



CENTRAL TEXAS
Regional Mobility Authority

Regular Meeting of the Board of Directors

9:00 a.m.

Wednesday, January 25, 2017

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

*A live video stream of this meeting may be viewed on the internet at
www.mobilityauthority.com*

AGENDA

No action on the following:

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

Regular Items

Items to discuss, consider, and take appropriate action.

3. Approve the minutes for the December 21, 2016 Regular Board meeting.
4. Accept the financial statements for December 2016.
5. Presentation on the Capital Area Metropolitan Planning Organization Park and Ride initiative.
6. Consider and take appropriate action regarding development of the 183 North Project.
7. Consider and take appropriate action regarding further development of the 290E Phase III Project.

Briefings and Reports

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

8. Quarterly update on transportation projects under construction.
 - A. MoPac Improvement Project
 - B. 183 South Project
 - C. SH 45 SW Project
9. Executive Director's Report.
 - A. Oak Hill Parkway
 - B. Introduction of new employee

Executive Session

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

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

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

Reconvene in Open Session.

Regular Items

Items to discuss, consider, and take appropriate action.

13. Consider and take appropriate action regarding CTRMA's application for Qualified Energy Conservation Bonds (QECCB).
14. Adjourn Meeting.

Notes

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

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

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

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

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

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

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

Sec. 370.262. MEETINGS BY TELEPHONE CONFERENCE CALL.

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

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

(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.

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CENTRAL TEXAS
Regional Mobility Authority

January 25, 2017
AGENDA ITEM #1

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

Welcome, Opening Remarks and Board Member Comments

Board Action Required: No



CENTRAL TEXAS
Regional Mobility Authority

January 25, 2017
AGENDA ITEM #2

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

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

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

Board Action: None.



**CENTRAL TEXAS
Regional Mobility Authority**

January 25, 2017
AGENDA ITEM #3

Approve the minutes for the December 21,
2016 Regular Board Meeting

Strategic Plan Relevance: Regional Mobility
Department: Legal
Contact: Geoffrey Petrov, General Counsel
Associated Costs: N/A
Funding Source: N/A
Action Requested: Consider and act on motion to approve minutes

Summary:

Approve the attached draft minutes for the December 21, 2016 Regular Board Meeting.

Backup provided: Draft Minutes, December 21, 2016 Regular Board Meeting.

MINUTES

Regular Meeting of the Board of Directors of the

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Wednesday, December 21, 2016

The meeting was held in the Mobility Authority's Lowell H. Lebermann, Jr. Board Room at 3300 N. Interstate 35, #300, Austin, Texas 78705-1849. Notice of the meeting was posted December 15, 2016 at the respective County Courthouses of Williamson and Travis Counties; online on the website of the Mobility Authority; and in the Mobility Authority's office lobby at 3300 N. Interstate 35, #300, Austin, Texas 78705-1849.

An archived copy of the live-streamed video of this meeting is available at:

<http://www.mobilityauthority.com/about/vod.php>

1. Welcome and Opening Remarks by Chairman Ray Wilkerson.

After noting that a quorum of the Board was present, Chairman Ray Wilkerson called the meeting to order at 9:04 a.m. with the following Board members present: David Armbrust, Charles Heimsath, Nikelle Meade, and David Singleton.

2. Opportunity for Public Comment.

No Public Comment given.

Regular Board Items

3. Approve the minutes for the November 30, 2016 Regular Board meeting.

MOTION: Approval for the November 30, 2016, Regular Board Meeting minutes.

RESULT: Approved (Unanimous); 5-0

MOTION BY: Charles Heimsath

SECONDED BY: David Singleton

AYE: Wilkerson, Meade, Armbrust, Heimsath, and Singleton.

NAY: None.

4. Accept the financial statements for November 2016.

Presentation by Mary Temple, Controller

MOTION: Accept the financial statements for November 2016.

RESULT: Approved (Unanimous); 5-0

MOTION BY: Charles Heimsath

SECONDED BY: David Singleton

AYE: Wilkerson, Meade, Armbrust, Heimsath, and Singleton.

NAY: None.

ADOPTED AS: Resolution No. 16-093

5. Approve a Request for Proposals for a secured loan for the 290E Phase III Project.

Presentation by Bill Chapman, Chief Financial Officer. The Request for Proposals is anticipated to be issued in January 2017 and staff intends to bring the loan back to the Board for approval in February 2017.

MOTION: Approve a Request for Proposals for a secured loan for the 290E Phase III Project.

RESULT: Approved (Unanimous); 5-0

MOTION BY: Charles Heimsath

SECONDED BY: David Singleton

AYE: Wilkerson, Meade, Armbrust, Heimsath, and Singleton.

NAY: None.

ADOPTED AS: Resolution No. 16-091

6. Approve an administrative change order process for use on the SH 45SW Project.

MOTION: Approve an administrative change order process for use on the SH 45SW Project.

RESULT: Approved (Unanimous); 5-0

MOTION BY: Charles Heimsath

SECONDED BY: Nikelle Meade

AYE: Wilkerson, Meade, Armbrust, Heimsath, and Singleton.

NAY: None.

ADOPTED AS: Resolution No. 16-092

NOTE: The Board amended the proposed resolution to allow the Executive Director to approve change orders up to \$3,000,000.00 without prior Board approval if necessary to respond to an environmental emergency and to approve change orders up to \$1,000,000.00 without prior Board approval in other instances.

Briefing and Discussion on the following:

7. Briefing on the MoPac Improvement Project.

Speaking on: Steve Pustelnyk, Director of Community Relations.

8. Briefing on the SH 45SW Project.

Speaking on: Justin Word, P.E., Director of Engineering.

9. Executive Director's Report.

A. MoPac South Project.

Speaking on: Justin Word, P.E., Director of Engineering.
Mike Heiligenstein, Executive Director.
Lynda Rife, President of Rifeline
Carlos Swonke, P.G., TxDOT Director of Environmental Affairs.
Dee Anne Heath, Director of External Affairs and Media Relations.
Geoff Petrov, General Counsel.

Executive Session Pursuant to Government Code, Chapter 551

Chairman Wilkerson announced in open session at 10:44 a.m. that the Board would recess the open meeting and reconvene in Executive Session to deliberate the following items:

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

The Board then recessed into an executive session in the Travis Conference Room. After completing the executive session, the Board reconvened in open meeting at 11:56 a.m. in the

Lebermann Board Room.

13. Adjourn meeting.

After confirming that no member of the public wished to address the Board, Chairman Wilkerson declared the meeting adjourned at 11:57 a.m.



CENTRAL TEXAS
Regional Mobility Authority

January 25, 2017
AGENDA ITEM #4

Accept the financial statements for
December 2016

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

Summary:

Presentation and acceptance of the monthly financial statements for December 2016.

Backup Provided: Draft Resolution
Draft financial statements for December 2016

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

RESOLUTION NO. 17-0XX

ACCEPT THE FINANCIAL STATEMENTS FOR DECEMBER 2016

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 December 2016, and has caused Financial Statements to be prepared and attached to this resolution as Exhibit A.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors accept the Financial Statements for December 2016, attached as Exhibit A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of January 2017.

Submitted and reviewed by:

Approved:

Geoffrey Petrov, General Counsel

Ray A. Wilkerson
Chairman, Board of Directors

Exhibit A

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2017	Actual Year to Date 12/31/2016	Percent of Budget	Actual PY to Date 12/31/2015
Revenue				
Operating Revenue				
Toll Revenue-TxTag-183A	26,352,946	15,103,607	57.31%	13,618,926
Toll Revenue-HCTRA-183A	2,306,626	1,675,420	72.64%	1,205,023
Toll Revenue-NTTA-183A	3,869,188	2,419,710	62.54%	1,936,303
Toll Revenue-TxTag-MoPac ML	1,724,750	38,763	2.25%	-
Toll Revenue-HCTRA MoPac ML	-	1,773	-	-
Toll Revenue-NTTA-Mopac ML	-	1,813	-	-
Toll Revenue-TxTag-Manor	9,013,151	5,243,125	58.17%	4,546,519
Toll Revenue-HCTRA Manor	1,685,258	1,208,077	71.68%	918,726
Toll Revenue-NTTA-Manor	599,367	383,335	63.96%	287,713
Toll Revenue-TxTag-71E	1,003,750	-	-	-
Video Tolls 183A	11,476,562	5,076,738	44.24%	4,302,995
Video Tolls Manor Expressway	4,553,481	2,008,669	44.11%	1,719,785
Video Tolls MoPac ML	-	2,076	-	-
Fee Revenue 183A	4,581,141	1,868,707	40.79%	1,560,227
Fee Revenue Manor Expressway	2,295,839	926,520	40.36%	783,325
Total Operating Revenue	69,462,060	35,958,333	51.77%	30,879,543
Other Revenue				
Interest Income	250,000	411,750	164.70%	166,144
Grant Revenue	700,000	8,213,724	1173.39%	33,375,251
Reimbursed Expenditures	1,555,396	50,553	3.25%	2,849
Misc Revenue	-	5,910	-	48,322
Total Other Revenue	2,505,396	8,681,936	346.53%	33,592,566
Total Revenue	\$ 71,967,456	\$ 44,640,270	62.03%	64,472,109

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2017	Actual Year to Date 12/31/2016	Percent of Budget	Actual PY to Date 12/31/2015
Expenses				
Salaries and Wages				
Salary Expense-Regular	2,967,036	1,612,917	54.36%	1,385,127
Salary Reserve	80,000	-	-	-
TCDRS	415,385	218,272	52.55%	187,138
FICA	128,873	52,600	40.82%	48,800
FICA MED	45,627	23,350	51.18%	20,160
Health Insurance Expense	332,091	177,817	53.54%	126,614
Life Insurance Expense	14,167	5,563	39.27%	2,021
Auto Allowance Expense	10,200	5,100	50.00%	5,100
Other Benefits	269,785	114,741	42.53%	57,435
Unemployment Taxes	15,463	222	1.43%	72
Total Salaries and Wages	4,278,627	2,210,584	51.67%	1,832,466

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2017	Actual Year to Date 12/31/2016	Percent of Budget	Actual PY to Date 12/31/2015
Administrative				
Administrative and Office Expenses				
Accounting	20,000	4,035	20.18%	6,878
Auditing	74,000	53,880	72.81%	36,247
Human Resources	30,000	9,858	32.86%	2,917
IT Services	88,000	36,600	41.59%	19,324
Internet	1,700	1,051	61.83%	3,381
Software Licenses	55,725	51,221	91.92%	11,817
Cell Phones	14,542	7,980	54.87%	5,578
Local Telephone Service	12,000	7,697	64.14%	5,092
Overnight Delivery Services	850	51	6.04%	97
Local Delivery Services	1,050	-	-	217
Copy Machine	12,000	8,194	68.29%	7,531
Repair & Maintenance-General	1,000	1,736	173.65%	1,882
Meeting Facilities	1,000	-	-	-
Community Meeting/ Events	2,000	-	-	616
Meeting Expense	15,250	3,273	21.46%	2,878
Public Notices	2,000	-	-	-
Toll Tag Expense	1,900	784	41.24%	360
Parking	3,600	821	22.82%	1,730
Mileage Reimbursement	11,200	1,890	16.88%	2,965
Insurance Expense	150,000	72,607	48.40%	59,939
Rent Expense	558,000	223,027	39.97%	261,688
Legal Services	525,000	41,872	7.98%	92,730
Total Administrative and Office Expenses	1,580,817	526,579	33.31%	523,868
Office Supplies				
Books & Publications	6,150	690	11.21%	297
Office Supplies	21,000	11,359	54.09%	8,964
Computer Supplies	17,000	10,897	64.10%	9,918
Copy Supplies	2,500	178	7.10%	851
Other Reports-Printing	10,000	465	4.65%	5,088
Office Supplies-Printed	2,700	457	16.94%	2,589
Misc Materials & Supplies	3,750	1,015	27.07%	387
Postage Expense	5,850	194	3.31%	249
Total Office Supplies	68,950	25,254	36.63%	28,344

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2017	Actual Year to Date 12/31/2016	Percent of Budget	Actual PY to Date 12/31/2015
Communications and Public Relations				
Graphic Design Services	75,000	6,625	8.83%	18,008
Website Maintenance	140,000	60,535	43.24%	12,403
Research Services	105,000	79,059	75.29%	-
Communications and Marketing	469,900	163,928	34.89%	124,768
Advertising Expense	336,500	55,184	16.40%	94,029
Direct Mail	10,000	-	-	380
Video Production	35,000	8,820	25.20%	34,229
Photography	10,000	1,077	10.77%	8,220
Radio	10,000	-	-	-
Other Public Relations	125,000	5,000	4.00%	3,500
Promotional Items	10,000	972	9.72%	8,322
Displays	5,000	-	-	-
Annual Report printing	5,000	-	-	-
Direct Mail Printing	11,300	-	-	-
Other Communication Expenses	1,000	1,591	159.12%	627
Total Communications and Public Relations	1,348,700	382,791	28.38%	304,484
Employee Development				
Subscriptions	3,300	1,336	40.49%	432
Memberships	50,750	33,405	65.82%	32,205
Continuing Education	11,750	135	1.15%	-
Professional Development	6,700	-	-	123
Other Licenses	1,250	217	17.32%	430
Seminars and Conferences	44,000	16,379	37.23%	7,191
Travel	88,000	32,756	37.22%	37,009
Total Employee Development	205,750	84,227	40.94%	77,390

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2017	Actual Year to Date 12/31/2016	Percent of Budget	Actual PY to Date 12/31/2015
Financing and Banking Fees				
Trustee Fees	15,000	17,500	116.67%	3,225
Bank Fee Expense	8,000	2,916	36.45%	2,879
Continuing Disclosure	10,000	-	-	-
Arbitrage Rebate Calculation	8,000	6,455	80.69%	3,685
Rating Agency Expense	30,000	15,000	50.00%	14,000
Total Financing and Banking Fees	71,000	41,871	58.97%	23,789
Total Administrative	3,275,217	1,060,721	32.39%	957,876
Operations and Maintenance				
Operations and Maintenance Consulting				
GEC-Trust Indenture Support	165,000	34,922	21.16%	-
GEC-Financial Planning Support	10,500	47	0.45%	-
GEC-Toll Ops Support	45,000	11,487	25.53%	1,632
GEC-Roadway Ops Support	331,667	166,096	50.08%	185,010
GEC-Technology Support	40,000	178,115	445.29%	34,241
GEC-Public Information Support	30,000	9,872	32.91%	3,010
GEC-General Support	1,176,000	403,464	34.31%	73,925
General System Consultant	70,000	3,288	4.70%	87,320
Traffic and Revenue Consultant	80,000	42,680	53.35%	56,590
Total Ops and Mtce Consulting	1,948,167	849,972	43.63%	441,728
Road Operations and Maintenance				
Roadway Maintenance	4,871,600	1,340,967	27.53%	291,241
Landscape Maintenance	5,000	-	-	97,326
Signal & Illumination Maint	20,000	23,677	118.39%	48,204
Maintenance Supplies-Roadway	45,000	396	0.88%	68,433
Tools & Equipment Expense	750	15	2.00%	289
Gasoline	6,000	2,771	46.18%	941
Repair & Maintenance-Vehicles	1,500	1,390	92.67%	4,105
Roadway Operations	-	-	-	521
Electricity - Roadways	180,000	68,234	37.91%	71,369
Total Road Operations and Maintenance	5,129,850	1,437,450	28.02%	582,430

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2017	Actual Year to Date 12/31/2016	Percent of Budget	Actual PY to Date 12/31/2015
Toll Processing and Collection Expense				
Image Processing	2,300,000	725,905	31.56%	1,009,113
Tag Collection Fees	3,240,000	1,656,130	51.12%	1,423,666
Court Enforcement Costs	40,000	6,900	17.25%	6,100
DMV Lookup Fees	5,000	236	4.71%	1,148
Total Toll Processing and Collections	5,585,000	2,389,171	42.78%	2,440,027
Toll Operations Expense				
Facility maintenance	-	14	-	787
Generator Maintenance	-	-	-	2,300
Generator Fuel	6,000	58	0.96%	1,291
Fire and Burglar Alarm	500	153	30.60%	247
Elevator Maintenance	3,000	-	-	-
Refuse	1,200	840	70.00%	396
Pest Control	1,600	-	-	1,835
Custodial	2,500	-	-	1,250
Telecommunications	90,000	29,963	33.29%	35,414
Water	10,500	8,366	79.67%	3,061
Electricity	1,200	1,304	108.64%	-
ETC spare parts expense	1,600	-	-	-
Repair & Maintenance Toll Equip	275,000	11,940	4.34%	299,375
Law Enforcement	273,182	114,285	41.83%	63,948
ETC Maintenance Contract	1,755,098	512,132	29.18%	682,650
ETC Toll Management Center System Operation	49,098	-	-	-
ETC Testing	10,000	-	-	-
Total Toll Operations	2,480,478	679,054	27.38%	1,092,553
Total Operations and Maintenance	15,143,495	5,355,647	35.37%	4,556,738
Other Expenses				
Special Projects and Contingencies				
HERO	700,000	569,480	81.35%	572,944
Special Projects	125,000	80,316	64.25%	487,047
Other Contractual Svcs	105,000	24,244	23.09%	20,078
Contingency	300,000	-	-	10,092
Total Special Projects and Contingencies	1,230,000	674,040	54.80%	1,090,162

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2017	Actual Year to Date 12/31/2016	Percent of Budget	Actual PY to Date 12/31/2015
Non Cash Expenses				
Amortization Expense	383,230	191,820	50.05%	191,615
Amort Expense - Refund Savings	1,027,860	516,146	50.22%	513,930
Dep Exp- Furniture & Fixtures	2,207	1,171	53.08%	368
Dep Expense - Equipment	9,692	7,486	77.24%	4,138
Dep Expense - Autos & Trucks	6,406	3,203	50.00%	2,176
Dep Expense-Buildng & Toll Fac	177,115	88,557	50.00%	88,557
Dep Expense-Highways & Bridges	22,012,091	8,747,300	39.74%	8,425,933
Dep Expense-Communic Equip	196,115	98,058	50.00%	98,058
Dep Expense-Toll Equipment	2,756,238	1,378,119	50.00%	1,376,394
Dep Expense - Signs	325,893	162,947	50.00%	162,947
Dep Expense-Land Improvemts	884,934	442,467	50.00%	442,467
Depreciation Expense-Computers	16,203	7,103	43.84%	8,209
Total Non Cash Expenses	27,797,984	11,644,376	41.89%	11,314,792
Total Other Expenses	29,027,984	12,318,416	42.44%	12,404,954
Non Operating Expenses				
Non Operating Expense				
Bond issuance expense	200,000	1,053,185	526.59%	106,754
Interest Expense	42,813,675	16,477,366	38.49%	20,942,835
Community Initiatives	100,000	27,500	27.50%	35,000
Total Non Operating Expense	43,113,675	17,558,051	40.73%	21,084,589
Total Expenses	\$ 94,838,998	\$ 38,503,419	40.60%	\$ 40,836,622
Net Income	\$ (22,871,542)	\$ 6,136,851		\$ 23,635,487

Central Texas Regional Mobility Authority
Balance Sheet
as of December 31, 2016

	as of 12/31/2016		as of 12/31/2015	
ASSETS				
Current Assets				
Cash				
Regions Operating Account	\$ 1,418,430		\$ 467,903	
Cash in TexStar	454,095		681,574	
Regions Payroll Account	463,281		84,025	
Restricted Cash				
Goldman Sachs FSGF 465	229,698,786		596,052,519	
Restricted Cash - TexSTAR	135,642,776		6,922,839	
Overpayments account	148,605		122,380	
Total Cash and Cash Equivalents		<u>367,825,973</u>		<u>604,331,240</u>
Accounts Receivable				
Accounts Receivable	14,485		17,717	
Due From TTA	491,623		296,659	
Due From NTTA	465,878		375,768	
Due From HCTRA	577,068		713,418	
Due From TxDOT	45,943,422		1,862,043	
Interest Receivable	476,841		53,646	
Total Receivables		<u>47,969,317</u>		<u>3,319,251</u>
Short Term Investments				
Agencies	201,256,223		17,490,591	
Total Short Term Investments		<u>201,256,223</u>		<u>17,490,591</u>
Total Current Assets		<u>617,051,512</u>		<u>625,141,083</u>
Total Construction in Progress		403,339,847		218,993,088
Fixed Assets (Net of Depreciation)				
Computer	33,169		48,373	
Computer Software	962,367		1,327,495	
Furniture and Fixtures	16,553		16,187	
Equipment	5,493		(766)	
Autos and Trucks	17,617		24,023	
Buildings and Toll Facilities	5,379,096		5,567,103	
Highways and Bridges	607,887,872		606,507,835	
Communication Equipment	120,364		316,479	
Toll Equipment	15,878,576		18,600,026	
Signs	11,093,409		11,419,302	
Land Improvements	11,066,406		11,951,340	
Right of way	87,960,004		86,838,919	
Leasehold Improvements	158,336		170,842	
Total Fixed Assets		<u>740,579,262</u>		<u>742,787,160</u>
Other Assets				
Security Deposits	-		0	
Intangible Assets-Net	102,838,133		12,386,493	
2005 Bond Insurance Costs	4,608,220		4,821,728	
Prepaid Insurance	110,886		106,710	
Deferred Outflows (pension related)	780,064		-	
Pension Asset	202,023		-	
Total Other Assets		<u>108,539,326</u>		<u>17,314,932</u>
Total Assets		<u><u>\$ 1,869,509,947</u></u>		<u><u>\$ 1,604,236,263</u></u>

Central Texas Regional Mobility Authority
Balance Sheet
as of December 31, 2016

	as of 12/31/2016	as of 12/31/2015
LIABILITIES		
Current Liabilities		
Accounts Payable	\$ 5,305,364	\$ 869,434
Construction Payable	415,484	3,237,919
Overpayments	151,021	124,493
Interest Payable	26,971,681	21,581,947
TCDRS Payable	59,413	54,072
Medical Reimbursement Payable	1,735	2,160
Due to Other Entities	7,485,605	676,634
Other	-	650,000
Total Current Liabilities	40,390,303	27,196,659
Long Term Liabilities		
Compensated Absences	138,927	189,089
Deferred Inflows (pension related)	172,017	-
Long Term Payables	310,944	189,089
Bonds Payable		
Senior Lien Revenue Bonds:		
Senior Lien Revenue Bonds 2010	66,681,790	113,695,345
Senior Lien Revenue Bonds 2011	13,993,597	309,088,674
Senior Refunding Bonds 2013	147,880,000	152,555,000
Senior Lien Revenue Bonds 2015	298,790,000	298,790,000
Senior Lien Put Bnd 2015	68,785,000	68,785,000
Senior Lien Refunding Revenue Bonds 2016	358,030,000	-
Sn Lien Rev Bnd Prem/Disc 2010	-	32,866
Sn Lien Rev Bnd Prem/Disc 2011	-	(3,329,183)
Sn Lien Rev Bnd Prem/Disc 2013	11,009,906	13,081,184
Sn Lien Revenue Bnd Prem 2015	22,572,106	23,768,611
Sn Lien Put Bnd Prem 2015	6,521,113	8,384,867
Senior lien premium 2016 revenue bonds	58,178,008	-
Total Senior Lien Revenue Bonds	1,052,441,520	984,852,363
Sub Lien Revenue Bonds:		
Subordinated Lien Bond 2011	-	70,000,000
Sub Refunding Bnds 2013	102,030,000	102,530,000
Sub Debt Refunding Bonds 2016	74,690,000	-
Sub Lien Bond 2011 Prem/Disc	-	(1,740,050)
Sub Refunding 2013 Prem/Disc	2,568,521	3,056,442
Sub Refunding 2016 Prem/Disc	10,462,236	-
Total Sub Lien Revenue Bonds	189,750,757	173,846,392
Other Obligations		
TIFIA note 2015	51,921	50,236
SIB loan 2015	30,038,838	25,034
State Highway Fund Loan 2015	30,038,838	25,034
2013 American Bank Loan	3,570,000	5,300,000
Total Other Obligations	63,699,597	5,400,304
Total Long Term Liabilities	1,306,202,817	1,164,288,147
Total Liabilities	1,346,593,121	1,191,484,806
NET ASSETS		
Contributed Capital	40,347,060	35,847,060
Net Assets Beginning	476,432,915	353,268,910
Current Year Operations	6,136,851	23,635,487
Total Net Assets	522,916,826	412,751,457
Total Liabilities and Net Assets	\$ 1,869,509,947	\$ 1,604,236,263

Central Texas Regional Mobility Authority
Statement of Cash Flows
as of December 31, 2016

Cash flows from operating activities:

Receipts from toll fees	\$ 35,582,924
Receipts from other fees	56,463
Payments to vendors	(1,706,467)
Payments to employees	(2,200,275)
Net cash flows provided by (used in) operating activities	<u>31,732,645</u>

Cash flows from capital and related financing activities:

Proceeds from notes payable	48,675,509
Refunding of bonds	(11,014,718)
Receipts from Department of Transportation	44,860,316
Receipt from Hays County	4,500,000
Payments on interest	(9,671,192)
Acquisition of capital assets	(49,508)
Acquisitions of construction in progress	(86,669,609)
Net cash flows provided by (used in) capital and related financing activities	<u>(11,099,201)</u>

Cash flows from investing activities:

Interest income	1,873,408
Purchase of investments	(175,750,660)
Proceeds from sale or maturity of investments	61,822,356
Net cash flows provided by (used in) investing activities	<u>(112,054,895)</u>

Net increase (decrease) in cash and cash equivalents (91,421,451)

Cash and cash equivalents at beginning of period	<u>323,150,553</u>
Cash and cash equivalents at end of November	<u>\$ 231,729,101</u>

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

Operating income	<u>\$ 15,567,945</u>
Adjustments to reconcile change in net assets to net cash provided by operating activities:	
Depreciation and amortization	11,128,230
Changes in assets and liabilities:	
Decrease in accounts receivable	(375,409)
(Increase) decrease in prepaid expenses and other assets	(3,284)
(Decrease) increase in accounts payable	(1,329,717)
Increase (decrease) in accrued expenses	6,744,880
Total adjustments	<u>16,164,700</u>
Net cash flows provided by (used in) operating activities	<u>\$ 31,732,645</u>

Reconciliation of cash and cash equivalents:

Unrestricted cash and cash equivalents	\$ 2,030,315
Restricted cash and cash equivalents	229,698,786
Total	<u>\$ 231,729,101</u>

INVESTMENTS by FUND

		Balance		
			December 31, 2016	
Renewal & Replacement Fund				TexSTAR 136,096,871.15
TexSTAR	504,470.90			Treasury Notes 29,888,668.75
Goldman Sachs	188,424.55			Goldman Sachs 229,426,607.44
Agencies		692,895.45		Agencies 171,367,165.77
TxDOT Grant Fund				
TexSTAR	4,089,387.35			
Goldman Sachs	5,463,626.95			
Agencies		9,553,014.30		
Senior Debt Service Reserve Fund				
TexSTAR	10,609,873.99			
Goldman Sachs	17,676,151.61			
Agencies	51,479,778.63		79,765,804.23	
2010 Senior Lien DSF				
Goldman Sachs	635,162.85			
TexSTAR	-		635,162.85	
2011 Debt Service Acct				
Goldman Sachs	750,502.80		750,502.80	
2013 Sr Debt Service Acct				
Goldman Sachs	7,898,116.10		7,898,116.10	
2013 Sub Debt Service Account				
Goldman Sachs	2,802,057.37		7,810,551.57	
TexSTAR	5,008,494.20			
2015 Sr Capitalized Interest				
Goldman Sachs	18,050,221.82		68,114,801.55	
TexSTAR	50,064,579.73			
2015A Debt Service Account				
Goldman Sachs	3.30		3.30	
2015B Debt Service Account				
Goldman Sachs	1,720,366.25		1,720,366.25	
2016 Sr Lien Rev Refunding Cost of Issuance				
Goldman Sachs	-		-	
2016 Sr Lien Rev Refunding Debt Service Account				
Goldman Sachs	8,729,901.38		8,729,901.38	
2016 Sub Lien Rev Refunding Cost of Issuance				
Goldman Sachs	-		-	
2016 Sub Lien Rev Refunding Bond Proceeds Clearing Fund				
Goldman Sachs	-		-	
2016 Sub Lien Rev Refunding Debt Service Account				
Goldman Sachs	1,333,960.94		1,333,960.94	
2016 Sub Lein Rev Refunding DSR				
Goldman Sachs	6,631,093.06		6,631,093.06	
Operating Fund				
TexSTAR	454,094.97			
TexSTAR-Trustee	797,514.40			
Goldman Sachs	-		1,251,609.37	
Revenue Fund				
Goldman Sachs	3,548,222.79		3,548,222.79	
General Fund				
TexSTAR	25,043,391.74			
Goldman Sachs	17,010,961.24			
Agencies	4,410,395.00		46,464,747.98	
2013 Sub Debt Service Reserve Fund				
Goldman Sachs	3,470,158.74			
Agencies			3,470,158.74	
MoPac Revenue Fund				
Goldman Sachs	25,114.92		25,114.92	
MoPac Construction Fund				
Goldman Sachs	41,688,606.76		41,688,606.76	
2011 Sub Debt Project fund				
TexSTAR	4,191,090.64			
Agencies				
Goldman Sachs	67,663.07		4,258,753.71	
2015B Project Account				
Goldman Sachs	4,888,159.50			
Agencies	20,219,450.60		40,126,984.13	
TexSTAR	15,019,374.03			
2015A Project Account				
TexSTAR	5,289,116.56			
Goldman Sachs	13,636,224.14			
Agencies	95,257,541.54			
Treasury Notes	29,888,668.75		144,071,550.99	
2015 TIFIA Project Account				
Goldman Sachs	50,235.12		50,235.12	
2015 State Highway Fund Project Account				
Goldman Sachs	28,167,160.19		28,167,160.19	
2015 SIB Project Account				
Goldman Sachs	14,072,048.05		14,072,048.05	
2011 Sr Financial Assistance Fund				
Goldman Sachs	14,939,619.19		29,965,101.83	
TexSTAR	15,025,482.64			
Developer Deposits				
Goldman Sachs	100,255.92		100,255.92	
183S Utility Custody Deposit				
Goldman Sachs	6,721,609.05			
45SW Trust Account Hays County				
Goldman Sachs	4,458,406.15		4,458,406.15	
45SW Trust Account Travis County				
Goldman Sachs	4,702,573.63		4,702,573.63	
			\$ 560,057,704.06	

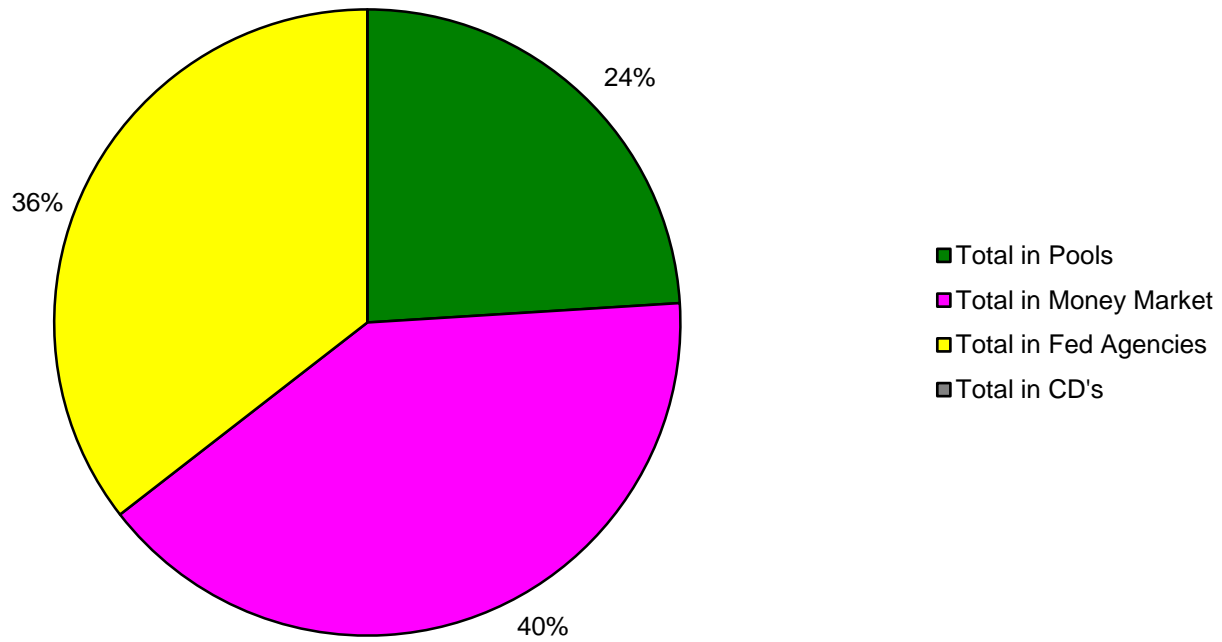
CTRMA INVESTMENT REPORT

	Month Ending 12/31/16					Rate December	
	Balance 12/1/2016	Additions	Discount Amortization	Accrued Interest	Withdrawals		Balance 12/31/2016
Amount in Trustee TexStar							
2011 Sub Lien Construction Fund	4,189,377.29			1,713.35		4,191,090.64	0.482%
2011 Sr Lien Financial Assist Fund	15,019,340.07			6,142.57		15,025,482.64	0.482%
2013 Sub Lien Debt Service Reserve	5,006,446.70			2,047.50		5,008,494.20	0.482%
General Fund	25,033,153.78			10,237.96		25,043,391.74	0.482%
Trustee Operating Fund	2,216,858.33	1,600,000.00		656.07	3,020,000.00	797,514.40	0.482%
Renewal and Replacement	504,264.67			206.23		504,470.90	0.482%
TxDOT Grant Fund	4,087,715.58			1,671.77		4,089,387.35	0.482%
Senior Lien Debt Service Reserve Fund	10,605,536.57			4,337.42		10,609,873.99	0.482%
2015A Sr Ln Project Subaccount	5,286,954.32			2,162.24		5,289,116.56	0.482%
2015A Sr Ln Project Cap Interest	50,044,112.85			20,466.88		50,064,579.73	0.482%
2015B Sr Ln Project	15,013,233.94			6,140.09		15,019,374.03	0.482%
	137,006,994.10	1,600,000.00		55,782.08	3,020,000.00	135,642,776.18	
Amount in TexStar Operating Fund	433,758.50	3,020,000.00		336.47	3,000,000.00	454,094.97	0.482%
Goldman Sach							
Operating Fund	0.00	1,600,000.00			1,600,000.00	0.00	0.280%
45SW Trust Account Travis County	4,932,583.07			1,307.60	231,317.04	4,702,573.63	0.280%
45SW Trust Account Hays County	4,564,193.84			1,039.43	106,827.12	4,458,406.15	0.280%
2015A Project Account	36,155,302.71	8,137,000.00		7,846.73	30,663,925.30	13,636,224.14	0.280%
2015B Project Account	4,886,928.76			1,230.74		4,888,159.50	0.280%
2015D State Highway Fund Project Acct	28,160,068.25			7,091.94		28,167,160.19	0.280%
2015C TIFIA Project Account	50,222.47			12.65		50,235.12	0.280%
2015E SIB Project Account	14,068,504.98			3,543.07		14,072,048.05	0.280%
2011 Sub Lien Project Acct	88,530.74			22.53	20,890.20	67,663.07	0.280%
Developer Deposits	280,185.36			70.56	180,000.00	100,255.92	0.280%
183S Utility Custody Deposit	6,719,916.68			1,692.37		6,721,609.05	0.280%
2011 Sr Financial Assistance Fund	14,935,846.91			3,772.28		14,939,619.19	0.280%
2010 Senior DSF	635,002.93			159.92		635,162.85	0.280%
2011 Senior Lien Debt Service Acct	750,313.84			188.96		750,502.80	0.280%
2013 Senior Lien Debt Service Acct	7,541,523.07	354,735.12		1,857.91		7,898,116.10	0.280%
2013 Subordinate Debt Service Acct	2,376,505.13	425,003.31		548.93		2,802,057.37	0.280%
2015 Sr Capitalized Interest	18,045,677.12			4,544.70		18,050,221.82	0.280%
2015A Debt Service Acct	3.30					3.30	0.280%
2015B Debt Service Acct	1,433,506.61	286,532.05		327.59		1,720,366.25	0.280%
2016 Sr Lien Rev Refunding Debt Service Account	8,727,703.36			2,198.02		8,729,901.38	0.280%
2016 Sub Lien Rev Refunding Debt Service Account	1,332,539.66	1,085.69		335.59		1,333,960.94	0.280%
2016 Sub Lein Rev Refunding DSR	6,629,423.48			1,669.58		6,631,093.06	0.280%
TxDOT Grant Fund	5,462,251.31			1,375.64		5,463,626.95	0.280%
Renewal and Replacement	188,377.11			47.44		188,424.55	0.280%
Revenue Fund	3,061,449.73	7,280,056.55		716.78	6,794,000.27	3,548,222.79	0.280%
General Fund	16,666,592.11	3,341,502.23		4,073.47	3,001,206.57	17,010,961.24	0.280%
Senior Lien Debt Service Reserve Fund	17,621,713.69	50,000.00		4,437.92		17,676,151.61	0.280%
MoPac Revenue Fund	9.54	25,105.38				25,114.92	0.280%
2013 Sub Debt Service Reserve Fund	3,469,285.02			873.72		3,470,158.74	0.280%
MoPac Managed Lane Construction Fund	44,329,129.72			11,432.34	2,651,955.30	41,688,606.76	0.280%
	253,113,290.50	21,501,020.33	0.00	62,418.41	45,250,121.80	229,426,607.44	
Amount in Fed Agencies and Treasuries							
Amortized Principal	179,413,902.69	29,888,668.75	(46,736.92)		8,000,000.00	201,255,834.52	
	179,413,902.69	29,888,668.75	(46,736.92)	0.00	8,000,000.00	201,255,834.52	
Certificates of Deposit						0.00	
Total in Pools	137,440,752.60	4,620,000.00		56,118.55	6,020,000.00	136,096,871.15	
Total in GS FSGF	253,113,290.50	21,501,020.33		62,418.41	45,250,121.80	229,426,607.44	
Total in Fed Agencies	179,413,902.69	29,888,668.75	(46,736.92)		8,000,000.00	201,255,834.52	
Total Invested	569,967,945.79	56,009,689.08	(46,736.92)	118,536.96	59,270,121.80	566,779,313.11	

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

William Chapman, CFO

Allocation of Funds



Amount of investments As of December 31, 2016

Agency	CUSIP #	COST	Book Value	Market Value	Yield to Maturity	Purchased	Matures	FUND
Farmer Mac	31315PV55	2,501,200.00	2,500,100.00	2,501,475.00	0.7751%	3/11/2015	2/23/2017	Senior DSRF
Federal Farm Credit	3133ECA79	4,959,250.00	4,983,020.83	4,971,200.00	1.2155%	3/11/2015	3/19/2018	Senior DSRF
Federal Farm Credit	3133EE4K3	24,928,346.00	24,973,033.44	24,998,750.00	0.7200%	1/13/2016	7/21/2017	Senior DSRF
Federal Farm Credit	3133EFSG3	10,057,749.23	10,034,193.54	10,001,100.00	0.8421%	2/8/2016	3/14/2018	2015B Sr Project
Federal Home loan Bank	313378QK0	10,253,642.07	10,185,257.06	10,116,100.00	1.0369%	2/8/2016	3/8/2019	2015B Sr Project
Freddie Mac	3137EADF3	16,124,658.17	16,037,928.45	16,035,040.00	0.6259%	2/9/2016	5/12/2017	2015A Sr Project
Freddie Mac	3134G4Z84	9,850,343.91	9,824,281.65	9,820,874.00	0.8097%	2/18/2016	10/10/2017	2015A Sr Project
Federal Farm Credit	3133ECKC7	8,000,866.72	8,000,196.98	8,003,200.00	0.6400%	2/23/2016	3/28/2017	2015A Sr Project
Federal Home loan Bank	3030A62S5	6,984,310.89	6,992,814.14	6,998,670.00	0.9053%	3/14/2016	8/28/2017	2015A Sr Project
Fannie MAE	3035G0GY3	8,037,563.20	8,003,566.13	8,003,760.00	0.7122%	3/14/2016	1/30/2017	2015A Sr Project
Fannie MAE	3135G0JA2	8,031,624.00	8,009,416.58	8,012,080.00	0.9023%	3/14/2016	4/27/2017	2015A Sr Project
Federal Home loan Bank	303370SZ2	14,536,023.18	14,377,121.41	14,391,645.00	0.9023%	3/7/2016	9/8/2017	2015A Sr Project
Federal Home loan Bank	3030A5QL6	8,000,900.56	8,000,337.71	8,001,360.00	0.7913%	3/4/2016	6/30/2017	2015A Sr Project
Freddie Mac	3137EADT3	8,013,462.84	8,002,270.20	8,003,600.00	0.6999%	3/4/2016	2/22/2017	2015A Sr Project
Federal Home loan Bank	313379FW4	8,027,415.64	8,009,608.29	8,010,800.00	0.7098%	3/30/2016	6/9/2017	2015A Sr Project
Federal Home loan Bank	3030A6SW8	10,039,900.00	10,023,625.00	10,006,400.00	0.7616%	4/11/2016	12/19/2016	Senior DSRF
Federal Home loan Bank	3030A6SW8	4,417,556.00	4,410,395.00	4,402,816.00	0.7616%	4/11/2016	12/19/2016	General
Federal Home loan Bank	313371PV2	MATURED	MATURED	MATURED	0.4985%	4/12/2016	12/9/2016	2015A Sr Project
Federal Home loan Bank	3130A7T62	8,999,994.24	8,999,999.36	8,999,910.00	0.5501%	4/18/2016	1/18/2017	Senior DSRF
US Treasury Note	912828TB6	29,888,668.75	29,888,668.75	29,885,233.70	0.6266%	12/28/2016	6/30/2017	2015A Sr Project
		201,653,475.40	201,255,834.52	201,164,013.70				

Agency	CUSIP #	COST	Cummulative Amortization	12/31/2016		Interest Income December 31, 2016		
				Book Value	Maturity Value	Accrued Interest	Amortization	Interest Earned
Farmer Mac	31315PV55	2,501,200.00	1,100.00	2,500,100.00	2,500,000.00	1,666.67	(50.00)	1,616.67
Federal Farm Credit	3133ECA79	4,959,250.00	(23,770.83)	4,983,020.83	5,000,000.00	3,916.67	1,131.94	5,048.61
Federal Farm Credit	3133EE4K3	24,928,346.00	(44,687.44)	24,973,033.44	25,000,000.00	15,000.00	3,852.37	18,852.37
Federal Farm Credit	3133EFSG3	10,057,749.23	23,555.69	10,034,193.54	10,000,000.00	9,166.67	(2,279.58)	6,887.09
Federal Home loan Bank	313378QK0	10,253,642.07	68,385.01	10,185,257.06	10,000,000.00	15,625.00	(6,861.37)	8,763.63
Freddie Mac	3137EADF3	16,124,658.17	86,729.72	16,037,928.45	16,000,000.00	16,666.67	(7,585.69)	9,080.98
Freddie Mac	3134G4Z84	9,850,343.91	26,062.26	9,824,281.65	9,800,000.00	9,187.50	(2,428.16)	6,759.34
Federal Farm Credit	3133ECKC7	8,000,866.72	669.74	8,000,196.98	8,000,000.00	4,333.33	(65.66)	4,267.67
Federal Home loan Bank	3030A62S5	6,984,310.89	(8,503.25)	6,992,814.14	7,000,000.00	4,375.00	898.23	5,273.23
Fannie MAE	3035G0GY3	8,037,563.20	33,997.07	8,003,566.13	8,000,000.00	8,333.33	(3,566.13)	4,767.20
Fannie MAE	3135G0JA2	8,031,624.00	22,207.42	8,009,416.58	8,000,000.00	7,500.00	(2,354.14)	5,145.86
Federal Home loan Bank	303370SZ2	14,536,023.18	158,901.77	14,377,121.41	14,250,000.00	26,718.75	(15,890.18)	10,828.57
Federal Home loan Bank	3030A5QL6	8,000,900.56	562.85	8,000,337.71	8,000,000.00	5,333.33	(56.28)	5,277.05
Freddie Mac	3137EADT3	8,013,462.84	11,192.64	8,002,270.20	8,000,000.00	5,833.33	(1,135.10)	4,698.23
Federal Home loan Bank	313379FW4	8,027,415.64	17,807.35	8,009,608.29	8,000,000.00	6,666.67	(1,921.66)	4,745.01
Federal Home loan Bank	3030A6SW8	10,039,900.00	16,275.00	10,023,625.00	10,000,000.00	8,333.33	(1,968.75)	6,364.58
Federal Home loan Bank	3030A6SW8	4,417,556.00	7,161.00	4,410,395.00	4,400,000.00	3,666.67	(866.25)	2,800.42
Federal Home loan Bank	313371PV2	MATURED	MATURED	MATURED	8,000,000.00	10,833.33	(5,591.13)	5,242.20
Federal Home loan Bank	3130A7T62	8,999,994.24	(5.12)	8,999,999.36	9,000,000.00	4,125.00	0.64	4,125.64
US Treasury Note	912828TB6	29,888,668.75	-	29,888,668.75	29,870,000.00	-	-	-
		201,653,475.40	397,640.88	201,255,834.52	208,820,000.00	167,281.25	(46,736.92)	120,544.35

December 31, 2016

Certificates of Deposit Outstanding

Bank	CUSIP #	COST	Yield to Maturity	Purchased	Matures	December 31, 2016 Interest	FUND
		-				\$ -	

Travis County Escrow account				
Balance		Accrued		Balance
12/1/2016	Additions	Interest	Withdrawals	12/31/2016
\$ 285,946.53		\$ 72.12	\$ 13,839.96	\$ 272,178.69



Monthly Newsletter - December 2016

Performance

As of December 31, 2016

Current Invested Balance	\$6,128,094,216.46
Weighted Average Maturity (1)	42 Days
Weighted Average Maturity (2)	96 Days
Net Asset Value	1.000215
Total Number of Participants	822
Management Fee on Invested Balance	0.06%*
Interest Distributed	\$2,564,215.41
Management Fee Collected	\$282,500.66
% of Portfolio Invested Beyond 1 Year	9.96%
Standard & Poor's Current Rating	AAAm

December Averages

Average Invested Balance	\$5,558,481,174.78
Average Monthly Yield, on a simple basis	0.4815%
Average Weighted Average Maturity (1)*	49 Days
Average Weighted Average Maturity (2)*	100 Days

Definition of Weighted Average Maturity (1) & (2)

- (1) This weighted average maturity calculation uses the SEC Rule 2a-7 definition for stated maturity for any floating rate instrument held in the portfolio to determine the weighted average maturity for the pool. This Rule specifies that a variable rate instrument to be paid in 397 calendar days or less shall be deemed to have a maturity equal to the period remaining until the next readjustment of the interest rate.
- (2) This weighted average maturity calculation uses the final maturity of any floating rate instruments held in the portfolio to calculate the weighted average maturity for the pool.

* The maximum management fee authorized for the TexSTAR Cash Reserve Fund is 12 basis points. This fee may be waived in full or in part in the discretion of the TexSTAR co-administrators at any time as provided for in the TexSTAR Information Statement.

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

New Participants

We would like to welcome the following entity who joined the TexSTAR program in December:

★ Willow Creek Farms MUD

Holiday Reminder

In observance of Martin Luther King Jr. holiday, **TexSTAR will be closed Monday, January 16, 2017**. All ACH transactions initiated on Friday, January 13th will settle on Tuesday, January 17th.

Economic Commentary

Prior to the election, rates in the U.S. had already been picking up as data showed that the economy was poised for growth. Expectations of fiscal spending proposed by president elect Trump led markets to price in a large upswing in inflation as well as rising energy prices. The Federal Open Market Committee decided unanimously to raise the Fed Funds rate 25 bps. In addition, the median projection for short-term rates has shifted to three rate hikes in 2017 up from two hikes. Since 2010, for all but one quarter, the base case has been that the world's economies were mired in sub-trend growth and inflation. More recently, it was expected that the outcome of the U.S. elections would mean more of the same, with gridlock in Washington and little compromise available to change the existing trajectory. A Republican sweep changed all that and expectations for higher growth and inflation have driven both bond yields and equity prices to recent highs. Has the potential for growth really changed and are even higher rates to come? We think the answer is yes.

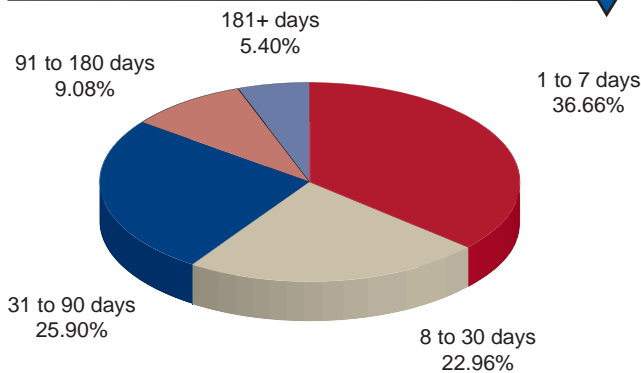
Two-thirds of the world's economies—including Europe, China, Japan and the U.S.—were already growing above trend before the U.S. elections. Inflation was also ticking up, as the base effects of lower oil prices rolled off. The sustainability of that growth was a question, however, given poor demographics and declining productivity in much of the developed world. Now, with no opposition party in the U.S. government, the way has been paved for meaningful fiscal stimulus and both tax and regulatory reform. The change in sentiment portends a new trajectory for corporate investment and sustainable growth. Expectations for stronger growth and higher inflation are reflected in the recent move to higher rates. This should provide support for the Federal Reserve to dial down its accommodative stance, as it began to do at its December meeting. Replacing monetary policy, any hint of a slowdown will be met with more fiscal stimulus. We expect the Fed to raise rates another three to four times in 2017 with the 10-year Treasury at 3.00–3.5% by year-end. The U.S. dollar has room to move higher, supported by both higher rates and a transfer of corporate cash from offshore. Monetary policy is no longer the only tool that can be deployed. Fiscal stimulus and structural reform are on the way and the markets have yet to fully appreciate how the central banks will react to their impact and what normalized bond markets will look.

This information is an excerpt from an economic report dated December 2016 provided to TexSTAR by JP Morgan Asset Management, Inc., the investment manager of the TexSTAR pool.

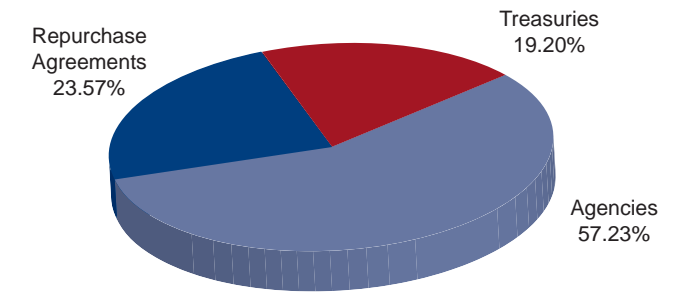
For more information about TexSTAR, please visit our web site at www.texstar.org.

Information at a Glance

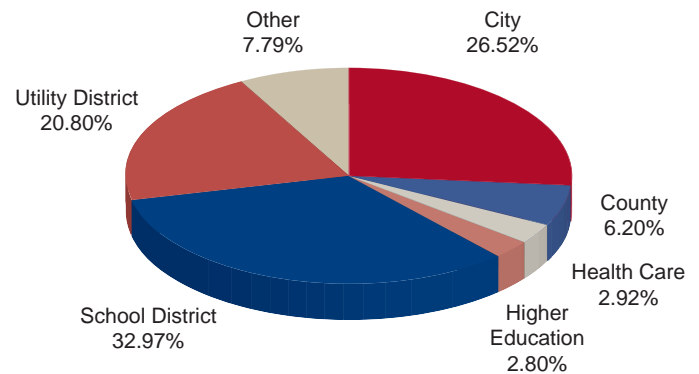
Portfolio by Type of Investment As of December 31, 2016



Distribution of Participants by Type As of December 31, 2016



Portfolio by Maturity As of December 31, 2016



Historical Program Information

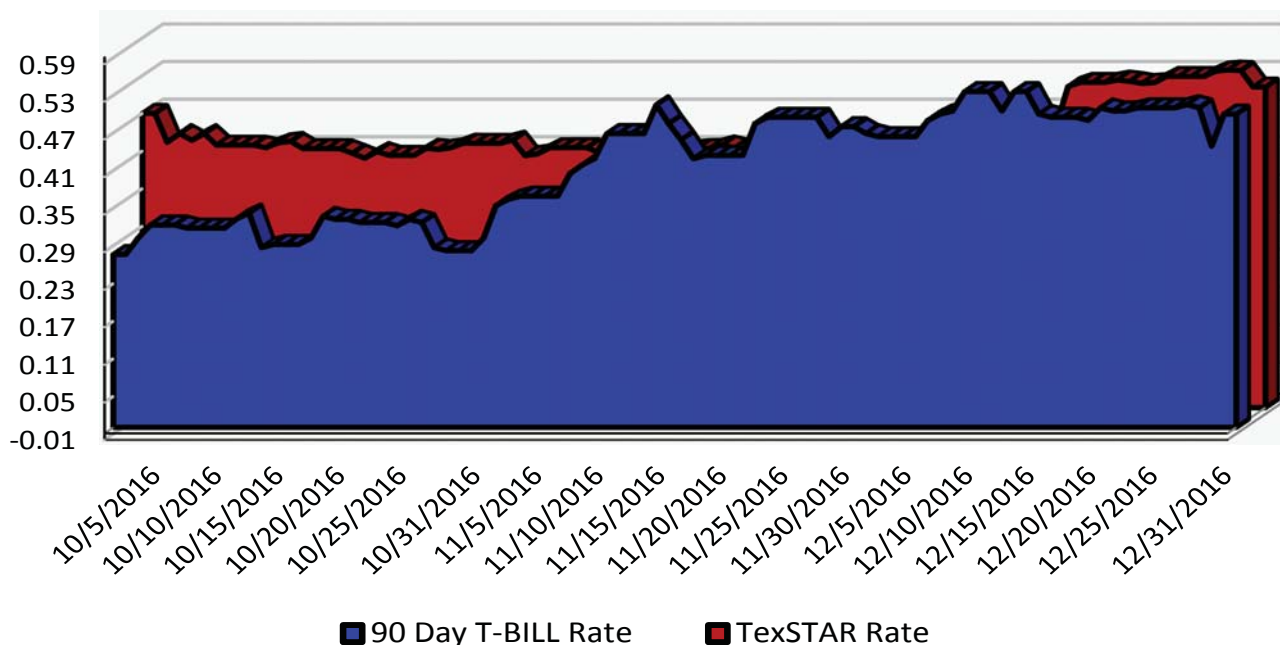
Month	Average Rate	Book Value	Market Value	Net Asset Value	WAM (1)*	WAM (2)*	Number of Participants
Dec 16	0.4815%	\$6,128,094,216.46	\$6,129,417,408.96	1.000215	49	100	822
Nov 16	0.4144%	5,250,402,124.93	5,251,596,034.74	1.000227	47	109	821
Oct 16	0.4202%	5,155,508,603.07	5,157,927,996.01	1.000469	39	105	820
Sep 16	0.4123%	5,253,367,191.87	5,255,503,092.88	1.000412	43	115	818
Aug 16	0.3990%	5,436,604,745.94	5,438,039,955.56	1.000263	39	114	817
Jul 16	0.3861%	5,602,432,939.56	5,603,475,110.87	1.000186	46	113	813
Jun 16	0.3927%	5,286,667,625.92	5,287,554,140.45	1.000167	47	111	810
May 16	0.3664%	5,716,887,504.32	5,717,379,585.85	1.000086	48	111	807
Apr 16	0.3696%	5,540,251,067.80	5,541,072,494.98	1.000144	46	106	805
Mar 16	0.3450%	5,594,793,523.15	5,595,290,113.49	1.000088	45	86	803
Feb 16	0.3147%	6,329,887,983.78	6,330,019,653.99	1.000020	46	85	797
Jan 16	0.2713%	5,856,455,946.61	5,856,245,669.97	0.999964	41	79	797

Portfolio Asset Summary as of December 31, 2016

	Book Value	Market Value
Uninvested Balance	\$ 352,255,400.31	\$ 352,255,400.31
Accrual of Interest Income	5,293,942.06	5,293,942.06
Interest and Management Fees Payable	(2,635,744.05)	(2,635,744.05)
Payable for Investment Purchased	0.00	0.00
Repurchase Agreement	1,360,606,999.73	1,360,606,999.73
Government Securities	4,412,573,618.41	4,413,896,810.91
Total	\$ 6,128,094,216.46	\$ 6,129,417,408.96

Market value of collateral supporting the Repurchase Agreements is at least 102% of the Book Value. The portfolio is managed by J.P. Morgan Chase & Co. and the assets are safekept in a separate custodial account at the Federal Reserve Bank in the name of TexSTAR. The only source of payment to the Participants are the assets of TexSTAR. There is no secondary source of payment for the pool such as insurance or guarantee. Should you require a copy of the portfolio, please contact TexSTAR Participant Services.

TexSTAR versus 90-Day Treasury Bill



This material is for information purposes only. This information does not represent an offer to buy or sell a security. The above rate information is obtained from sources that are believed to be reliable; however, its accuracy or completeness may be subject to change. The TexSTAR management fee may be waived in full or in part at the discretion of the TexSTAR co-administrators and the TexSTAR rate for the period shown reflects waiver of fees. This table represents historical investment performance/return to the customer, net of fees, and is not an indication of future performance. An investment in the security is not insured or guaranteed by the Federal Deposit Insurance Corporation or any other government agency. Although the issuer seeks to preserve the value of an investment at \$1.00 per share, it is possible to lose money by investing in the security. Information about these and other program details are in the fund's Information Statement which should be read carefully before investing. The yield on the 90-Day Treasury Bill ("T-Bill Yield") is shown for comparative purposes only. When comparing the investment returns of the TexSTAR pool to the T-Bill Yield, you should know that the TexSTAR pool consist of allocations of specific diversified securities as detailed in the respective Information Statements. The T-Bill Yield is taken from Bloomberg Finance L.P. and represents the daily closing yield on the then current 90-day T-Bill.

Daily Summary for December 2016

Date	Mny Mkt Fund Equiv. [SEC Std.]	Daily Allocation Factor	TexSTAR Invested Balance	Market Value Per Share	WAM Days (1)*	WAM Days (2)*
12/1/2016	0.4160%	0.000011396	\$5,296,257,060.73	1.000230	48	105
12/2/2016	0.4140%	0.000011343	\$5,334,053,238.84	1.000253	47	103
12/3/2016	0.4140%	0.000011343	\$5,334,053,238.84	1.000253	47	103
12/4/2016	0.4140%	0.000011343	\$5,334,053,238.84	1.000253	47	103
12/5/2016	0.4156%	0.000011385	\$5,323,969,857.08	1.000251	48	103
12/6/2016	0.4245%	0.000011631	\$5,358,610,484.95	1.000240	51	106
12/7/2016	0.4315%	0.000011822	\$5,317,108,230.74	1.000231	51	106
12/8/2016	0.4343%	0.000011899	\$5,314,914,517.08	1.000211	52	105
12/9/2016	0.4420%	0.000012110	\$5,339,951,580.41	1.000191	52	104
12/10/2016	0.4420%	0.000012110	\$5,339,951,580.41	1.000191	52	104
12/11/2016	0.4420%	0.000012110	\$5,339,951,580.41	1.000191	52	104
12/12/2016	0.4480%	0.000012275	\$5,344,709,782.58	1.000177	51	104
12/13/2016	0.4438%	0.000012158	\$5,361,292,743.28	1.000164	51	103
12/14/2016	0.4477%	0.000012265	\$5,304,790,367.27	1.000163	54	105
12/15/2016	0.5122%	0.000014033	\$5,338,854,384.37	1.000181	54	105
12/16/2016	0.5189%	0.000014217	\$5,332,235,945.06	1.000248	52	102
12/17/2016	0.5189%	0.000014217	\$5,332,235,945.06	1.000248	52	102
12/18/2016	0.5189%	0.000014217	\$5,332,235,945.06	1.000248	52	102
12/19/2016	0.5227%	0.000014320	\$5,369,235,039.70	1.000275	52	102
12/20/2016	0.5205%	0.000014260	\$5,497,309,644.40	1.000250	49	95
12/21/2016	0.5172%	0.000014170	\$5,919,891,684.43	1.000236	49	92
12/22/2016	0.5185%	0.000014206	\$5,814,989,630.42	1.000240	50	95
12/23/2016	0.5285%	0.000014479	\$5,910,540,001.29	1.002180	46	91
12/24/2016	0.5285%	0.000014479	\$5,910,540,001.29	1.002180	46	91
12/25/2016	0.5285%	0.000014479	\$5,910,540,001.29	1.002180	46	91
12/26/2016	0.5285%	0.000014479	\$5,910,540,001.29	1.002180	46	91
12/27/2016	0.5368%	0.000014708	\$5,950,986,837.54	1.000206	45	89
12/28/2016	0.5387%	0.000014760	\$5,947,458,316.16	1.000206	43	99
12/29/2016	0.5378%	0.000014733	\$5,935,467,106.56	1.000212	45	101
12/30/2016	0.5115%	0.000014015	\$6,128,094,216.46	1.000215	42	96
12/31/2016	0.5115%	0.000014015	\$6,128,094,216.46	1.000215	42	96
Average	0.4815%	0.000013193	\$5,558,481,174.78		49	100

TexSTAR Participant Services
FirstSouthwest, A Division of Hilltop Securities
1201 Elm Street, Suite 3500
Dallas, Texas 75270



TexSTAR Board Members

<i>William Chapman</i>	<i>Central Texas Regional Mobility Authority</i>	<i>Governing Board President</i>
<i>Nell Lange</i>	<i>City of Frisco</i>	<i>Governing Board Vice President</i>
<i>Kenneth Huewitt</i>	<i>Houston ISD</i>	<i>Governing Board Treasurer</i>
<i>David Medanich</i>	<i>FirstSouthwest / Hilltop Securities</i>	<i>Governing Board Secretary</i>
<i>Jennifer Novak</i>	<i>J.P. Morgan Asset Management</i>	<i>Governing Board Asst. Sec./Treas.</i>
<i>Eric Cannon</i>	<i>City of Allen</i>	<i>Advisory Board</i>
<i>Nicole Conley</i>	<i>Austin ISD</i>	<i>Advisory Board</i>
<i>Monte Mercer</i>	<i>North Central TX Council of Government</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>

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





**CENTRAL TEXAS
Regional Mobility Authority**

January 25, 2017
AGENDA ITEM #5

Presentation on the Capital Area Metropolitan
Planning Organization Park and Ride Initiative

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

Summary:

This item is a presentation by the Capital Area Metropolitan Planning Organization (CAMPO) on its plans to conduct a regional park and ride study. This study is part of a coordinated planning effort between CAMPO, Capital Metro, and CTRMA to plan and implement Park and Ride facilities as outlined in a Memorandum of Agreement. CAMPO recently ratified this MOA on January 10, 2017 (attached). A summary of the roles of each agency is as follows:

- CAMPO - *regional planning* of park and ride facilities throughout its six county jurisdiction. CAMPO plans to study park and ride locations and transit as a part of the 2045 Regional Transportation Plan update.
- Capital Metro - *plan, implement, and operate* Park and Ride facilities within their service area, which includes portions of Williamson and Travis counties. Capital Metro is studying park and ride sites as a part of their Project Connect initiative.
- CTRMA - *support the development of sites with a primary focus on locations that would benefit most directly from the use of CTRMA facilities.*

All of these efforts will complement each other and are to be coordinated. Design and construction responsibilities are to be determined on a case-by-case basis.

Backup Provided: CAMPO Resolution 2017-1-8
CTRMA Resolution 16-050
Memorandum of Agreement Park and Ride Initiative



Resolution (2017-1-8)

Acknowledging the Transportation Policy Board's Approval of the Memorandum of Agreement for the Park and Ride Initiative between the Capital Area Metropolitan Planning Organization, Central Texas Regional Mobility Authority, Capital Area Rural Transportation System, Texas Department of Transportation-Austin District and Capital Metropolitan Transportation Authority.

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, the mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, CAMPO, CTRMA, CARTS, TxDOT-Austin District and Capital Metro seek to integrate Park and Ride facilities to serve the managed/express lanes being developed by the CTRMA; and

WHEREAS, CAMPO, CTRMA, CARTS, TxDOT-Austin District and Capital Metro desire to cooperate and coordinate with each other to avoid overlap or duplication of efforts regarding the Park and Ride initiative; and

WHEREAS, CAMPO, CTRMA, CARTS, TxDOT-Austin District and Capital Metro represent that they have the authority to enter into an Agreement and the Parties intend to comply with the Interlocal Cooperation Act, Texas Government Code Section 791.001, et seq.

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the Memorandum of Agreement for the Park and Ride Initiative as reflected in this Resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to approve the Memorandum of Agreement for the Park and Ride Initiative as reflected was made on January 9, 2017 by Oakley duly seconded by Powell.

Ayes: Conley, Beckett, Adler, Daugherty, Eckhardt, Garza, Gonzales, Guerrero, Haden, Long, McCoy, Mitchell, Morgan, Oakley, Powell, Ross.

Nays: Shea.

Abstain: None.

Absent and Not Voting: Bain, Kitchen.

SIGNED this 9th day of January 2017.



Chair, CAMPO Board

Attest:



Director, CAMPO

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

RESOLUTION NO. 16-050

**APPROVING A MEMORANDUM OF AGREEMENT WITH
CAPITAL METRO AND THE CAPITAL AREA METROPOLITAN PLANNING
ORGANIZATION TO IMPLEMENT A PARK AND RIDE INITIATIVE**

WHEREAS, the Central Texas Mobility Authority's (Mobility Authority) mission is to implement innovative, multi-modal transportation solutions that mitigate congestion and create transportation choices that enhance the quality of life and the economic vitality in the Central Texas metropolitan region ("Central Texas"); and

WHEREAS, Capital Metro serves as the largest provider for the Central Texas area's public transportation, including commuter rail, bus rapid transit, express bus operations, local bus operations, rideshare programs, and paratransit services (collectively referred to as the "Services"); and

WHEREAS, the Capital Area Metropolitan Planning Organization ("CAMPO") produces and maintains both the Long-Range Transportation Plan and the Transportation Improvement Program for the 6-County region, including those activities involving Capital Metro and the Mobility Authority; and

WHEREAS, the Mobility Authority is advancing a program of projects that include managed/express lane elements, that shall provide reliable travel times and travel time savings to users; and

WHEREAS, these managed/express lanes are free to use for Capital Metro Services as specified under Section 370.177(a-1), Transportation Code and in Section 301.004 of the CTRMA Policy Code; and

WHEREAS, the Mobility Authority, Capital Metro and CAMPO seek to develop a Park and Ride Initiative to coordinate the integration of Park and Ride ("P&R") facilities to serve transit vehicles using the managed/express lane projects; and

WHEREAS, the Mobility Authority, Capital Metro and CAMPO have discussed and developed a proposed Memorandum of Agreement related to the Park and Ride Initiative to identify and develop a program of P&R facilities that will operate on existing and planned Mobility Authority project corridors; and

WHEREAS, the Memorandum of Agreement identifies the roles and responsibilities of each agency to allow them to cooperate and coordinate with each other to (i) avoid overlap or duplication of efforts, (ii) plan, develop, and construct P&R facilities in an efficient manner in

order to minimize costs while maximizing mobility, and (iii) allow projects to proceed in a timely and cost efficient manner; and

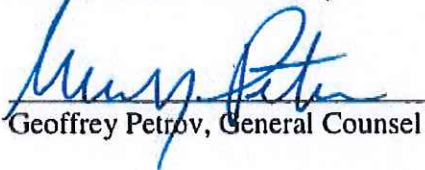
WHEREAS, the Executive Director recommends approval of the proposed Memorandum of Agreement in the form or substantially the same form attached hereto as Exhibit A.

NOW THEREFORE, BE IT RESOLVED that the proposed Memorandum of Agreement is hereby approved; and

BE IT FURTHER RESOLVED that the Executive Director is directed and authorized to finalize and execute for the Mobility Authority the proposed Memorandum of Agreement in the form or substantially the same form attached hereto as Exhibit A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27th day of July, 2016.

Submitted and reviewed by:


Geoffrey Petrov, General Counsel

Approved:

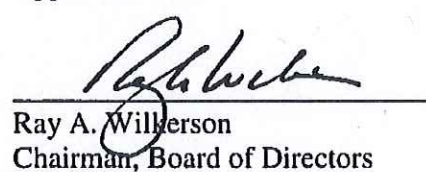

Ray A. Willerson
Chairman, Board of Directors

Exhibit A

**MEMORANDUM OF AGREEMENT
PARK AND RIDE INITIATIVE**

**CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY,
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY,
AND CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION**

THIS MEMORANDUM OF AGREEMENT (the "Agreement") is made by and between the Central Texas Regional Mobility Authority (the "CTRMA"), the Capital Metropolitan Transportation Authority ("Capital Metro"), and the Capital Area Metropolitan Planning Organization ("CAMPO"). (Collectively referred to as the "Parties")

The Parties hereto agree to the following regarding the planning and development of Park and Ride (P&R) facilities that will benefit transit vehicles exclusively to provide transportation to members of the public using the managed/express lane projects being developed by the CTRMA.

WITNESSETH

WHEREAS, the CTRMA's mission is to implement innovative, multi-modal transportation solutions that mitigate congestion and create transportation choices that enhance the quality of life and the economic vitality in the Central Texas metropolitan region ("Central Texas"); and

WHEREAS, Capital Metro serves as the largest provider for the Central Texas area's public transportation, including commuter rail, bus rapid transit, express bus operations, local bus operations, rideshare programs, and paratransit services (collectively referred to as the "Services"); and

WHEREAS, CAMPO produces and maintains both the Long-Range Transportation Plan and the Transportation Improvement Program for the 6-County region, including those activities involving Capital Metro and the CTRMA; and

WHEREAS, the CTRMA is advancing a program of projects that include managed/express lane elements, that shall provide reliable travel times and travel time savings to users; and

WHEREAS, these managed/express lanes are free to use for Capital Metro Services as specified under Section 370.177(a-1), Transportation Code and in Section 301.004 of the CTRMA Policy Code; and

WHEREAS, the Parties seek to coordinate the integration of P&R facilities to serve transit vehicles using the managed/express lane projects; and

WHEREAS, the Parties desire to cooperate and coordinate with each other to (i) avoid overlap or duplication of efforts, (ii) plan, develop, and construct P&R facilities in an efficient manner in order to minimize costs while maximizing mobility to all Parties, and (iii) allow the Parties to proceed with projects in a timely and cost efficient manner; and

WHEREAS, the agreement proposed by the Parties is more particularly described in the Roles and Responsibilities Section of this Agreement; and the initial listing of potential P&R Projects to be evaluated are identified as attachments to this Agreement; and

WHEREAS, the Parties represent that they have the authority to enter into this Agreement and the Parties intend to comply with the Interlocal Cooperation Act, Texas Government Code Section 791.001, et seq.

NOW, THEREFORE, the Parties, in consideration of the mutual covenants and agreements herein contained, do hereby mutually agree as follows:

I. Purpose

The purpose of this Agreement is to memorialize the responsibilities of the Parties regarding the planning for and the development of a P&R Initiative throughout Central Texas and to solidify the mutual relationship in developing a P&R Initiative between all Parties.

II. Description and Background

The CTRMA, Capital Metro, and CAMPO are major partners in the development of mobility solutions for the people of Austin and the surrounding metropolitan area. All Parties have worked collaboratively over the past several years in coordinating their respective projects and creating opportunities to improve mobility. Over the past two years, the Parties have identified the need to intensify their collaboration efforts and to focus on the strategic implementation of P&R facilities that will be located in optimal locations to access the managed/express lane projects being implemented by the CTRMA, to provide convenient access and travel time savings to Capital Metro customers, and addresses the planning needs of Central Texas identified by CAMPO. The P&R Initiative is a joint effort by all Parties to address mobility solutions in Central Texas. The CTRMA project corridors related to this agreement include the North MoPac Improvement Project, the South MoPac Improvement Project, US 183 North, US 183 South, SH 71 East, the Manor Expressway, and the Oak Hill Parkway. The initial listing of potential P&R project locations to be evaluated under the conditions of this agreement, are included as attachments to this agreement.

III. Roles and Responsibilities

The Parties agree to the following roles and responsibilities regarding the planning and development of P&R facilities that will benefit from the use of managed/express lanes being developed by the CTRMA.

- 1) CAMPO roles and responsibilities are agreed as follows:
 - a) Assist with the CTRMA and Capital Metro in the identification, evaluation, selection, and advancement of each P&R project; and
 - b) Include P&R projects identified in this effort in the development of the CAMPO Long-Range Transportation Plan and the Transportation Improvement Program; and amendments as needed; and
 - c) Work collaboratively with the CTRMA and Capital Metro to identify funding opportunities for P&R projects; and
 - d) Building on these efforts and other P&R projects in operation or being developed by Capital Metro and others, within their respective service areas, develop a Regional Park and Ride Plan for the 6-County CAMPO region.

- 2) Capital Metro roles and responsibilities are agreed as follows:
 - a) Coordinate with the CTRMA and CAMPO on P&R locations throughout Central Texas where transit services would benefit from the use of managed/express lane projects being undertaken by the CTRMA; and
 - b) Provide staff for project coordination on P&R site location, project development, and approval; and
 - c) Provide operating plans for each P&R location; and
 - d) Develop demand forecasting and service planning for each P&R location; and
 - e) Provide design standards and criteria for P&R facilities; and
 - f) Support public outreach for each P&R site location in conjunction with the CTRMA and CAMPO as appropriate; and
 - g) Serve as the liaison to the Federal Transit Administration as appropriate to maintain compliance with federal law and to retain project eligibility costs for federal funding support; and
 - h) Submit concepts and projects to CAMPO for inclusion in the region's long-range transportation plan and Transportation Improvement Program at the discretion of the Transportation Policy Board in accordance with a 3-C transportation planning process as specified in 23 CFR 450 and 49 CFR 613; and
 - i) Conduct operations and maintenance capacity analysis for each P&R location, and incorporate each approved P&R location into the Capital Metro operations and maintenance budget; and
 - j) Request Capital Metro board approval for all P&R locations as appropriate; and
 - k) Develop the branding logo and related marketing materials for the P&R Initiative; and
 - l) Provide Express Bus Service to each P&R location; and
 - m) Maintain operations and maintenance of each site after completion; and
 - n) Coordinate with CTRMA and CAMPO to develop and build upon this initial agreement by the development of a P&R guidelines document and corresponding policy to clearly link the P&R facility size, the managed/express lane travel time benefits, and the market assessment with a corresponding level of transit service for these P&R facilities.

- 3) The CTRMA roles and responsibilities are agreed as follows:
- a) Coordinate with Capital Metro and CAMPO on P&R locations throughout Central Texas where transit services would benefit from the use of managed/express lane projects being undertaken by the CTRMA; and
 - b) Provide staff to lead efforts on P&R site location, project development, and approval; and
 - c) In coordination with local transit operators and/or local governments, provide site narratives, preliminary site assessments, existing conditions analysis, environmental studies, preliminary design, and other planning-level activities necessary to identify, select, and acquire property for each P&R location identified; and
 - d) In coordination with local transit operators and/or local governments, evaluate the proposed and future P&R locations for efficient travel and feasible connectivity between the points of origin and destination in relationship to the managed/express lane projects; and
 - e) Conduct public outreach for each P&R site location in conjunction with Capital Metro and CAMPO; and
 - f) Request CTRMA Board approval for all P&R locations as appropriate; and
 - g) Coordinate with CAMPO and submit concepts and projects for inclusion in the long-range Transportation Plan and Transportation Improvement Program at the discretion of the Transportation Policy Board in accordance with a 3-C transportation planning process as required under 23 CFR 450 and CFR 613; and
 - h) In coordination with local transit operators and/or local governments, lead the efforts to identify potential funding needs and alternative funding sources to advance the P&R Initiative.
- 4) Responsibilities for property acquisition, detailed design, and construction will be determined at a future time under a separate agreement when more specific information is available. Potential funding options for these efforts shall include, but not be limited to, federal and state grants, agency capital program budgeting, municipal bonding programs, and public private partnerships (P3 programs).

IV. Term

The term of this Agreement shall commence on the date on which all Parties have executed this Agreement and end upon completion of the P&R Initiative. This Agreement shall remain in full force and effect unless superseded by a supplemental agreement. Any party may withdraw from this Agreement upon ninety (90) days notice to the other parties.

V. Termination

Any party may terminate this Agreement in whole or in part if one or both of the other parties fail to comply with any term or condition of the Agreement. The terminating party shall notify the other parties of the decision to terminate this Agreement at least ninety (90) days before the effective date of termination. The non-defaulting party may

avoid termination by correcting the reasons for termination prior to the effective date of termination stated in the notice to the satisfaction of the terminating party.

VI. Appropriations

If any of the Parties fail to receive sufficient appropriation of funds or authorization to provide for the continuation of the Agreement, or if a lawful order issued in or for any fiscal year reduces the funds appropriated or authorized in such amounts as to preclude performing the services set out herein, the Agreement shall terminate upon the delivery of written notice to the other parties that funds are no longer available without any termination charges or other liability incurring to the terminating party.

VII. Administrative Approval

The Executive Director(s) of CTRMA and CAMPO and the President/CEO of Capital Metro will have the authority to negotiate and execute amendments to this Agreement without further action of their governing bodies, but only to the extent necessary to implement and further the clear intent of the Parties governing body, and not in such a way as would constitute a substantive modification of the terms and conditions hereof or otherwise violate Chapter 791 of the Texas Government Code. Any amendments that would constitute a substantive modification to the Agreement must be approved by the governing bodies of the Parties.

VIII. Miscellaneous


This Agreement represents the entire agreement between the CTRMA, Capital Metro, and CAMPO. Other agencies or municipalities may join into this MOA, as associated with future locations and in particular with the potential P&R projects included as an attachment to this agreement.

This Agreement supersedes all other agreements, understandings or commitments, written or oral, relative to the intent of this Agreement. Unless expressly provided for in this Agreement, this Agreement may not be amended or modified except pursuant to a mutual written agreement or supplemental written agreement executed by the CTRMA, Capital Metro, and CAMPO. This Agreement does not intend to, and nothing contained in this Agreement shall create any partnership, joint venture or other equity type agreement between the Parties. The Recitals set forth on Page 1 and 2 of this Agreement are incorporated herein for all purposes.

This Agreement shall be governed by and interpreted in accordance with the laws of the State of Texas.

Executed by:

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

By: 
Name: Mike Heiligenstein
Title: Executive Director

Date: 8-4-16


Approved as to form:

By: _____

Date: _____


Title: _____

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

By: 
Name: Linda Watson
Title: President/CEO

Date: _____

Approved as to form:

By: 
Title: Deputy Counsel

Date: 8-24-16

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

By: _____
Name: Ashby Johnson
Title: Executive Director

Date: _____

Approved as to form:

By: _____

Date: _____

Title: _____

Attachment 1
Initial List of Potential Park and Ride Projects

1. North Mopac Improvement Project
 - a. Howard Lane

2. South Mopac Improvement Project
 - a. Escarpment Drive

 - b. South Bay Lane

 - c. Slaughter Lane

3. US 183 North
 - a. US 183 & 620

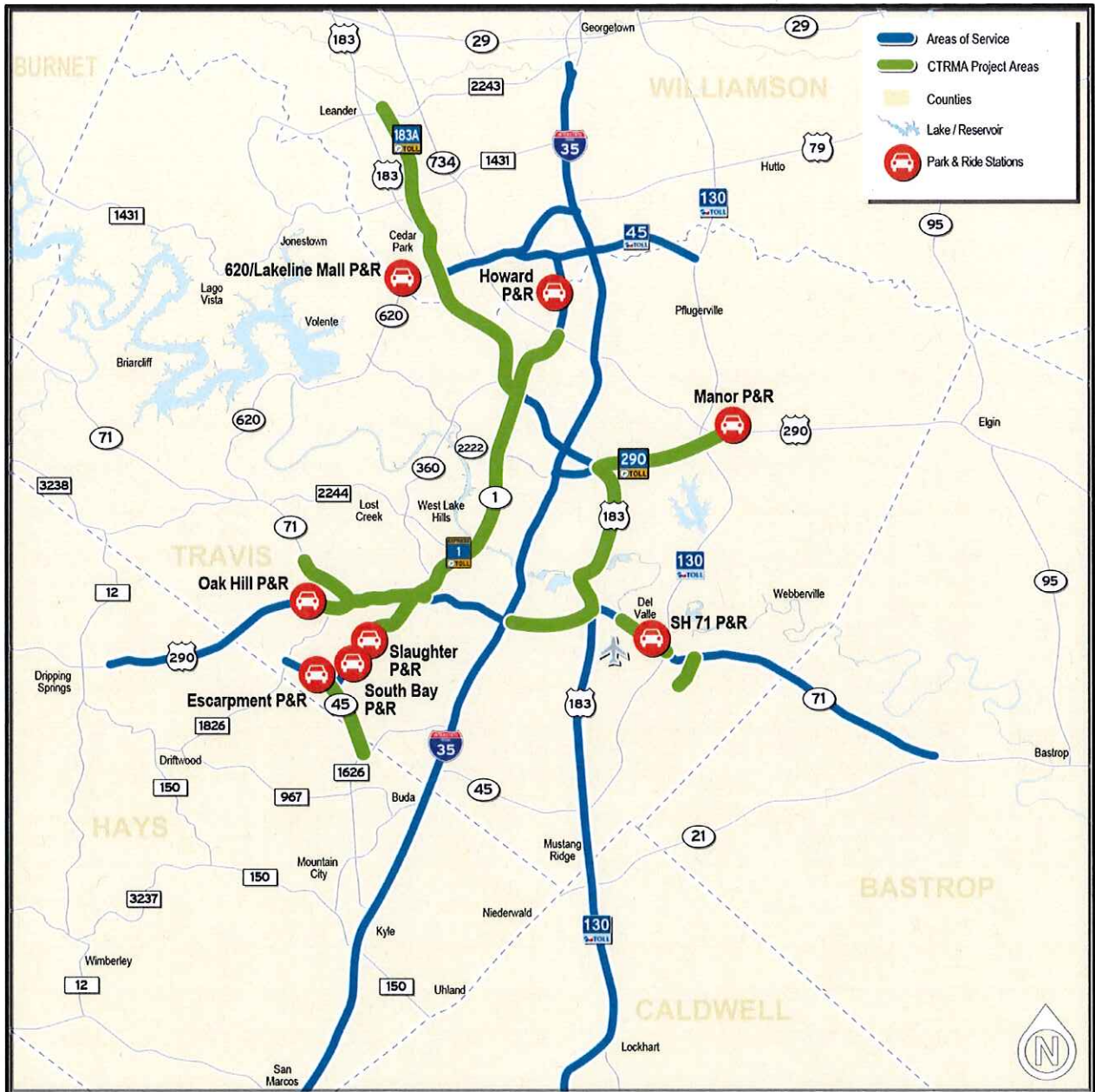
4. US 183 South
 - a. No P&R projects identified

5. SH 71 East
 - a. SH 71 (at SH 130 Toll)

6. Manor Expressway
 - a. US 290 (at SH 130 Toll)

7. Oak Hill Parkway
 - a. Oak Hill P&R (near ACC Pinnacle Campus)

Attachment 2 Map of Potential Park and Ride Projects





CENTRAL TEXAS
Regional Mobility Authority

January 25, 2017
AGENDA ITEM #6

Consider and take appropriate action regarding
development of the 183 North Project

Strategic Plan Relevance: Regional Mobility
Department: Engineering
Contact: Justin Word, P.E., Director of Engineering
Associated Costs: N/A
Funding Source: N/A
Action Requested: Consider staff's recommendation to develop the 183 North Project

Summary:

Mobility Authority staff will be providing an update on the 183 North Project. Staff is currently evaluating project configurations and phasing options for the development of the project. Financial planning is currently underway to help recommend a project delivery model.

Staff recommends proceeding with development of the project.

Backup Provided: Board Presentation



CENTRAL TEXAS
Regional Mobility Authority

January 25, 2017
AGENDA ITEM #7

Consider and take appropriate action regarding
further development of the 290E Phase III
Project

Strategic Plan Relevance: Regional Mobility
Department: Engineering
Contact: Justin Word, P.E., Director of Engineering
Associated Costs: N/A
Funding Source: N/A
Action Requested: Appropriate action regarding development of the
Project

Summary:

The 290 East Phase III project will add three direct connector ramps and it is currently in the preliminary design phase. Staff has been working with TxDOT to coordinate design and develop implementation agreements. However, progress on the agreements has stalled due to some of the key terms related to revenue sharing. The Director of Engineering will provide an update and to consider whether Board action is necessary.

Backup Provided: Board Presentation



CENTRAL TEXAS
Regional Mobility Authority

January 25, 2017
AGENDA ITEM #8

Quarterly update on transportation projects
under construction

Strategic Plan Relevance: Regional Mobility
Department: Engineering
Contact: Justin Word, P.E., Director of Engineering
Associated Costs: N/A
Funding Source: N/A
Action Requested: Briefing and Board Discussion Only

Summary:

The Director of Engineering will provide a summary of project activities from October 2016 through December 2016 for the following projects:

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

Backup Provided: Board Presentation;
183 South Quarterly Report;
SH 45 SW Quarterly Report



QUARTERLY PROGRESS REPORT

183 SOUTH PROJECT

January 2017

Reporting Period

October 2016 through December 2016



CENTRAL TEXAS
Regional Mobility Authority



CENTRAL TEXAS
Regional Mobility Authority

Board of Directors

Ray A. Wilkerson, Chairman
James H. Mills, Vice-Chairman
Robert L. Bennett, Jr., Treasurer
David B. Armbrust
Charles Heimsath
Nikelle S. Meade
David Singleton

Executive Director

Mike Heiligenstein



PROJECT PARTICIPANTS

Central Texas Regional Mobility Authority



Texas Department of Transportation



Design-Build Developer



**Mobility Authority's
General Engineering Consultant**



183 SOUTH PROJECT
Quarterly Progress Report
January 2017

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INTRODUCTION

This report documents and describes the progress and status of the 183 South Project for the fourth quarter of 2016, including efforts from October 2016 through December 2016.

This Project is being developed and constructed by the Central Texas Regional Mobility Authority (“Mobility Authority”). Tolloed express lanes will be operated and maintained by the Mobility Authority upon substantial completion of the Project. The total project cost of the 183 South Project is \$742,792,000, which includes the Design-Build Contract Price of \$581,545,700.

PROJECT DESCRIPTION

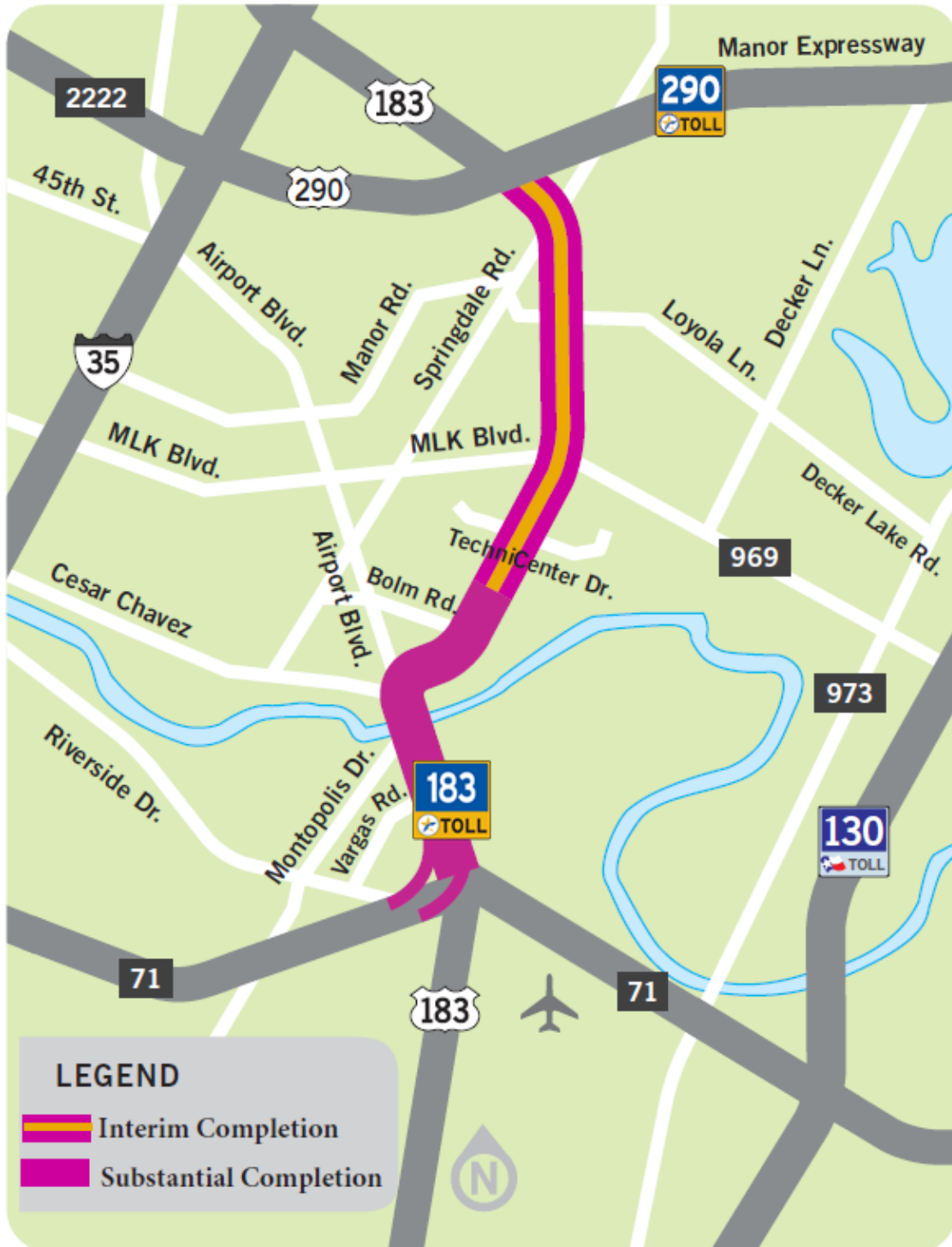
The 183 South Project is an approximately 8-mile toll project along the existing US 183 corridor between US 290 and SH 71. Within the Project limits, the existing US 183 facility is considered a four-lane major arterial (although there are six lanes at some locations) with numerous at-grade signalized intersections.

The 183 South Project will reconstruct and expand the facility to consist generally of six tolled mainlanes (three in each direction) and four to six non-tolled general purpose lanes (two to three in each direction). The tolling limits of the mainlanes will extend from just south of Springdale Road to just south of Thompson Lane. Local traffic will continue to access adjacent properties by use of non-tolled general purpose lanes and signalized intersections. Through traffic will be able to use the 183 South Project with grade-separated interchanges thereby bypassing the existing signalized intersections. The Project also includes two tolled direct connect flyovers that will link eastbound SH 71 to northbound 183 South and southbound 183 South to westbound SH 71. A new 5-foot bike lane will be added to the general purpose lanes on each side of the Project to provide improved access for cyclists. In addition, a 10-foot wide shared use path and a 6 to 10-foot wide sidewalk will be constructed as part of the Project.

The 183 South Project includes interim design/build work, which consists of construction of the ultimate project configuration described above between south of the existing interchange with US 290 to south of the Boggy Creek Bridges, a distance of approximately 4.3 miles. The Mobility Authority expects to open this interim completion work to traffic in advance of the completion of the full project to the South.

The location of the Project and the limits of the Project are illustrated in Figure 1.

Figure 1 - Project Location Map



Existing and proposed typical sections are illustrated in Figure 2.

Figure 2 - Typical Sections



PROJECT DEVELOPMENT ACTIVITIES

Administrative

On May 27, 2015, the Mobility Authority selected Colorado River Constructors (“CRC”) as the best value proposer, and authorized the Executive Director of the Mobility Authority to negotiate a contract with CRC. On July 29, 2015, the Mobility Authority and CRC executed a design-build agreement for the development of the 183 South Project.

In the last quarter of 2015, the Mobility Authority completed activities to fully fund the Project. These efforts included closing on a TIFIA loan, a SIB Loan, a SHF Loan, Toll Revenue Bonds, TxDOT agreements, and other related components of the financing plan.

The Mobility Authority issued the first notice to proceed (“NTP1”) on September 10, 2015 that allowed CRC to begin submittal of components of the Project Management Plan. Since then, all submittals for the Project Management Plan have been completed. The second notice to proceed (“NTP2”) was issued on November 30, 2015, and allowed CRC to begin construction of the Project.

Design Oversight

Design efforts are on schedule:

- 30% design effort is 100% complete
- 65% design effort is 100% complete
- 100% design effort is nearing completion

Overall design efforts exceed 95% at the close of this period. All major design packages have been completed and there are only a few remaining packages to be Released for Construction (RFC).

For utility design, 85% of necessary design packages are completed and approved.

The team continues to face challenges in the permitting process for the City of Austin water/wastewater relocation design. Currently 13 of 20 relocation design packages have been approved by the City. The Mobility Authority and the Contractor have been aggressively pursuing issuance of these permits by having weekly meetings with City staff. Prior to relocation of the existing water/wastewater facilities some work areas are restricted to the Contractor. Currently the Contractor has indicated that these impacts can be accommodated within their current schedule, but additional delays could impact their ability to meet contractual completion dates. This issue is not currently expected to impact the committed schedule for commencement of toll collection for the interim completion or substantial completion phases of the project.

Efforts continue in advancing the Master Utility Adjustment Agreements (MUAAs) for the project. To date, 13 of the 15 agreements have been completed. The two remaining MUAAs are not critical to project development at this time.

The Mobility Authority continues to coordinate efforts with their oversight consultants selected for Public Involvement, Survey Quality Assurance Services, Materials Acceptance Testing Services, and Construction Inspection Services.

Construction

Construction progressed this quarter with an emphasis on activities on the northern end of the project from the Colorado River at the Levander Loop interchange thru the northern end of the project at US 290. Primary work activities during this period are described for each of the categories below:

Roadway Construction:

- Earthwork operations continued throughout the northern project limits with efforts focused between MLK/FM 969 to south of the Springdale/Manor Road interchange
- Construction of northbound and southbound general purpose lanes continued on the north end of the project at US 290 and moving south from the Springdale/Manor Road area towards Little Walnut Creek. These efforts led to placement of the project's first cement treated base (CTB). This construction is key to an upcoming traffic shift in which

existing mainlane traffic will be diverted to the new general purpose Lanes to allow for new construction on the mainlanes.

Utility Relocations:

- Most underground utility work has completed in the Springdale/Manor Road area, allowing for significant progress near this interchange
- Utility work continued with a focus on completions of bores for Austin Energy in the Springdale Manor Road area, telecom joint trench construction south of Springdale/Manor Road through Little Walnut Creek, and construction of an Enterprise (gas) pipeline bore near Patton Avenue on the south end of the project
- Installation of overhead and underground lines continues from Purple Sage Drive to MLK Boulevard/FM 969
- Waterline relocation work continues throughout the project, most recently to the south from Little Walnut Creek to 51st Street
- Construction of four drainage lines continue to be constructed from Purple Sage Drive to Little Walnut Creek
- One significant effort from this period included boring a large waterline under Little Walnut Creek, necessitating a 40-foot deep bore pit

Bridge Construction:

- The contractor completed cladding operations in the Springdale/Manor Road area, aesthetically tying the existing bridge substructures to those on US 290
- As part of the aforementioned traffic shift in the roadway section, the contractor is focusing on completion of the general purpose lane bridges over Little Walnut Creek
- Work continues on the MLK/FM 969 Delta Bent for the u-turn Bridge and additional work continues on the new bridge work on MLK/FM 969
- Work continues on the three bridges in the area of the Colorado River and Levander Loop. These bridges are on the critical path for construction.

Wall Construction:

- Crews completed several walls in the Springdale/Manor Road area. These included soil nail walls and the projects first MSE walls.
- Additional wall work is nearing completion from Purple Sage Drive to Springdale/Manor Road interchange and north of Springdale/Manor Road

Right-of-Way Acquisition

All Fee and Easement Parcels have been available for use to the contractor since March 8, 2016. The acquisition of access of denial parcels have no impact on construction.

Owner Acquired Parcels

Parcel Type	Total Parcels	Acquired	Comment
Fee	12	11	1 (Right of Entry)
Easement	6	6	Completed
Access Denial	18	10	8 (Offers Rescinded)
TOTAL	36	27	1 Parcel Active

CRC Acquired Utility Easements

Number of Easements Required: 71

Possession and Use Agreements (PUAs): 16 Signed of 44 Total Offers to Date

Number of Offers: Zero (0) Closed of 21 Total Offers to Date

Public Involvement

The public involvement team continued work on construction communication outreach efforts to neighborhood, civic organizations, business organizations and other stakeholders.

Key events during this period included:

- 9 Neighborhood socials
- 4 Information Booth Events
- 1 Saplings Giveaway event with TreeFolks

Other key activities included:

- Maintenance and Updates of the www.183south.com website
- Release of the December e-Newsletter
- Public Notifications via Twitter, Text and E-mail Alerts
- Meetings with Effected Business Owners informing them of construction operations and durations
- Key elected officials and stakeholders were contacted regarding upcoming and ongoing traffic impacts.
- The team continues to proactively respond to email and 24 hour bi-lingual hotline inquiries.
- During this period the Public Outreach Team responded to 20 e-mails and 9 phone calls received through the hotline.

LOOK AHEAD

Colorado River Constructors (CRC) activities scheduled for the next period include; comment resolution for reviews, permitting, right-of-way (easements), utility relocation design, utility master agreement negotiations, and completion of Released for Construction Plans. As final design is completed, revisions to previously approved RFC plans will occur.

The next quarter should bring completion of the Little Walnut Creek general purpose lane bridges, completion of Phase I northbound and southbound general purpose lanes north of Springdale, and completion of a significant traffic switch allowing work to begin on Phase II.

The next quarter should see final approval and permitting for most of the remaining waterline and wastewater plans for the City of Austin.

The following public involvement activities are anticipated in the coming months:

- Researching additional community events and outreach opportunities.
- Events and promotions to drive more business to corridor businesses during construction.
- Stakeholder meetings with adjacent property owners.

DEVELOPMENT PROGRESS

CRC has submitted, and the Mobility Authority has approved, the Project Baseline Schedule (PBS2). CRC submitted the latest Schedule Update 14 (SU-14) with a data date of November 20, 2016.

The 183 South Project milestones are provided in Table 1. These project milestones are based on CRC's Project Baseline Schedule (PBS2).

Table 1 - Schedule of Project Milestones

Project Milestone	Actual/Projected Dates	Status
Selection of Best Value Proposer	May 27, 2015 ¹	Complete
Contract Executed	July 29, 2015 ¹	Complete
NTP1 Issuance	September 10, 2015 ¹	Complete
NTP2 Issuance	November 30, 2015 ¹	Complete
Commencement of Construction	April 18, 2016 ¹	Complete
Interim Completion	December 13, 2018	On-Target
Toll Collection Date for Interim	August 2019	On-Target
Substantial Completion	November 3, 2019	On-Target
Final Acceptance	March 2, 2020	On-Target
Toll Collection Date for Full Project	August 2020	On-Target

¹Actual dates

DESIGN-BUILD CONTRACTOR PROGRESS

Table 2 shows the Development Progress in Design and Construction based on efforts to date as of November 20, 2016.

Table 2 – Design-Build Contractor Progress

Development Task	% Complete
Project Administration	62%
Mobilization	75%
Submittals and Permitting	54%
Development Design	98%
Utility Coordination	92%
Utility Relocation	15%
Utility Betterment	4%
Frontage Roads/General Purpose	10%
Mainlanes	5%
SH 71	3%
Patton Avenue	0%
Airport BLVD/7 th Street	8%
Montopolis Drive	1%
MLK Boulevard	6%
Loyola Lane	1%
Manor/Springdale Road	13%

PROJECT FINANCIAL SUMMARY

Table 3 shows the overall financial status for the 183 South project through the end of December 2016. The original budgets established for the Project and the expenditures to date are provided.

Table 3 – Project Financial Summary

Description	Original Costs Estimate	Expenditures to Date	Estimated Remaining Cost	Estimate at Completion
Total Project Cost	\$742,792,000	\$201,045,496	\$541,746,504	\$742,792,000

Note: These costs include Traffic & Revenue analyses costs, Final Engineering costs, Right of Way costs, Utility adjustment costs, Construction costs, Toll & ITS costs, GEC costs, Legal costs and contingencies.

The following graph, Figure 3, shows the anticipated cumulative expenditures related to the development of the Project. Throughout Project development, actual cumulative expenditures will be compared against the baseline cumulative expenditure curves. This graph does not include funds requested as part of the pending Draw Request #17 (for efforts in December 2016), only actual expenditures through the end of December 2016.

Figure 3 – Development Cash Flow Curve



DESIGN-BUILD CONTRACTOR FINANCIAL STATUS

The following summary provides the financial status of the design-build contract for the 183 South Project. This only includes Draw Requests paid to date and does not include draw requests pending review, approval and payment. This represents the progress of the Design/Build Contractor through November 20, 2106, the last processed Draw Request during this period.

Table 4 – Financial Status, Design-Build Contract

Original CRC Contract Amount:	\$581,545,700.00
Authorized Changes (Change Order and/or Amendments):	
Change Order #1A – City of Austin ILA (Deductive)	(\$2,779,934.00)
Change Order #2 – Addition of Wall Coping	\$742,387.17
Current Authorized Contract Amount:	\$579,508,151.17
Draw Requests #1 thru #13 (August 2015- August 2016)	\$137,560,675.80
Draw Request #14 (September 2016)	\$10,922,329.81
Draw Request #15 (October 2016)	\$6,507,743.12
Draw Request #16 (November 2016)	\$8,974,969.08
Total Amount Earned To Date:	\$163,965,717.81
Amount remaining for work to be completed:	\$415,542,433.36
Expenditures vs Current Contract Price (%) thru Nov 2016:	28.3%

SUMMARY OF CHANGE ORDERS THIS REPORTING PERIOD

No change orders are reflected in the Draw Requests associated with this period.

PROGRESS PHOTOS



Contractor completed delivery and assembly of Manitowoc 2250 Crane
[December 15, 2016]



Colorado River Bridge Work
[December 1, 2016]



Cesar Chavez Street Bridge Construction at Southbound 183
[December 21, 2016]



MLK Blvd U-Turn Bridge Construction
[December 2, 2016]



Southbound Main Lanes Bridge Construction near Levander Loop
[December 2, 2016]



Roadway Paving Northbound Main Lanes Beginning of Project to
Manor/Springdale Road
[December 1, 2016]



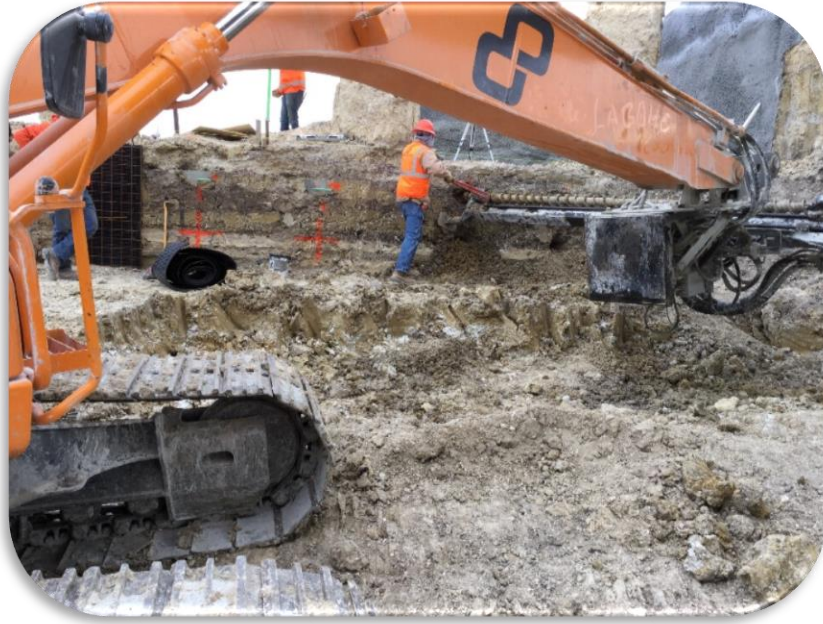
Drainage Construction at Little Walnut Creek

December 22, 2016



Northbound Mainlane Bridge Construction at Manor/Springdale Road Interchange

[December 16, 2016]



Soil Nail Wall Construction Southbound Near MLK Boulevard
[December 29, 2016]



Northbound General Purpose Mainline Wall Construction – Near Manor/
Springdale Road
[December 12, 2016]



Bee Tree Removal on the West side of 183 at Thompson Lane
[December 29, 2016]



Northbound Main Lane Bridge at Manor/Springdale Road
[December 20, 2016]



183 at US 290 Interchange (Looking South)

[December 22, 2016]



183 south of US 290 (Looking South)

[December 22, 2016]



183 at Springdale/Manor Rd Interchange (Looking South)
[December 22, 2016]



183 at Purple Sage Pedestrian Bridge (Looking South)

[December 22, 2016]



183 North of Loyola Ln (Looking South)

[December 22, 2016]



183 at Loyola Ln (Looking South)

[December 22, 2016]



183 at Little Walnut Creek (Looking South)

[December 22, 2016]



183 at 51st St (Looking South)

[December 22, 2016]



183 at FM 969/MLK Jr Blvd (Looking South)

[December 22, 2016]



183 just South of FM 969/MLK Jr Blvd (Looking South)

[December 22, 2016]



183 at Techni Center Dr (Looking South) [December 22, 2016]



183 at Central Ave (Looking South) [December 22, 2016]



183 at Hudson St and Harold Ct (Looking South)

[December 22, 2016]



183 at Boggy Creek (Looking South)

[December 22, 2016]



183 Between Boggy Creek and Bolm Rd (Looking South)
[December 22, 2016]



183 at Bolm Rd (Looking South)

[December 22, 2016]



183 near Bolm Rd (Looking South)

[December 22 2016]



183 near Colorado River Bridge (Looking West)

[December 22, 2016]



183 Near Vargas Rd (Looking South)

[December 22, 2016]



183 at Colorado River Bridge (Looking Southwest)
[December 22, 2016]



183 at Airport Blvd/7th St/5th St/1st St (Looking Southeast)

[December 22, 2016]



183 near Callahan's General Store at Thompson Ln (Looking south)

[December 22, 2016]



183 towards Old Bastrop Rd (Looking South)

[December 22, 2016]



Old Bastrop Rd – SH 71 – 183 N Ramp (Looking Southeast)

[December 22, 2016]



WB/EB SH 71 at 183 Interchange (Looking East)

[December 22, 2016]



SH 71 at 183 (Looking East from interchange)

[December 22, 2016]



SH 71 at 183 Interchange (Looking North)
[December 22, 2016]

QUARTERLY PROGRESS REPORT



SH 45 Southwest

Reporting Period

October through December 2016



CENTRAL TEXAS
Regional Mobility Authority



**CENTRAL TEXAS
Regional Mobility Authority**

Board of Directors

Ray A. Wilkerson, Chairman
James H. Mills, Vice Chairman
Robert L. Bennett, Jr., Treasurer
David B. Armbrust
Charles Heimsath
Nikelle S. Meade
David Singleton

Executive Director

Mike Heiligenstein



PROJECT PARTICIPANTS

Central Texas Regional Mobility Authority



CENTRAL TEXAS
Regional Mobility Authority

Texas Department of Transportation



General Contractor



Mobility Authority's
Construction Engineering & Inspection
Consultant



SH 45 SOUTHWEST PROJECT
Quarterly Project Progress Report
October through December 2016

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INTRODUCTION

This report presents the progress and status of the State Highway 45 Southwest (SH 45SW) Project for the fourth quarter of 2016, including efforts from October through December 2016.

This project is being developed by the Central Texas Regional Mobility Authority (Mobility Authority) and constructed by McCarthy Building Companies, Inc (McCarthy). The Project is being constructed on state-owned lands and will connect FM 1626 to the existing SH 45 and Loop 1 (MoPac). This new location roadway is being built in an area of considerable environmental sensitivity. Tolled lanes will be operated and maintained by the Mobility Authority upon substantial completion of the Project. The total project cost of the SH 45SW Project is approximately \$108 million, which includes the construction price of \$75,103,623.

PROJECT DESCRIPTION

SH 45SW is an innovative four-lane divided toll road between MoPac and FM 1626 that will feature extensive water quality protection measures, bicycle and pedestrian accommodations and Green Mobility Challenge and Context Sensitive Solutions initiatives. Construction of the SH 45SW began on November 8, 2016. The 3.6-mile project is being built by McCarthy and construction is expected to take approximately three years to complete with opening of the facility slated for late 2019.

SH 45SW consists of two twelve-foot lanes in each direction with a ten-foot outside shoulder and a four- or five-foot inside shoulder with varying median widths. The project includes a ten-foot-wide, ADA-compliant shared use path, separated from the roadway for the entire length of the project, except over the Bear Creek Bridge. The shared use path will serve as part of the future Violet Crown Trail and will have a trailhead under the bridge structure at SH 45SW and MoPac. To protect the extensive karst features in the area, 90 percent of the project will be constructed on top of fill and will not require excavation.

The following bridges are included in the design of SH 45SW:

- Overpass of Bliss Spillar Road and water quality pond
- Overpass of Bear Creek and water quality pond
- Overpass of Danz Creek, water quality ponds, and MoPac
- Direct connector for westbound SH 45SW to northbound MoPac over Danz Creek
- Widening of the existing SH 45 and MoPac bridges over Danz Creek

The location and limits of the Project are illustrated in Figure 1.

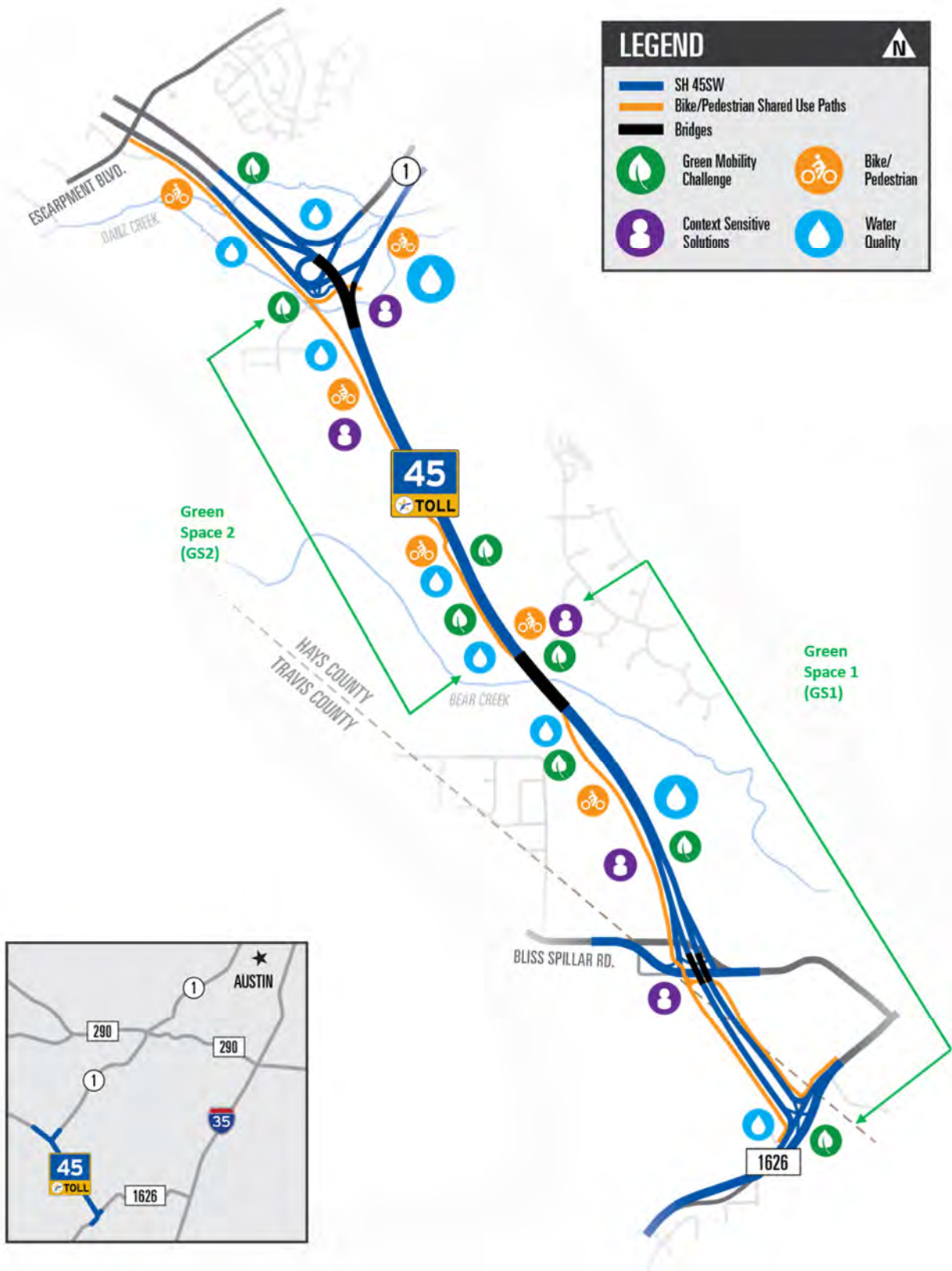
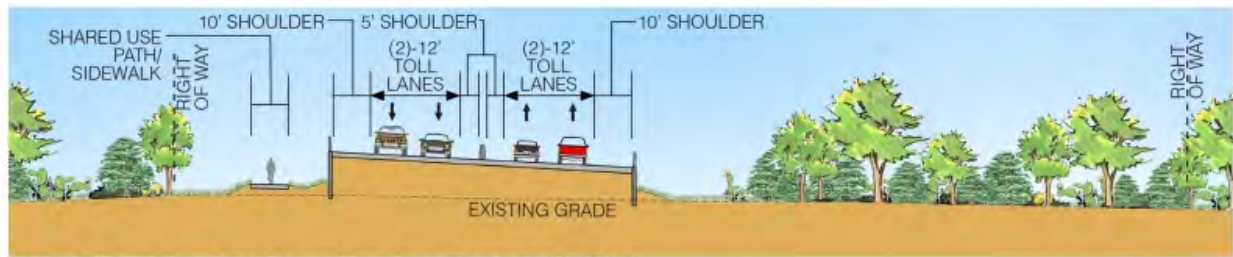
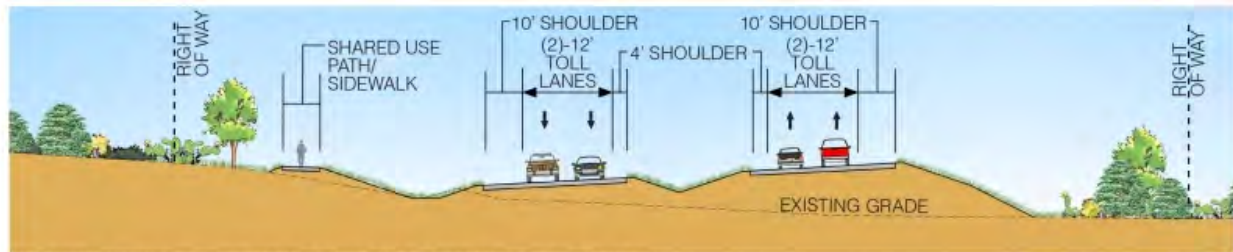


Figure 1. Project Location and Limits

Two typical sections will be utilized throughout the project and are illustrated in Figure 2.



SH 45SW TYPICAL SECTION FROM BEAR CREEK TO MOPAC



SH 45SW TYPICAL SECTION FROM FM 1626 TO BEAR CREEK

Figure 2. Typical Sections

PROJECT STATUS/ACTIVITIES

Administrative

On July 20, 2016, the Mobility Authority awarded the construction contract to McCarthy. Once the project is complete, the Mobility Authority will operate and maintain SH 45SW. TxDOT was the lead agency in the development of the SH 45SW environmental study, including related environmental documentation and coordination of public outreach.

SH 45SW is a locally funded project; no federal dollars are included in the financial package. The funding sources include the following entities: TxDOT Toll Equity Grant, TxDOT Toll Equity Loan, Travis County and Hays County.

Rodriguez Transportation Group, a design firm, was hired by the Mobility Authority to develop final construction plans, details and specifications under the oversight of the Mobility Authority. TxDOT provided funding, right of way, input and feedback as project partners.

Design

Design is 100 percent complete, with the exception of utility design. The final plan set contains design for relocation of an AT&T line, but this is currently undergoing revisions due to the inclusion of Time Warner Cable (TWC). The Pedernales Electric Cooperatives (PEC) line is also under design. Final design of AT&T, TWC and PEC are anticipated to be issued by the early part of 2017. Impacts to schedule and cost due to these utilities are under evaluation and will be determined when the designs are final.

Construction

Construction of the SH 45SW Project began on November 8, 2016 from the east end of the project right of way at FM 1626. The sequence of construction is well defined in the plans and is intended to minimize the soil disturbing activities at any given time due to numerous sensitive karst features within the right of way. The project will be constructed in five identified segments as follows:

- FM 1626 – construction along FM 1626, including final connection to SH 45SW
- Green Space 1 (GS1) – from FM 1626 to Bear Creek, including realignment of Bliss Spillar Road
- Green Space 2 (GS2) – from Bear Creek to MoPac
- SH 45SW / Loop 1 Interchange – construction along MoPac and new interchange direct connectors
- Haul Road – temporary haul road for construction traffic to traverse across GS1 and GS2

The Contractor started with the survey and staking of the right of way boundary, construction exclusion zones (CEZ) and tree protection areas. Advance warning signs were placed at appropriate locations along FM 1626, MoPac, Bliss Spillar Rd and other minor connecting roads. Proper fencing and environmental protection devices were installed at required locations from FM 1626 to Bear Creek. In concurrence with these activities, the contractor started initial tree/vegetative clearing of the right of way. Through the end of November, initial clearing was completed from FM 1626 to about half way between Bliss Spillar and Bear Creek. After the initial clearing of trees, the right of way was surveyed by the project geologist and in cooperation with BSEACD.

There were two potential features discovered – one is a geotechnical borehole and other one presumably is a groundwater monitoring well. Both of them are determined non sensitive non-significant features. Closure plans for these two holes have been reviewed and concurred by TCEQ.

LOOK AHEAD

All vegetation in the right of way that cannot be preserved in place should be removed between October 1 and February 15 in order for vegetation removal activities to occur outside of primary bird nesting season. Therefore, for the next couple of months, the contractor's primary focus is on completing initial trees/vegetative clearing of the project right of way.

As of the date of this report, embankment materials are being sampled and tested to construct the haul road. Tree mulching operations in GS1 between FM 1626 and Bliss Spillar are almost complete. The contractor has also started a sensitive features survey, locating/fencing at Construction Exclusive zones (CEZ), and surveying and staking right of way in GS2 from the west end of the project, east of MoPac.

CONSTRUCTION PROGRESS

McCarthy will submit the first Project Baseline Schedule in early 2017. The key progress dates and durations are highlighted in Table 1.

Table 1 - Project Key Progress Dates and Durations

Project Milestones	Actual/Projected Dates	Status
Project Award	July 20, 2016	Complete
Contract Execution	November 1, 2016	Complete
Notice to Proceed	November 3, 2016	Complete
Commencement of Construction	November 8, 2016	Complete
Durations		
Construction Duration	545 working days based on 5-day workweek	
Charge Days this Period	35 days	
Charge Days Completed through this Period	35 days	
Remaining Working Days through the end of this Period	510 days	

PROJECT FINANCIAL SUMMARY

Table 2 shows the overall construction financial status for the SH 45SW project through the end of December 2016.

Description	Construction Bid Contract	Expenditures This Period	Expenditures to Date	Contract Budget Remaining
Total Project Cost	\$75,103,623.13	\$4,657,196.54	\$4,657,196.54	\$70,446,426.59

PROGRESS PHOTOS



At GS1: Plug & Fill Operation of PF-001 (Borehole B-9) Feature



At GS1: Filling PF-001 (Borehole B-9) with Concrete Grout



At GS1: Mulching Operation



At GS1: Clearing and Mulching Complete in GS1



At GS2: Perimeter and Tree Protection Fencing



At GS2: Placing Rock Filter Dam at Sensitive Feature F29D



At GS2: Temporary Crossing at Danz Creek Area



At GS2: Initial Clearing East of Danz Creek



At GS2: Placing Biodegradable Erosion Control Logs



At GS2: Environmental Protection Device at Culvert 4 and F29D



At GS2: Rock Filter Dam Installation at Sensitive Feature F41



**CENTRAL TEXAS
Regional Mobility Authority**

January 25, 2017
AGENDA ITEM #9

Executive Director's Report

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

Summary:

Executive Director's Monthly Report.

- A. Oak Hill Parkway
- B. Introduction of new employee

Backup provided: None



CENTRAL TEXAS
Regional Mobility Authority

January 25, 2017
AGENDA ITEM #10

Executive Session

Executive Session:

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



CENTRAL TEXAS
Regional Mobility Authority

January 25, 2017
AGENDA ITEM #11

Executive Session

Executive Session:

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



CENTRAL TEXAS
Regional Mobility Authority

January 25, 2017
AGENDA ITEM #12

Executive Session

Executive Session:

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



**CENTRAL TEXAS
Regional Mobility Authority**

January 25, 2017
AGENDA ITEM #13

Consider and take appropriate action regarding
CTRMA's application for Qualified Energy
Conservation Bonds (QECB)

Strategic Plan Relevance: Regional Mobility
 Department: Engineering
 Contact: Jeff Dailey, P.E., Deputy Executive Director
 Associated Costs: N/A
 Funding Source: N/A
 Action Requested: Consider and take appropriate action

Summary:

On November 30, 2016, the Board authorized staff to submit an application for qualified energy conservation bonds (QECB) to be used in developing and/or enhancing park and ride facilities. The goal of the application is to pool unused QECB allocations from Travis County, Williamson County, and the City of Austin with statewide allocations for potential funding of more than \$50,000,000.00. The table below outlines the allocations and status of action on the waiver requests.

QECB Unused Allocation	Status
Travis County \$2,568,900	<i>Under discussion and consideration</i> – discussed by Commissioner's Court on 12/20/2016 and 01/10/2017, additional discussion and/or action scheduled on 01/31/2017.
Williamson County \$3,773,122	<i>Under discussion</i> – discussed by Commissioners Court on 12/13/2016.
City of Austin \$7,865,291	<i>To be considered</i> – discussion and/or planned action by the City Council is scheduled on 02/02/2017.
Statewide ~\$38,000,000	Available after consideration or action on local allocation waiver requests.
Total ~\$52,207,313	

Williamson County and Travis County Commissioner's Court have discussed but have not taken an action. The Austin City Council has scheduled its first consideration of the waiver. CTRMA Staff plans to present an update on the progress and requests appropriate direction as necessary.

Backup Provided: Board Resolution 16-088; Application for Qualified Energy Conservation Bond Allocation

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

RESOLUTION NO. 16-088

**AUTHORIZING THE FILING OF AN APPLICATION WITH THE
STATE OF TEXAS FOR AN ALLOCATION OF THE STATE OF TEXAS'
QUALIFIED ENERGY CONSERVATION BOND AUTHORITY; AND
MAKING CERTAIN FINDINGS AND AUTHORIZATIONS IN
CONNECTION THEREWITH**

WHEREAS, the Central Texas Regional Mobility Authority (the "Authority") has been created and organized pursuant to and in accordance with the provisions of Chapter 361, Texas Transportation Code, and operates pursuant to the Constitution and laws of the State, including, particularly, Chapter 370, Texas Transportation Code (the "Act"), for the purposes of constructing, maintaining and operating transportation projects, including turnpike projects, in Travis and Williamson Counties, Texas; and

WHEREAS, pursuant to the Act, the Authority is authorized to: (i) study, evaluate, design, finance, acquire, construct, maintain, repair and operate transportation projects (as defined in the Act), individually or as a system (as defined in the Act); (ii) issue bonds, certificates, notes or other obligations payable from the revenues of a transportation project or system, including tolls, fees, fares or other charges, to pay all or part of the cost of a transportation project and to refund any bonds previously issued for a transportation project; and (iii) impose tolls, fees, fares or other charges for the use of each of its transportation projects and the different parts or sections of each of its transportation projects; and

WHEREAS, pursuant to the Act and other applicable laws, the Authority is authorized to issue revenue bonds, notes, certificates or other obligations for the purposes of (i) financing all or a portion of the cost of the acquisition, construction, improvement, extension or expansion of one or more transportation projects (as defined in the Act) and (ii) paying the expenses of issuing such revenue bonds, notes, certificates or other obligations; and

WHEREAS, the Authority proposes to issue "qualified energy conservation bonds" for the purpose of developing and/or enhancing one or more park and ride facilities that qualify as "mass commuting facilities" (the "Qualified Conservation Projects") under sections 54A and 54D of the Internal Revenue Code of 1986, as amended (the "Code");

WHEREAS, the Authority is authorized and intends to issue revenue bonds (the "Bonds") pursuant to the Act to finance the Qualified Conservation Projects;

WHEREAS, the Authority wishes to designate the Bonds as "qualified energy conservation bonds" pursuant to section 54D of the Code conditioned upon the awarding of an allocation by the State of its unused qualified energy conservation bond limitation as authorized by section 54D(e) of the Code;

THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY THAT:

Section 1. An application is hereby approved and authorized to be filed with the Bond Review Board of the State, the State Governor's Office and such other agencies and instrumentalities of the State or other organizations as may be necessary seeking the awarding of an allocation by State of its unused qualified energy conservation bond limitation as authorized by section 54D(e) of the Code.

Section 2. The Authority declares its official intent to issue the Bonds to provide financing for the Qualified Conservation Projects and designate such bonds as "qualified energy conservation bonds" pursuant to sections 54A and 54D of the Code.

Section 3. The Executive Director, Chief Financial Officer and Controller of the Authority or their respective designees, Bracewell LLP, as Bond Counsel to the Authority, and Hilltop Securities Inc., as financial advisor to the Authority are hereby authorized to do any and all things necessary or appropriate in order to receive an allocation by the State of its unused qualified energy conservation bond limitation including amending this Resolution in order to (i) correct any ambiguity or mistake or properly or more completely document the transactions contemplated by this Resolution, (ii) obtain an allocation by State of its unused qualified energy conservation bond limitation as authorized by section 54D(e) of the Code, or (iii) obtain the approval of the Bonds by the State Attorney General's office.

Section 4. It is hereby found and determined that the meeting at which this Resolution is adopted was open to the public; and that public notice of the time, place, and purpose of such meeting was given, all as required by Chapter 551, Texas Government Code.

Section 5. This Resolution shall be in full force and effect from and upon its adoption.

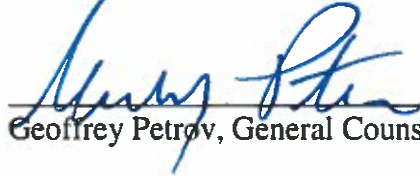
Section 6. All orders and resolutions, or parts thereof, which are in conflict or inconsistent with any provision of this Resolution are hereby repealed and declared to be inapplicable, and the provisions of this Resolution shall be and remain controlling as to the matters prescribed herein.

Section 7. If any word, phrase, clause, paragraph, sentence, part, portion, or provision of this Resolution or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Resolution shall nevertheless be valid and the Board hereby declares that this Resolution would have been enacted without such invalid word, phrase, clause, paragraph, sentence, part, portion, or provisions.

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Adopted, passed and approved by the Board of Directors of the Central Texas Regional Mobility Authority on the 30th day of November, 2016.

Submitted and reviewed by:



Geoffrey Petrov, General Counsel

Approved:



Ray Wilkerson
Chairman, Board of Directors



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STATE OF TEXAS
APPLICATION FOR QUALIFIED ENERGY
CONSERVATION BOND ALLOCATION

TX BOND REVIEW BD
AUSTIN, TEXAS

TO: Program Administrator
Texas Bond Review Board
300 W. 15th Street, #409
Austin, Texas 78701-1649

****APPLICATION FEE: \$1000**
Fees should be sent to: Comptroller of Public Accounts
Item Processing – Lock Box Section
208 E. 10th Street
Austin, TX 78701

DUPLICATE:
Office of the Governor
P.O. Box 12428
Austin, Texas 78711

Hand delivery: 1100 San Jacinto Avenue
Austin, TX 78701

Name of Project: Central Texas Park & Ride Initiative

Parties (only include applicable items)

1. Issuer

Issuer Name:	Central Texas Regional Mobility Authority
Principal Contact:	Mike Heiligenstein
Address:	3300 N IH-35, Suite 300, Austin, Texas 78705
Telephone:	(512) 996-9778
E-mail:	mstein@ctrma.org
Issuer's Authorizing State Statute:	Chapter 370, Texas Transportation Code, as amended, Chapter 1207, Texas Government Code, as amended, and Chapter 1371, Texas Government Code, as amended

2. Obligor/Project User

Name:	Central Texas Regional Mobility Authority
Principal Contact:	Bill Chapman, CFO
Address:	3300 N IH-35, Suite 300, Austin, Texas 78705
Telephone:	(512) 450-6284
E-mail:	wchapman@ctrma.org
Business Structure:	Political Subdivision of the State of Texas
State and Date of Incorporation/ Creation:	2002

3. Issuer's Sponsoring Governmental Unit (if any)

Name:	N/A
Principal Contact:	
Address:	
Telephone:	
E-mail:	

4. Bond Counsel

Name:	Bracewell LLP
Principal Contact:	Glenn Opel
Address:	111 Congress Avenue - Suite 2300 Austin, Tx 78701
Telephone:	(512) 542-2114
E-mail:	Glenn.Opel@bgllp.com

5. Underwriter

Name:	Morgan Stanley
Principal Contact:	Frank Reed/Blaine Brunson
Address:	755 Mulberry Ave., Suite 300 San Antonio, Tx 78212
Telephone:	(210) 277-4447
E-mail:	Frank.Reed@morganstanley.com

6. Financial Advisor

Name:	FirstSouthwest, a division of HilltopSecurities
Principal Contact:	Richard Ramirez
Address:	300 West 6 th Street, Suite 1940 Austin, Tx 78701
Telephone:	(512) 481-2007
E-mail:	Richard.Ramirez@firstsw.com

7. Authorized Representative of Issuer

Name:	N/A
Principal Contact:	
Address:	
Telephone:	
E-mail:	

8. Others: Please indicate any others you would like to receive emailed requests for further information or notifications regarding reservations.

NAME	E-MAIL

Bond Qualification Details

9.

Requested Amount	\$77,973,000
Minimum Amount of allocation required	\$77,973,000
QECB Authority previously allocated to issuer	\$0.00
QECB Authority available to other entities within the jurisdiction of this applicant - City of Austin, Travis County, Williamson County	<u>\$14,207,313</u>

Please briefly describe why additional allocation is necessary.
 Amounts available in the CTRMA jurisdiction are not adequate to fund total project list

10. Bond Type

Non-Private Activity

Private Activity

Project Category – 100% of available project proceeds will be used for (check one or more):

Capital expenditure incurred for purposes of (check one or more):

- Reducing energy consumption in publicly-owned buildings by at least 20 percent
- Implementing green community programs
- Rural development involving the production of electricity from renewable energy resources
- Any qualified facility (as determined under section 45(d) without regard to paragraphs (8) and (10) thereof and without regard to any placed in service date). Describe: _____

Expenditures with respect to research facilities, and research grants, to support research in (check one or more):

- Development of cellulosic ethanol or other non-fossil fuels
- Technologies for the capture and sequestration of carbon dioxide produced through the use of fossil fuels
- Increasing the efficiency of existing technologies for producing non-fossil fuels
- Automobile battery technologies and other technologies to reduce fossil fuel consumption in transportation
- Technologies to reduce energy use in buildings

Mass commuting facilities and related facilities that reduce the consumption of energy, including expenditures to reduce pollution from vehicles used for mass commuting

Demonstration projects designed to promote the commercialization of (check one or more):

- Green building technology
- Conversion of agricultural waste for use in the production of fuel or otherwise
- Advanced battery manufacturing technologies
- Technologies to reduce peak use of electricity
- Technologies for the capture and sequestration of carbon dioxide emitted from combusting fossil fuels in order to produce electricity

Public education campaigns to promote energy efficiency

Project Details

11. Location of project (include county and zip codes)

Travis County - 73301, 73344, 78617, 78645, 78651, 78652, 78653, 78660, 78669, 78691, 78701, 78702, 78703, 78704, 78705, 78708, 78709, 78710, 78711, 78712, 78713, 78714, 78715, 78716, 78717, 78718, 78719, 78720, 78721, 78722, 78723, 78724, 78725, 78726, 78727, 78728, 78729, 78730, 78731, 787132, 78733, 78734, 78735, 78736, 78737, 78738, 78739, 78741, 78742, 78744, 78745, 78746, 78747, 78748, 78749, 78750, 78751, 78752, 78753, 78754, 78755, 78756, 78757, 78758, 78759, 78760, 78761, 78762, 78763, 78764, 78765, 78766, 78767, 78768, 78769, 78772, 78773, 78774, 78778, 78779, 78780, 78781, 78783, 78799.

Williamson County - 76527, 76530, 76537, 76573, 76574, 76578, 78613, 78615, 78626, 78627, 78628, 78630, 78633, 78634, 78641, 78642, 78646, 78664, 78655, 78673, 78674, 78680, 78680, 78681, 78682, 78683, 78717, 78729

12. Please briefly describe the project and its benefits.

The program will include the construction of eight (8) or more Park & Ride Facilities throughout the Central Texas Area along tolled facilities and managed lane projects being developed by CTRMA. Transit buses will utilize these facilities at no cost. Utilizing tolled facilities and managed lane project will reduce travel time thereby increasing ridership. Increased ridership thereby reduces vehicle miles traveled (VMT). Also, CapMetro will utilize Electric or Compressed Natural Gas (CNG) Transit Service and help reduce pollution by providing mass commuting opportunities and traffic mitigation throughout the Central Texas Area.

Describe the extent to which this project will result in energy savings, and the criteria you used to estimate the savings.

Eight park and ride sites have the potential to reduce vehicle miles traveled (VMT) by approximately 12,874,950 miles annually. The reduction in VMT results in an estimated savings of 377,800 gallons of fuel annually.

This estimate is based on a preliminary planning study of the park and ride sites proving 2,431 spaces with the following criteria:

- 85% lot usage.
- 90% of the users previously drove alone.
- Length of the trip is calculated from the proposed park and ride location to the Austin Central Business District (CBD).
- 250 operating days per year.
- Auto fuel efficiency based on 23.41 mpg per the USDOT Bureau of Transportation Statistics.
- Bus fuel efficiency based on 3.26 mpg per the American Public Transit Association’s Public Transportation Fact Book.

These Park & Ride Facilities will also be utilized by customers who carpool or rideshare utilizing several programs endorsed by the CTRMA which also serve to reduce fuel consumption, maintenance costs, and congestion which contributes to higher emissions.

What is the expected life of the project?

Thirty-Five (35) years

13. Estimated project costs broken down by:

Land	20,000,000
Building	52,155,400
Equipment	
Interest during Construction	4,258,140
Costs of Issuance	1,559,460
net Original Issue Discount	
Other (please specify)	
TOTAL	77,973,000
Less other sources of funds	
Bond Amount*	77,973,000

*The total bond amount should equal the requested amount in Question 9.

14. Anticipated total payroll resulting from or expected to be saved by project: \$ 29,327,000.00

Based on American Public Transportation Association “Job Impacts of Spending on Public Transportation: An Update”, April 29, 2009; 8,200 direct effect jobs per billion dollar of spending and \$23.83 mean hourly wage according to the U.S. Bureau of Labor Statistics for a one year duration.

15. Unemployment from the Texas Workforce Commission from the most recent month of the county (ies) or Metropolitan Statistical Area (MSA) in which the project is located?

Austin-Round Rock Metropolitan Statistical Area = May 2016 - 2.9%

16. Number of expected full-time equivalent jobs to be created? 207
 Number of expected full-time construction/temporary jobs? 385

Based on American Public Transportation Association “Job Impacts of Spending on Public Transportation: An Update”, April 29, 2009; 8,200 direct effect jobs per billion dollar of spending. 65% estimated to be planning, design and construction/temporary and 35% estimated to be full-time equivalent jobs.

17. Average salary of permanent jobs created

\$23.83 mean hourly wage according to the U.S. Bureau of Labor Statistics

18. Does the project development plan provide jobs that enhance opportunities for Texas in technology, advanced manufacturing, environmental processing or other areas that provide for a specialized workforce? If so, how?

The CTRMA is on the forefront of using technology to assist in the reduction of traffic congestion as evidenced by the recent opening of the Traffic Management Center in Cedar Park which is being used to manage the MoPac Express lanes and for rapid identification and response to traffic incidents on CTRMA facilities which will result in safer roadways and decreased travel times. Technology will also be utilized to monitor the Park & Ride Facilities to ensure operations are running smoothly resulting in reliable travel times that will benefit bus service. The CTRMA has also encourage the use and development of traffic management applications such as Carma and Metropia and has been a champion of the Commute Solutions program which is helping to develop ridesharing pools among major employers in the Austin MSA.

19. Is a workforce training program a component of the project’s development plan?

No

20. Key Dates

Milestones	DATE (MM/DD/YY)
When designation is required	12/31/2016
Estimated completion of plans and specs	1 st Quarter 2017
Estimated commencement of project	1 st Quarter 2017
Estimated completion of project	12/31/2019
Estimated date project to be placed in service	12/31/2019

*10% must be committed (Via a Signed Contract) within 6 months

** 100% of proceeds must be spent within 3 years.

Project Financing

21. Expected Closing Date
1st Quarter 2017

22. Besides the QECCB issuance, what alternative financing has been considered for this project and what are the advantages and disadvantages of a QECCB issuance for the project compared with other financing alternatives?

City of Austin - Bond Program

TxDOT - Congestion Mitigation Funds

CAMPO - FTA Grants:

- Buses and Bus Facilities Grants Program - 5339
- Capital Investment Grants - 5309
- Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149

While all of these programs could theoretically be used to fund Park & Ride facilities, it was evident that the QECCB program had the most attractive overall cost of capital for the Authority.

23. a. How will the QECCB transaction be memorialized?

Bond indenture (CTRMA Series 2017 Senior Lien Revenue Bonds)

b. Statutory authority reference for the obligation:

The Bonds will be issued by the Authority pursuant to the laws of the State, particularly Chapter 370, Texas Transportation Code, as amended, Chapter 1207, Texas Government Code, as amended, and Chapter 1371, Texas Government Code, as amended

24. Please describe the security for the obligation.

Toll revenues and other available funds.

25. What is the final maturity for the memorializing obligation?

Maximum allowable term at time of pricing (Currently 35 years)

Application Attachments (as applicable)

(BRB Use only)

26. Certification Regarding Fees & Check Copy, on the form prescribed by the Board
- Inducement Resolution or Preliminary Action
- Legal Counsel Opinion (QECB and authorization under state law)
- Estimated Sources and Uses of Funds
- Detailed Report of Energy Savings Analysis
- ESPC Addendum
- Issuer's Certified Articles of Incorporation and Bylaws
- Issuer's Certificate of Continued Existence
- Obligor's/User's Articles of Incorporation and Bylaws
- Obligor's/User's Certificate of Continued Existence
- Obligor's/User's Certificate of Good Standing (including partners or parents)

DISTRIBUTION INSTRUCTIONS FOR CERTIFICATES OF RESERVATION/ALLOCATION:	
Please indicate who should receive the Certificates	Street Address
Issuer <input type="checkbox"/> Bond Counsel <input type="checkbox"/>	
Name of Firm:	
Contact Name & Phone #:	
Please indicate the preferred Method of Delivery (Note: Certificates will not be sent by regular mail.)	
Messenger <input type="checkbox"/>	Account #
Fed Ex <input type="checkbox"/>	
Other Carrier (Specify Below) <input type="checkbox"/>	

Project Certification

27. Certification: The information contained in this Application for qualified energy conservation bond issuing authority and related attachments is, to the best of our knowledge, true and accurate.

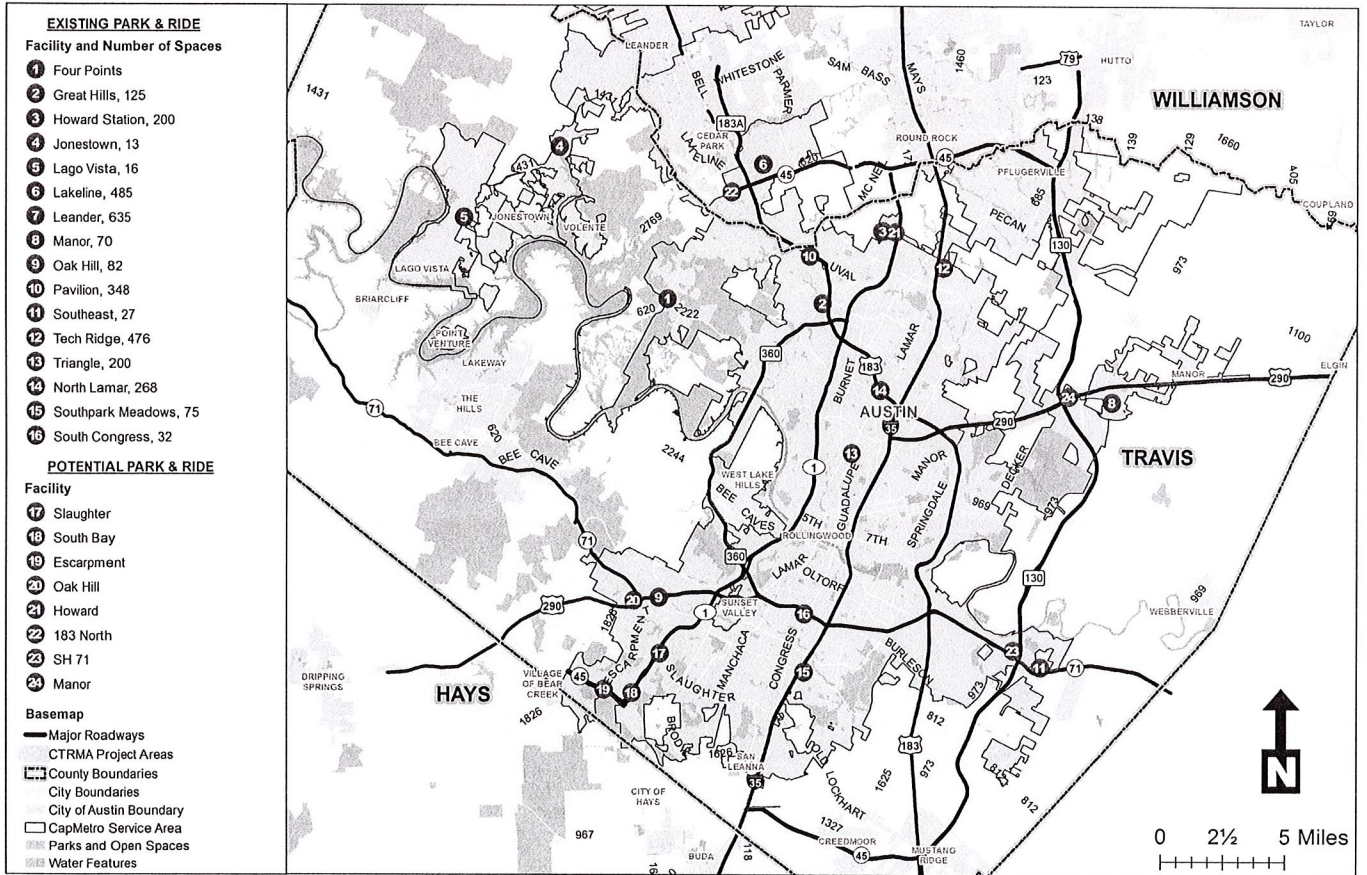
CENTRAL TEXAS REGIONAL Mobility Authority
(Name of Issuer)


(Signature)

William Chapman CFO
(Name/Title/Date)

10/24/16

Attachment 1 Map of Potential Park and Ride Projects



Attachment 2 Preliminary Park and Ride Program Cost Estimates

Map ID	Site Location	Total Estimated Project Costs ¹
17	South MoPac/Slaughter	\$ 8,008,200.00
18	South MoPac/South Bay	\$ 2,259,200.00
19	South MoPac/Escarpment	\$ 2,054,600.00
20	Oak Hill	\$ 16,969,500.00
21	Howard	\$ 12,258,750.00
22	US 183 North/SH 620	\$ 8,359,125.00
23	SH 71	\$ 12,556,125.00
24	US 290/Manor	\$ 9,689,400.00
Total Estimated Program Cost		\$ 72,154,900.00

¹ Estimated costs include property acquisition, planning, environmental, design, and construction based on 8/12/2016 Program Estimate.

Reservation Docket # _____

RECEIVED

Date & Time Received
2016 OCT 24 AM 9: 57

**TEXAS BOND REVIEW BOARD
CERTIFICATION REGARDING FEES**

TX BOND REVIEW BD
AUSTIN, TEXAS

THIS FORM & A COPY OF THE CHECK MUST BE SENT TO THE FOLLOWING ADDRESS:

**TEXAS BOND REVIEW BOARD
300 W. 15TH ST, SUITE 409
AUSTIN, TX 78701-1649**

The undersigned certifies that as of the 24th day of October, 2016 a check, representing the
DAY MONTH YEAR
Application _____ fee, in the amount of \$ 1,000.00, was sent by overnight mail
(APPLICATION, CLOSING)
to the COMPTROLLER OF PUBLIC ACCOUNTS, ITEM PROCESSING - LOCKBOX SECTION.

A copy of the check must be attached to this certification.

W. H. P. O. S.
Signature of Bond Counsel

Glenn Opel-Bracewell
Typed Name of Bond Counsel

Central Texas Regional Mobility Authority
Name of Issuer

10/24/2016
Date

Central Texas Regional Mobility Authority
Name of User

Park & Ride Facilities
Project

**THE FEE MUST BE RECEIVED WITHIN 24 HOURS OF THE RECEIPT OF THE
APPLICATION OR ANY REQUIRED SUBSEQUENT FILINGS.**

**This certification must be filed with documents each time a fee is required to be
submitted.**

Texas Comptroller of Public Accounts 10/24/2016

Document No.	Document Date	Posting Description	Amount	Discount	Net Amount
ENERGY	10/21/2016	Invoice PI014393	1,000.00		1,000.00

Total 1,000.00

18173

CENTRAL TEXAS
REGIONAL MOBILITY AUTHORITY
3300 N IH-35, SUITE 300
AUSTIN, TX 78705
(512) 996-9778

REGIONS BANK
TEXAS
88-78/1119

E2Shield™ Check Fraud Protection for Business

****ONE THOUSAND AND 0/100

PAY *COPY*

10/24/2016 \$*****1,000.00
DATE AMOUNT

Texas Comptroller of Public Accounts
PO Box 13186
Austin, Texas 78711-3186

TO THE ORDER OF

Manjiv Sengupta
AUTHORIZED SIGNATURE

⑈018173⑈ ⑆111900785⑆ 0101887041⑈

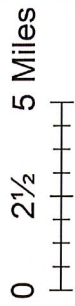
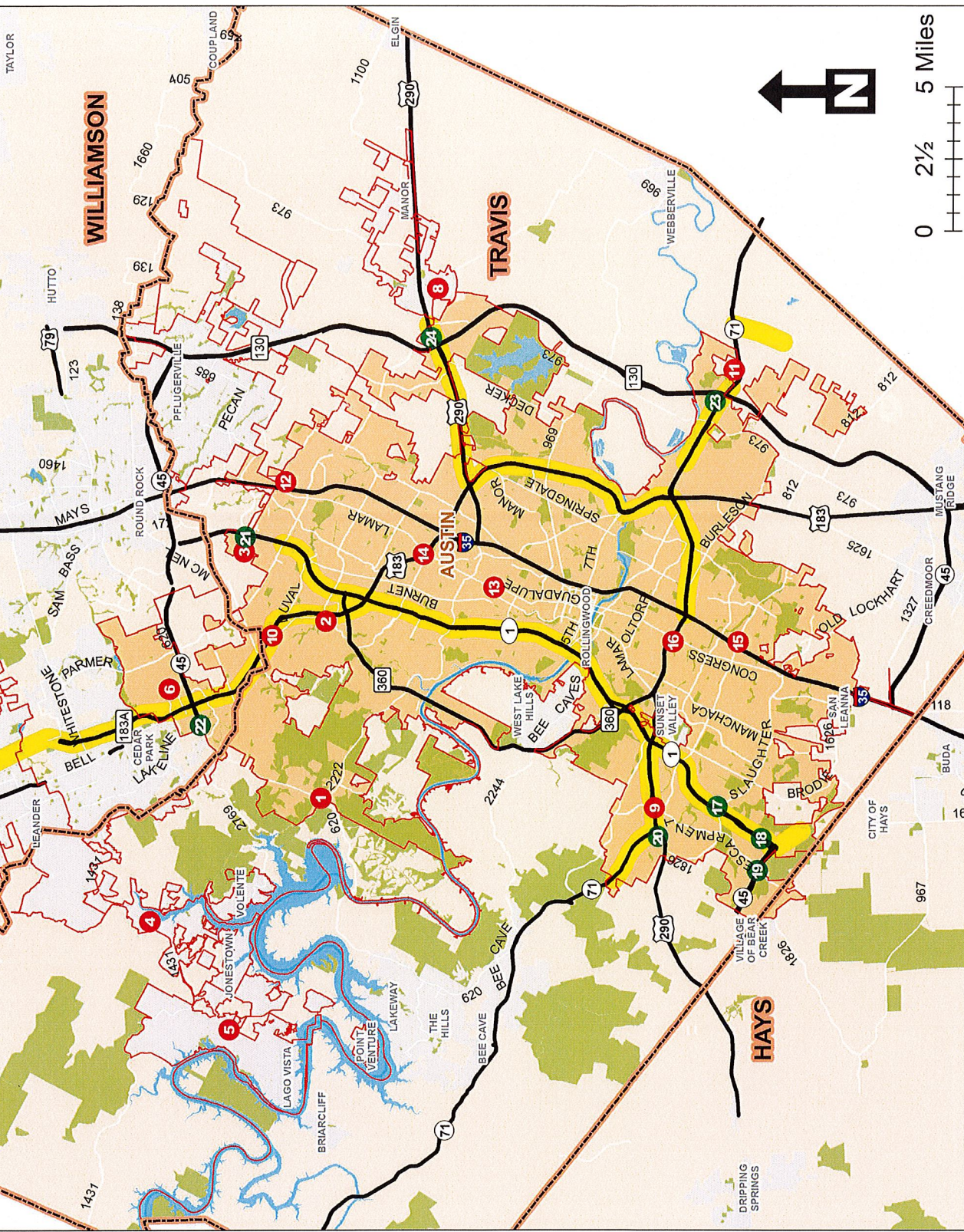
Details on back.

Texas Comptroller of Public Accounts 10/24/2016

Document No.	Document Date	Posting Description	Amount	Discount	Net Amount
ENERGY	10/21/2016	Invoice PI014393	1,000.00		1,000.00

Total 1,000.00





EXISTING PARK & RIDE

Facility and Number of Spaces

- 1 Four Points
- 2 Great Hills, 125
- 3 Howard Station, 200
- 4 Jonestown, 13
- 5 Lago Vista, 16
- 6 Lakeline, 485
- 7 Leander, 635
- 8 Manor, 70
- 9 Oak Hill, 82
- 10 Pavilion, 348
- 11 Southeast, 27
- 12 Tech Ridge, 476
- 13 Triangle, 200
- 14 North Lamar, 268
- 15 Southpark Meadows, 75
- 16 South Congress, 32

POTENTIAL PARK & RIDE

- Facility
- 17 Slaughter
- 18 South Bay
- 19 Escarpment
- 20 Oak Hill
- 21 Howard
- 22 183 North
- 23 SH 71
- 24 Manor

Basemap

- Major Roadways
- CTRMA Project Areas
- County Boundaries
- City Boundaries
- City of Austin Boundary
- CapMetro Service Area
- Parks and Open Spaces
- Water Features