 26 in favor, 3 against, with 16 not voting.

BERGSTROM EXPRESSWAY

PROJECT DEVELOPMENT

Public involvement and environmental activities for the study continue. The team has begun meeting with project stakeholders to share feedback incorporated from the CSS Open House and a value engineering study into both the design schematic and study document. We also continue to coordinate and support TxDOT

with environmental activities and are planning for a second CSS Open House in early October.

Several large oak trees at the southern end of the project have been identified for preservation and potential relocation. During inspection and development of Best Management Practices for the trees, a large beehive was discovered, and relocation of the hive was required to complete testing. The Mobility Authority hired Oakley Family Apiaries to safely and humanely relocate the estimated 30,000 to 40,000 honeybees 80 miles north to an apiary near Robinson, Texas. To move the hive, Oakley placed a one-way trap door on its only entrance and set up a “decoy hive” nearby. Bees leave the original hive, but when they return, they can’t get back in and instead head for the decoy. It will take about four to six weeks to transition the bees to the decoy hive. We received positive media coverage about our efforts.

In addition to environmental activities, we are also working with TxDOT and FHWA on schematic development, utility coordination and advanced funding agreements. As part of the advanced funding agreement, we are looking to expedite the relocation of utilities that have the potential to impact a construction schedule. The updated schematic has resulted in a significant cost savings to the project, so we are evaluating and updating project financing and delivery methods.

OAK HILL PARKWAY

PROJECT DEVELOPMENT

The project team is in the process of evaluating feedback and preparing responses to comments from the May 23rd Open House. In response to comments made at the Open House, the team met with the Fix 290 group to hear details on a concept they asked the team to consider as part of the environmental study. Rodriguez Transportation Group, who is leading environmental activity and schematic development for TxDOT, is preparing this concept as well as incorporating revisions into

the other concepts based on public input. The next Open House is scheduled for this fall. At that meeting, we will show the revised concepts, including the new Fix 290 concept, as well as outline the screening criteria that will be used to evaluate each concept.

183 NORTH ENVIRONMENTAL STUDY PROJECT DEVELOPMENT

Contract negotiations with the Preliminary Engineering and Environmental Services Consultant, CP&Y and Traffic & Revenue and Traffic Operations analyses, CDM Smith are complete. We anticipate beginning work on the study in August. The study is expected to take two to three years to complete.

MO PAC SOUTH ENVIRONMENTAL STUDY PROJECT DEVELOPMENT



MO PAC SOUTH ENVIRONMENTAL STUDY

Jacobs has begun preparation of the environmental assessment, primarily data collection and public involvement activities, as well as schematic efforts. CDM Smith has begun the Traffic & Revenue and Traffic Operations analyses. Ongoing coordination with TxDOT and TTI regarding public involvement strategy continues, and outreach tools (website, fact sheets, maps, timelines and frequently asked questions) are under development.

SH 45 SW ENVIRONMENTAL STUDY PROJECT DEVELOPMENT

The Mobility Authority is partnering with TxDOT to develop the SH 45 SW Environmental Study. Preliminary data collection and public involvement activities have begun, including elected official and stakeholder outreach. The first Open House has been scheduled for October 1st at Bowie High School.



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #7 SUMMARY

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; Closed Meeting).



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #8 SUMMARY

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; Closed Meeting).



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #9 SUMMARY

EXECUTIVE SESSION

Executive Session:

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