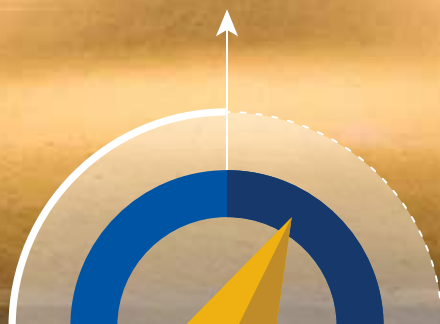
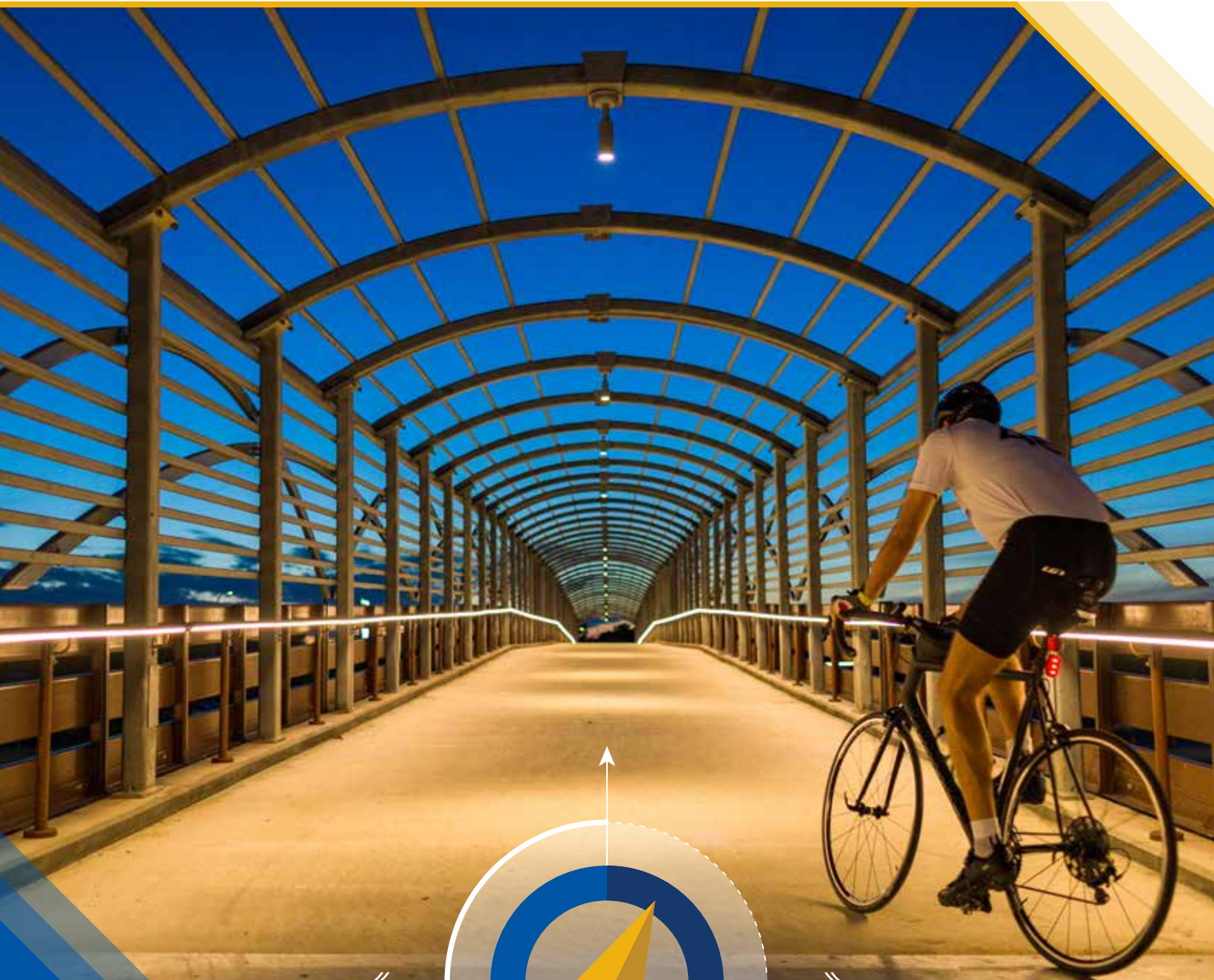


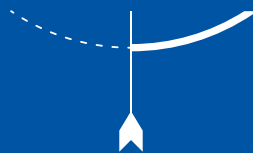


CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY



2020 ANNUAL REPORT & FINANCIAL STATEMENTS

MISSION **DRIVEN**
NAVIGATING THE ROAD AHEAD





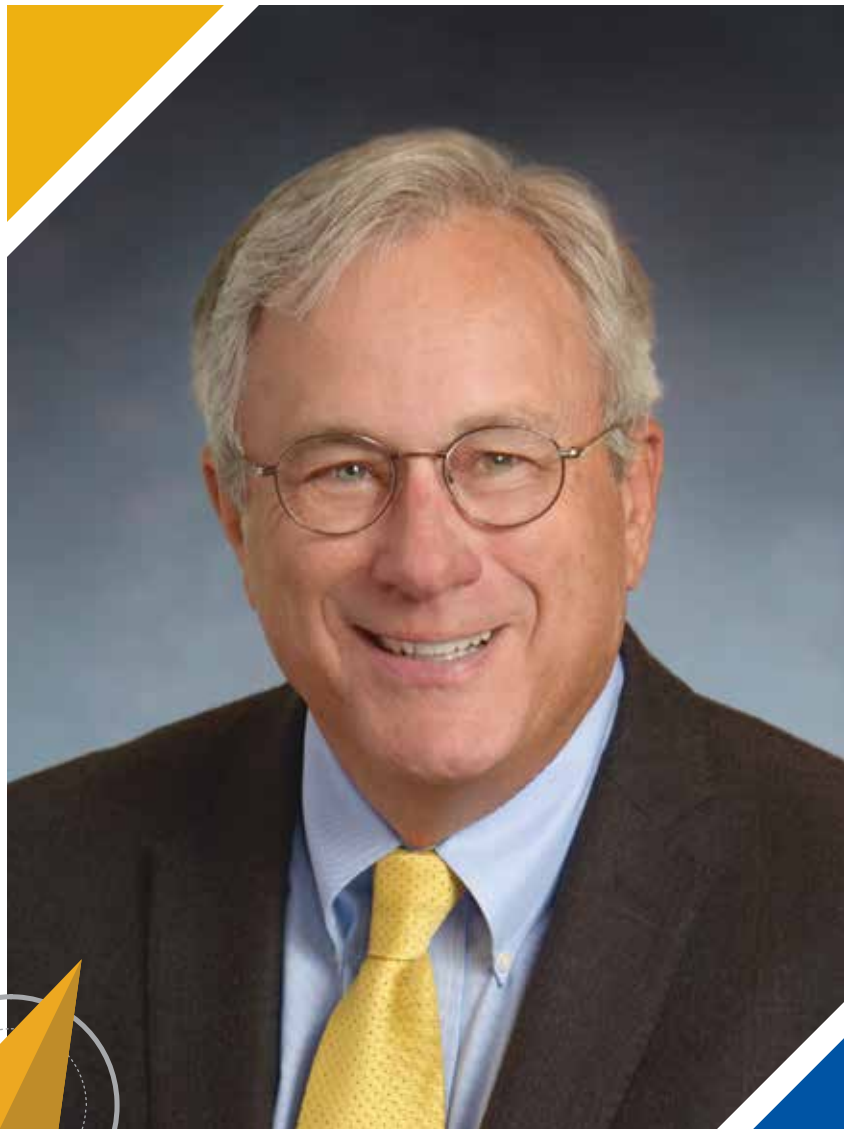
REGIONAL MAP




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A LETTER FROM OUR
**EXECUTIVE
DIRECTOR**

“
I have never been more confident that the Mobility Authority is poised for continued growth and unprecedented success well into the future.”
”

A LASTING LEGACY FOR CENTRAL TEXAS

After nearly two decades of leading this agency—from its early days as a small startup to the multi-billion agency that exists today—2020 marks my final year as executive director of the Central Texas Regional Mobility Authority.

I would be remiss if I did not thank the people of Central Texas and the chairmen under whom I’ve served—Bobby Jenkins, Ray A. Wilkerson, and Bob Tesch—for entrusting me with this incredible honor.

Serving as Executive Director of the Mobility Authority has been the most meaningful and rewarding experience of my professional career. I’m humbled to have served beside our dedicated board. And with the team of 34 talented staff we’ve assembled over the years, **I have never been more confident that the Mobility Authority is poised for continued growth and unprecedented success well into the future.**

Since the agency’s inception, we have delivered eight projects for one of the fastest-growing regions in North America, totaling more than 386 lane miles open to traffic. And we began at a time when Central Texas was facing an outdated infrastructure network that simply could not keep up with generations of growth - or even the immediate needs of the region. Today, the agency is seen as a model for infrastructure delivery throughout the state and around the country.

When we introduced tolling to the region in 2007, it was uncharted territory, but it ultimately helped pave the way for the sustained economic development we’re seeing all around Central Texas today. Not only did it reduce congestion and support lower taxation, it created a reliable source of revenue to fund new transportation projects and reinvest back into the community.

As I close this chapter on my career, I reflect on the many ways we’ve collaboratively improved the regional mobility landscape. I thank the people of Central Texas for the opportunity to have served, and for your partnership in making these improvements possible. I look forward to seeing what the next decade in mobility improvements will bring.

Sincerely,

Mike Heiligenstein,
Executive Director

“ Mike has been the absolute driving force behind the success of the Mobility Authority for more than 15 years. His vision, knowledge and leadership have made the Mobility Authority an incredibly valuable organization that has had a significant impact on traffic congestion in Central Texas.”

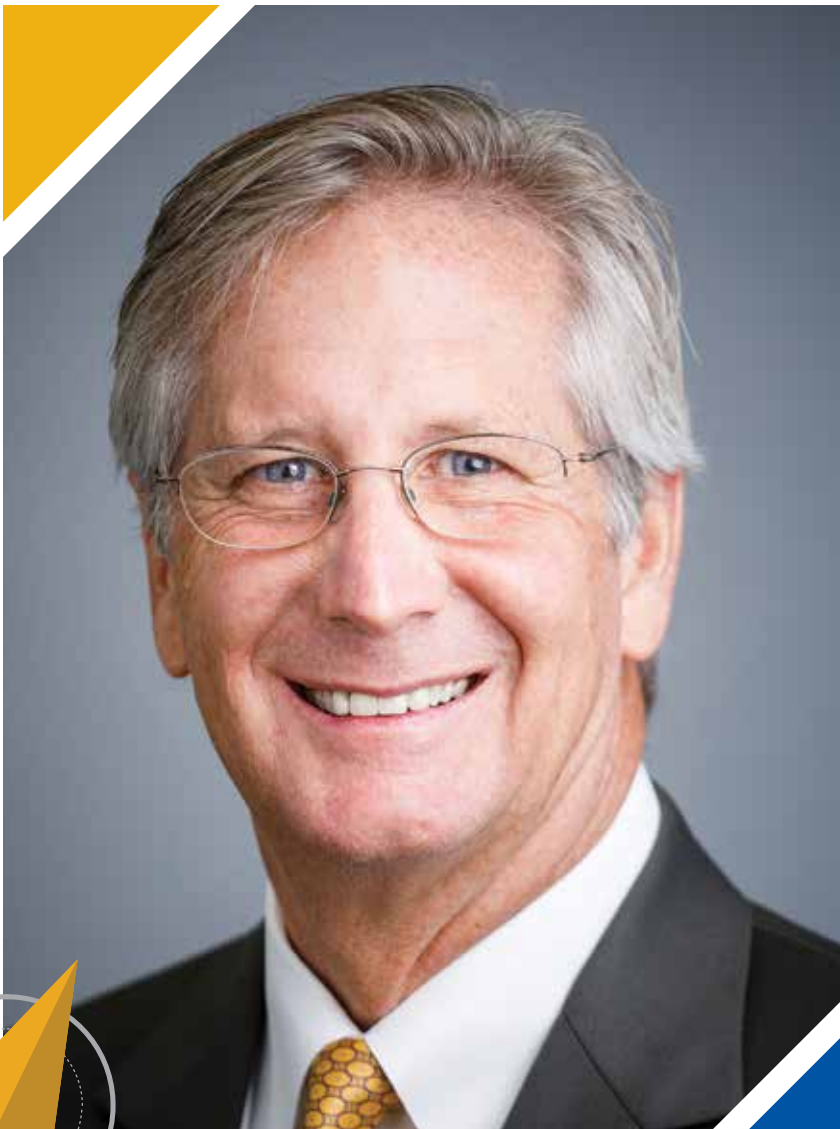
– Bobby Jenkins, Chairman of the Mobility Authority

“ It has been a personal honor of mine as former Chairman to work alongside Mike for more than 10 years. He always took the ‘high road,’ and his focus was always on what was most beneficial to Central Texas, transcending politics and outside influence.”

– Ray A. Wilkerson, former Chairman of the Mobility Authority

“ Mike’s commitment to improving mobility and air quality will long be felt in the region. He has been integral to shaping the organization and its commitment to effective community engagement, ensuring that community values are integrated into every project the agency delivers.”

– Kirk Watson, former Texas State Senator



A LETTER FROM OUR
CHAIRMAN

If there is to be a silver lining found during these difficult times, it's that we have been able to deliver much-needed infrastructure projects—even in 2020."

THE SILVER LINING OF 2020

For the past two decades, Austin and the surrounding communities have experienced explosive growth. Today, Austin ranks fifth in the nation in population increase over the last decade (KVUE 2020) and is expected to clinch the 10th spot this year for most populous city in the U.S. (CBS Austin 2020). Topping charts and crowned "the best" in various categories, Central Texas continues to be recognized for its opportunities and quality of life.

But our region simply wasn't built for such growth. And rather than incrementally improving infrastructure to keep pace with that growth over time, we've been trying to play catch-up. Arguably, no sector has felt this squeeze quite like the transportation industry.

Then the pandemic hit, taking normalcy out of our daily lives. With stay-at-home orders in place for much of 2020, traffic levels sunk to a level reflective of an Austin that few of us remember. And though the full extent of the global pandemic on our region's economic and population growth has yet to be realized, all indications show these growth trends will continue, attracting more and more newcomers to our region.

As a mission-driven agency responsible for delivering mobility solutions that enhance our region's quality of life and economic vitality, **if there is to be a silver lining found during these difficult times, it's that we, the Mobility Authority, have been able to deliver much-needed infrastructure projects—even in 2020.**

This year, we opened two of three flyovers on the 290/130 Flyovers Project—months ahead of schedule, providing free-flowing, direct connections between the two roadways. In East Austin, the 183 South Project is quickly approaching the finish line, marking the first time since the 1970s that this critical highway has seen added capacity or improvements.

These new mobility options set the stage for long-awaited revitalization. That's a win for all Central Texas residents, and the timing could not be better. Completion will spur economic development at a time when we will need all of the help we can get to rejuvenate the economy while addressing our regional growth and mobility needs well into the future.

We're committed to you, Central Texas. We're committed to keeping our region connected, and to ensuring that the Central Texas of tomorrow is as vibrant as it ever was.

In everything we do, we're driven by our mission—and our mission is you.

Sincerely,

Bobby Jenkins
Chairman

OUR BOARD OF DIRECTORS

We are governed by a seven-member board of directors responsible for setting policies, identifying priority projects, and ensuring the agency is operated in an efficient, effective, and transparent manner. The Governor appoints the Chairman, and the Commissioners Courts for both Travis and Williamson counties each appoint three members to voluntarily serve on the Board for two-year terms.



Bobby Jenkins
Chairman
Gubernatorial Appointee – 2019
ABC Home & Commercial Services



Nikelle S. Meade
Vice-Chair
Travis County Appointee – 2012
Husch Blackwell LLP



David Singleton
Board Treasurer
Williamson County Appointee – 2003
Southwest Land Services, Inc.



Mark Ayotte
Board Secretary
Williamson County Appointee – 2017
Reveal Resource Center



David B. Armbrust
Board Member
Travis County Appointee – 2012
Armbrust & Brown, PLLC



John Langmore
Board Member
Travis County Appointee – 2018
Attorney



Mike Doss
Board Member
Williamson County Appointee – 2019
Independent Financial

THE MOBILITY AUTHORITY STORY

We build more than toll roads. Our projects include preserved and improved non-tolled general-purpose lanes and multimodal bicycle and pedestrian facilities to enhance mobility for all travelers.



A REGIONAL INVESTMENT

The Mobility Authority has evolved as envisioned by the Texas Legislature when it was created nearly two decades ago to help meet the transportation needs of our local Central Texas community. Since the agency's inception in 2002, the agency has **transformed a regional investment of \$559 million into \$2.38 billion in added capacity infrastructure improvements, with 386 lane miles* open to traffic.**

The revenue we generate is reinvested right here in Central Texas to continue improving our regional network.

**Includes 183A Toll, 290 Toll, MoPac Express Lane, 71 Toll Lane, 45SW, 183 Toll, and the 290/130 Flyovers.*



Moving forward, we anticipate leveraging an investment by the region to **DEVELOP \$3.5 BILLION IN INFRASTRUCTURE IMPROVEMENTS**



About half of that investment includes **NON-TOLLED IMPROVEMENTS,** such as new general-purpose lanes, bike and pedestrian enhancements, and aesthetic upgrades.

183 TOLL: AN ECONOMIC BOON FOR CENTRAL TEXAS

The Mobility Authority is nearing the finish line on the 183 South Project in East Austin. At \$743M, it's the largest single roadway project in the history of Central Texas led by a local entity.

To say it's been a massive project would be an understatement. When we broke ground in 2016, the four-lane, divided highway had seen only minor improvements since it was constructed in the 1960s. We've since upgraded this critical artery to a modern expressway for tolled and non-tolled travelers, featuring six tolled and six non-tolled lanes, continuous bicycle lanes, sidewalks, pedestrian bridges, and a shared use path called the "183 Trail."

In anticipation of the greater mobility this project ensures, substantial economic development has been occurring along US 183 at a rapid pace. This brings significant jobs and opportunities, while helping to break down the East Side's barriers to economic prosperity.



Tesla will construct a **\$1.1 BILLION FACTORY** on a 2,100-acre site off SH 130 north of SH 71 near Austin-Bergstrom International Airport (ABIA).
Austin American-Statesman, 2020



Velocity, a more than **5.5-MILLION-SQUARE-FOOT** development of apartments, offices, retail, hotels and light industrial space, is set to break ground east of ABIA in early 2021.
Austin American-Statesman, 2020



Austin Community College (ACC) is planning a regional **WORKFORCE CENTER** for automotive technology and construction training on 124 acres adjacent to Velocity.
Austin American-Statesman, 2020



"Eastbound," a **221,000-SQUARE-FOOT** office space facility is under construction along US 183, signifying the beginning of an East Austin "office boom."
Austin Business Journal, 2020

TALES ALONG THE TRAIL

Honoring East Austin's Roots with the 183 Trail

This project offers more than added roadway capacity. In line with our promise to support revitalization of the community, we're incorporating enhanced landscaping and other aesthetic elements to give the 183 corridor and adjacent 183 Trail a sense of place and to create outdoor spaces the community can enjoy.

In 2021, we'll begin installing educational interpretive signage along the 183 Trail. Many influential people have helped to shape the spirit, culture, and sense of community reflected across our great city's diverse East Side. As we embrace the growth and change inherent in our future, we also honor our past. With this signage, we'll highlight the East Side's people, history, and culture as well as their significance to Austin and Central Texas.





290/130 FLYOVERS: CONNECTING COMMUNITIES

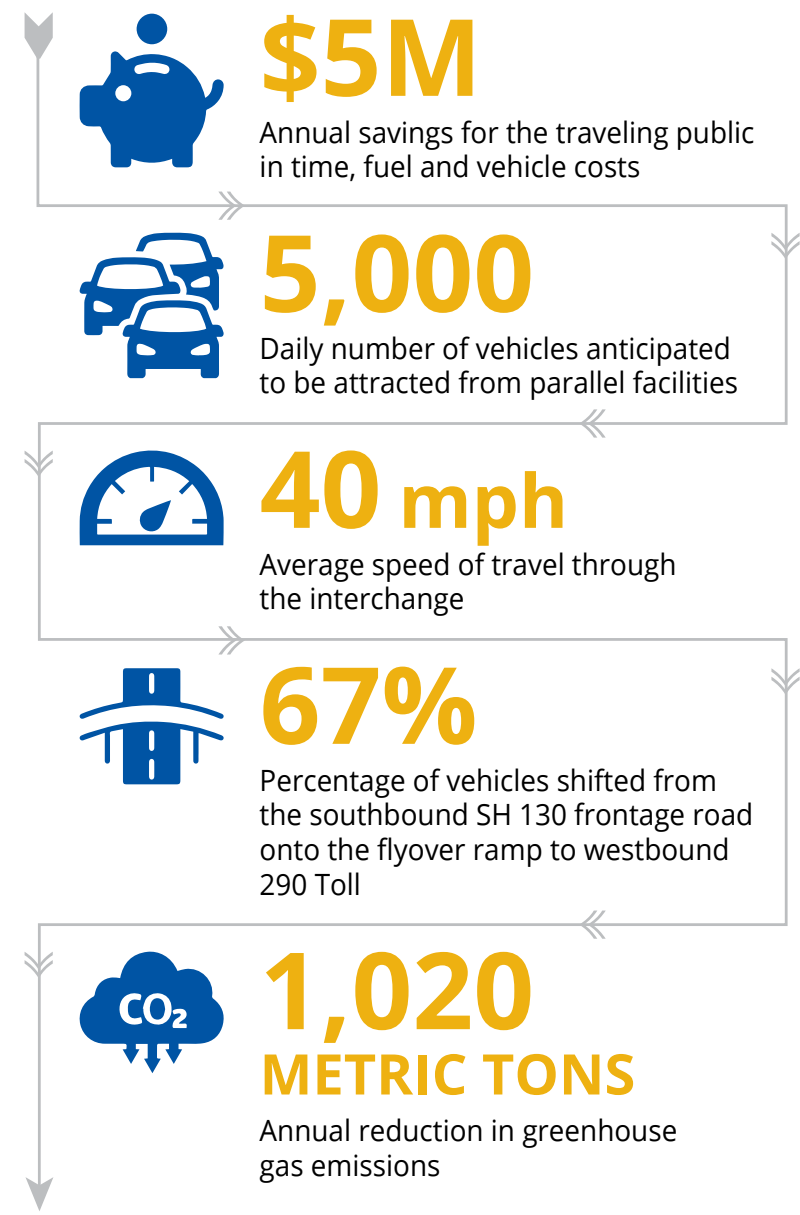
February 2021 marked the completion of the 290/130 Flyovers Project in northeast Travis County, establishing free-flowing direct connections between the 290 Toll and SH 130 Toll facilities. Under a collaborative partnership between the Mobility Authority and the Texas Department of Transportation (TxDOT), we completed the project on budget and ahead of schedule.

Drivers from outlying suburbs now have a signal-free westbound route into Austin's downtown core, and no longer have to wait at a traffic signal to connect between the two facilities. Drivers heading east on 290 Toll now also have a direct link to southbound SH 130 with quick access to the future Tesla plant, ABIA, and points farther south. There is also a direct connection between northbound SH 130 and westbound 290 Toll heading into downtown Austin.

“As we see drivers returning to the roadways, it's more important than ever that we continue to deliver forward-thinking and reliable mobility solutions. These flyovers are a symbol of forward progress during difficult times and help lay the foundation for economic recovery as we continue the fight against the COVID-19 pandemic.”
- Bobby Jenkins, Chairman

REGIONAL BENEFITS

Enhanced local and regional connectivity from the 290/130 Flyovers is anticipated to attract additional economic development opportunities to the region, in addition to the following mobility benefits:



ACCELERATED PROJECT DELIVERY

JAN 2020

South-to-west flyover opened to traffic (8 months ahead of schedule)

JUL 2020

North-to-west flyover opened to traffic (5 months ahead of schedule)

FEB 2021

East-to-south flyover opened to traffic (4 months ahead of schedule)

ON THE HORIZON

The Mobility Authority's projects in development are setting the stage for continued upward mobility in Travis and Williamson counties, where economic growth continues at a rapid pace.



183A PHASE III

Building on the success of the existing 183A Toll Road, the Mobility Authority is planning a 6.6-mile extension of the toll road from Hero Way to north of SH 29 in Liberty Hill. With a contractor on board and ready to break ground in early-to-mid 2021, constructing this third phase of 183A will help relieve congestion on US 183, improve safety, and enhance mobility in Williamson County.



183 NORTH MOBILITY PROJECT

The Mobility Authority reached a significant milestone in 2020 with the procurement of a design-build contractor. Construction of two variably priced express lanes in each direction along US 183 between MoPac and SH 45 North is expected to begin in 2021. When the project is complete, the express lanes will provide reduced travel times for commuters, transit and emergency vehicles. The project also includes direct connector ramps to and from the existing MoPac Express Lane, which will provide drivers a continuous route into and out of Austin's downtown core.



MOPAC SOUTH ENVIRONMENTAL STUDY

Expanding population and regional development have made the MoPac corridor south of Cesar Chavez Street one of the most congested roadways in Texas. The Mobility Authority is implementing an environmental study to determine the best approach to managing congestion while promoting environmental stewardship.



BARTON SKYWAY RAMP RELIEF PROJECT

The southbound MoPac corridor near Barton Skyway is plagued by significant congestion issues. The Mobility Authority is proceeding with a project to add pavement for auxiliary and merge lanes to alleviate congestion and improve travel time throughout the corridor. Construction is anticipated to begin in 2022.



290 TOLL PHASE IV

What initially began as fervent opposition to mobility improvements in Manor when the first phase of the 290 Toll Road was proposed, has turned into a strong showing of community support to extend the toll road eastward. Since the 290 Toll Road opened in 2014, demand for this reliable, time-saving commuting option has continued to increase, while congestion on US 290 in Manor has worsened. In response to the community's feedback, the Mobility Authority launched a feasibility study in 2020 to evaluate the potential to extend the toll road. A Phase IV extension project could enter the schematic design phase as early as 2021.



REGIONAL PARK & RIDE FACILITIES

The Mobility Authority is working with the Capital Metropolitan Transit Authority (CapMetro) and the Capital Area Metropolitan Planning Organization (CAMPO) on a regional Express Bus Park & Ride plan that complements CapMetro's Project Connect to make carpooling and transit usage more viable. Commuter lots are planned near Mobility Authority facilities, including the MoPac Express Lane, the 290 Toll Road, the 183 Toll Road, the future MoPac South Express Lanes, and the future 183 North Express Lanes. This year, we entered into an Interlocal Agreement with the Capital Area Rural Transit System (CARTS) to fund a portion of the Eastside Multi-Modal Center along 183 Toll, which is anticipated to open in early 2021.



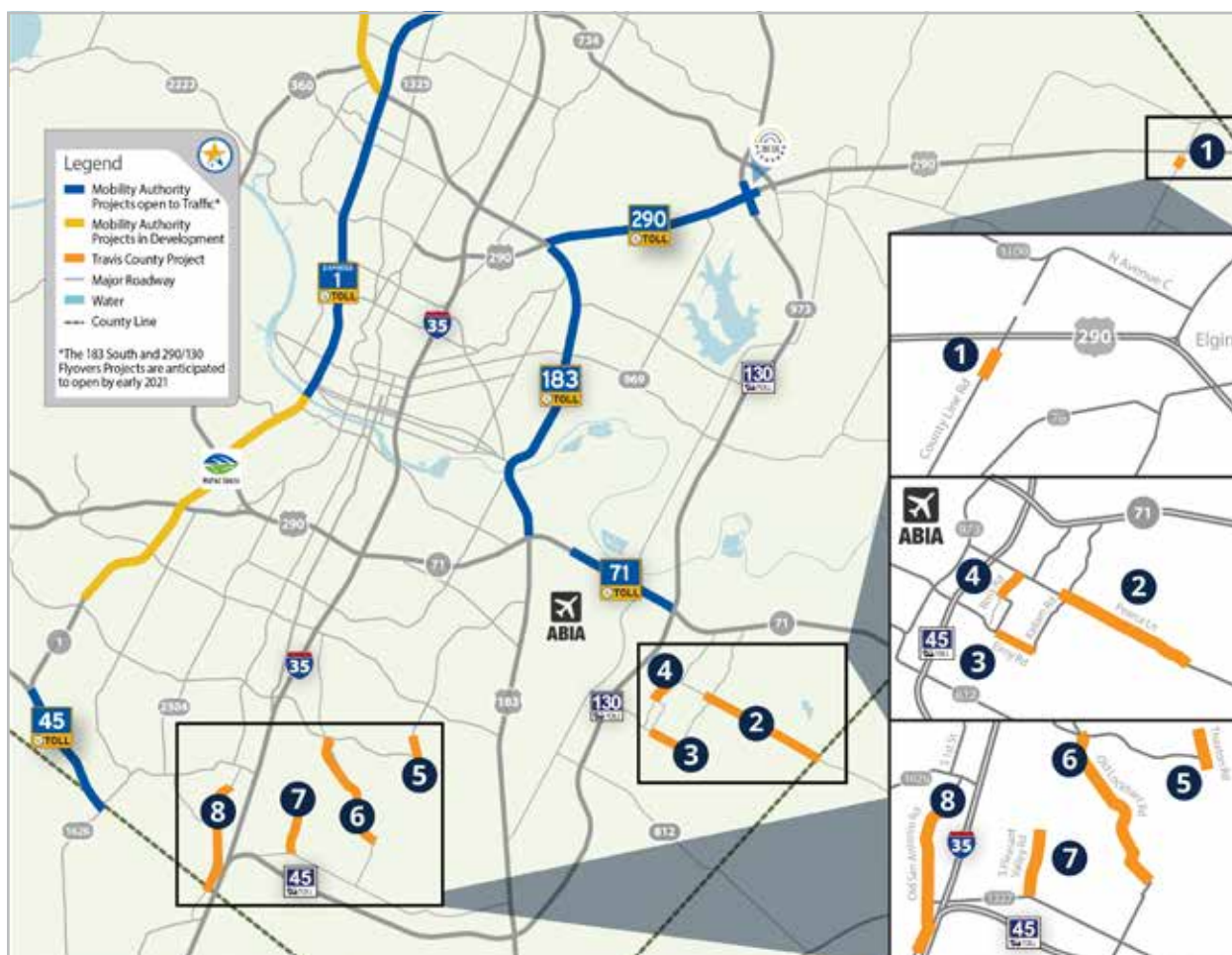


TRAVIS COUNTY TAPS MOBILITY AUTHORITY TO ACCELERATE NON-TOLLED PROJECTS

Travis County has engaged the Mobility Authority to expedite delivery of several projects in the County's Capital Improvement Program. This unique partnership leverages the Mobility Authority's unique organizational structure to develop and construct the projects on an accelerated timeline, with Travis County providing the funding, operation, and maintenance of the non-tolled facilities.



The Kellam Road Project, constructed by the Mobility Authority in partnership with Travis County in 2015, used the same accelerated project delivery method planned for the Travis County program of projects.

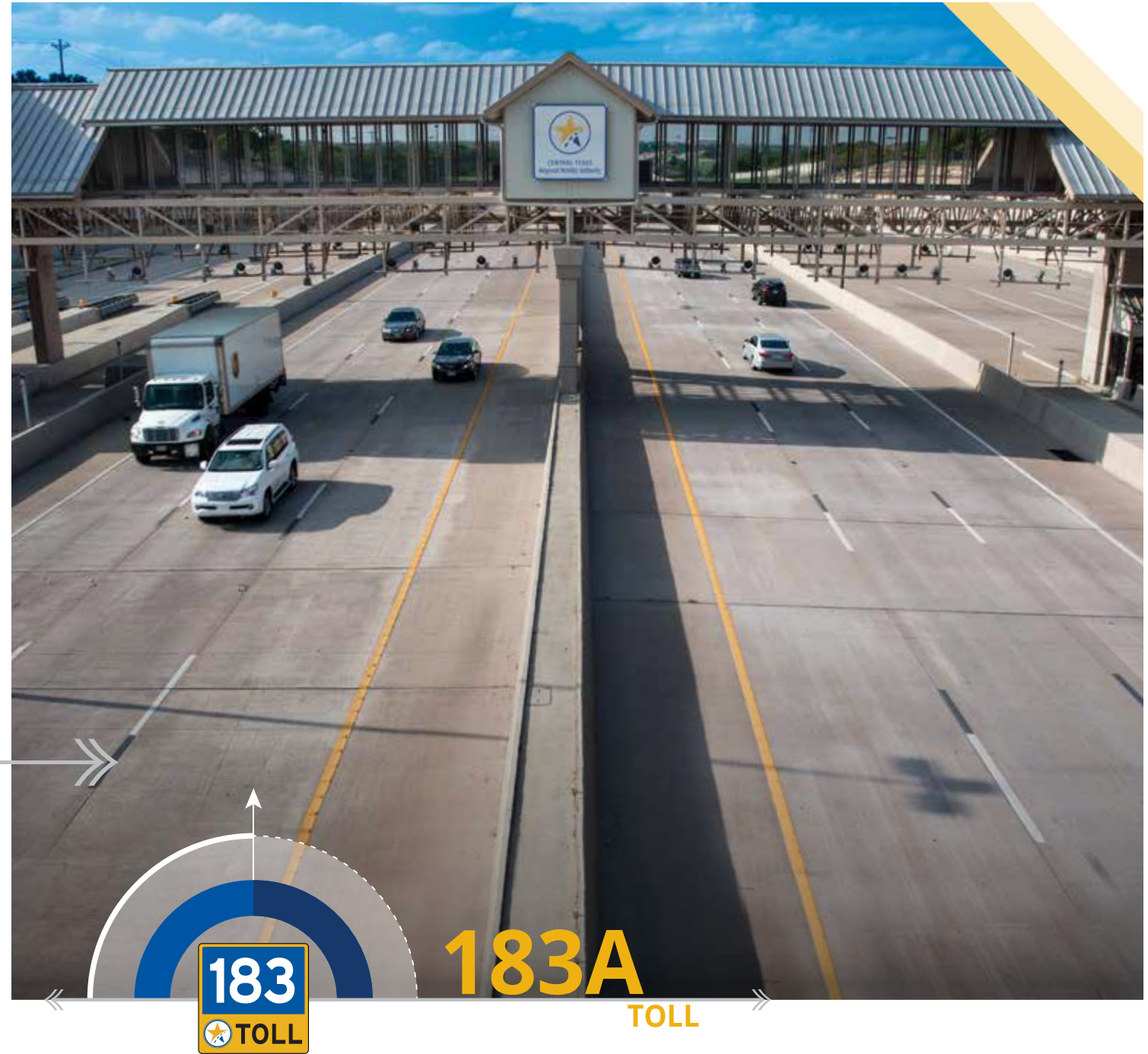


- 1 COUNTY LINE ROAD:** The bridge on County Line Road at Elm Creek will be replaced. This reconstruction will address stream crossing drainage concerns by replacing the current undersized bridge and adjacent structures.
- 2 PEARCE LANE:** A 3.25-mile section of Pearce Lane from west of Kellam Road to east of Wolf Lane will be reconstructed from the existing two-lane road to a four-lane divided road with bike lanes and sidewalks. The project will address roadway safety concerns and allow for safer movement of bicycle and pedestrian traffic.
- 3 ELROY ROAD:** A 1.12-mile section of Elroy Road from McAngus Road to Kellam Road is being reconstructed from a two-lane road to a five-lane road with a continuous center turn lane, bike lanes, and sidewalks. The project will address roadway safety concerns and allow for safer movement of bicycle and pedestrian traffic.
- 4 ROSS ROAD:** A 0.8-mile section of Ross Road from Pearce Lane to Heine Farm Road is currently serving as a two-lane road for commuter and school traffic. The project will widen the existing road to a three-lane road with bicycle and pedestrian facilities and accommodate an ultimate five-lane road.
- 5 THAXTON ROAD:** A 0.71-mile section of Thaxton Road from McKinney Falls Parkway to Sassman Road will be reconstructed from the existing two-lane road to a four-lane divided road with a continuous center turn lane, bike lanes and sidewalks. The project will address roadway safety concerns and allow for safer movement of bicycle and pedestrian traffic.
- 6 OLD LOCKHART ROAD:** A 3.4-mile section of Old Lockhart Road from Slaughter Lane to Thaxton Road will have shoulders added in both directions to enhance vehicular and bicycle safety.
- 7 SOUTH PLEASANT VALLEY ROAD:** A 1.3-mile section of South Pleasant Valley Road from FM 1327 to Bradshaw Road will be reconstructed from the existing two-lane road to a four-lane divided road with bike lanes and sidewalks. The project will address roadway safety concerns and allow for safer movement of bicycle and pedestrian traffic.
- 8 OLD SAN ANTONIO ROAD:** A 3.2-mile section of Old San Antonio Road from FM 1626 to the Hays-Travis county line will have shoulders added in both directions to enhance vehicular and bicycle safety.



KEEPING CENTRAL TEXANS CONNECTED

Our system of open roads provides Central Texans with faster, more reliable connections throughout the region. The following roadways have exceeded traffic and revenue projections, spurred economic development, improved travel times, and reduced congestion on adjacent roadways.

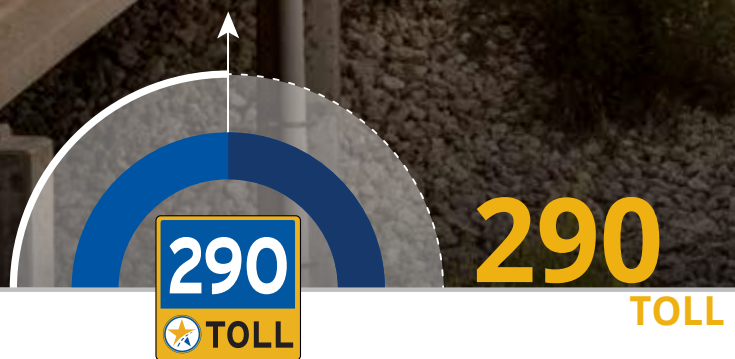
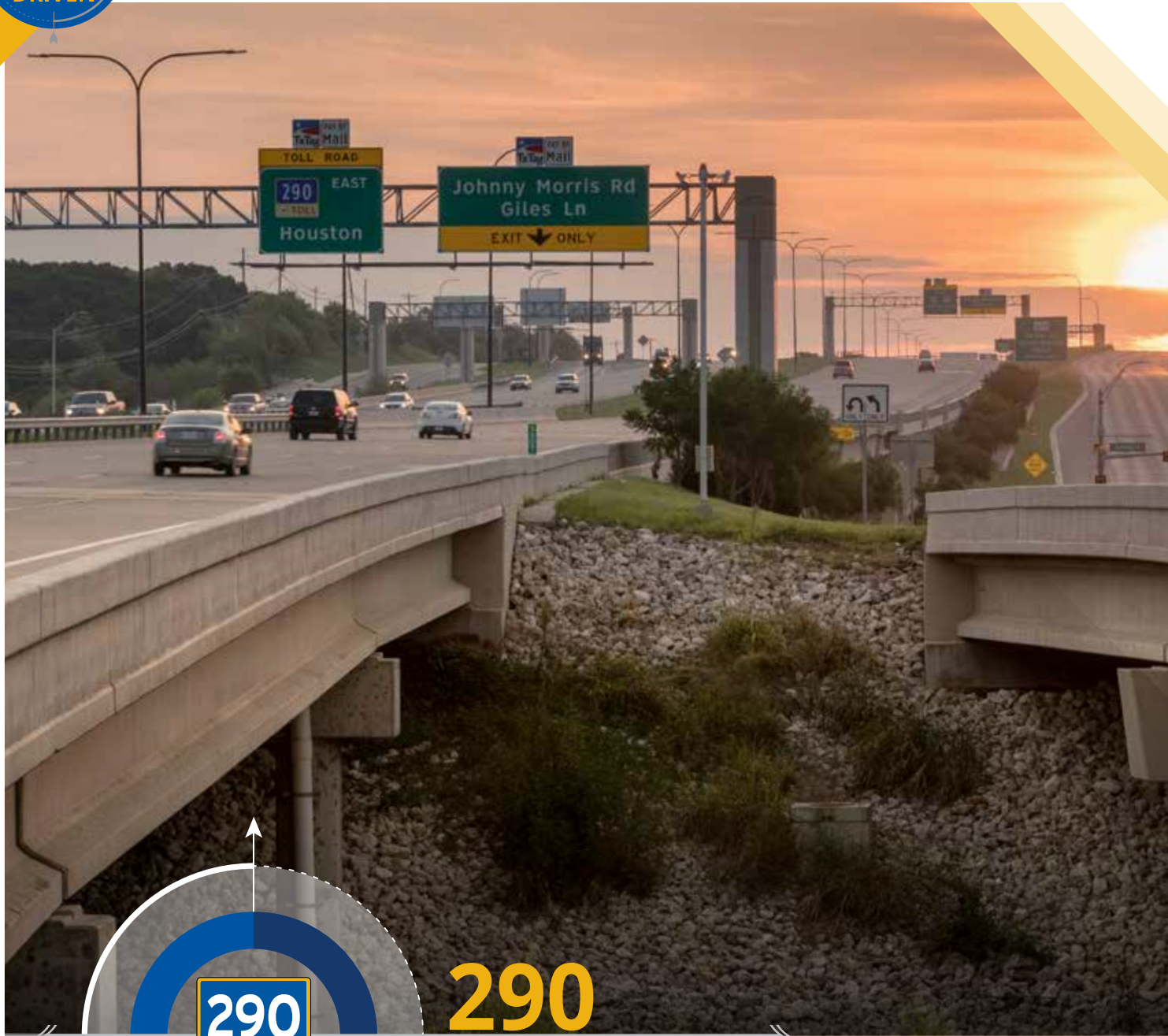


183
TOLL

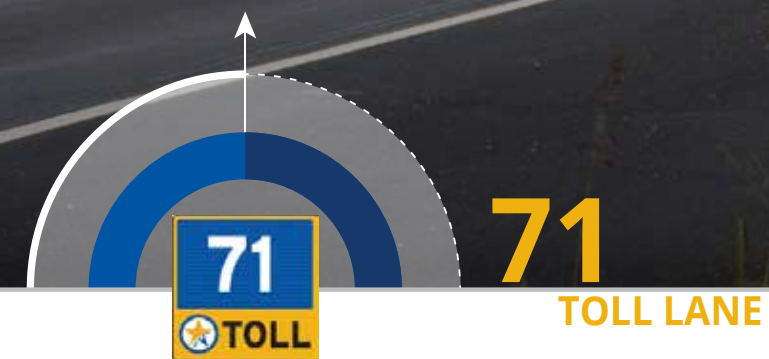
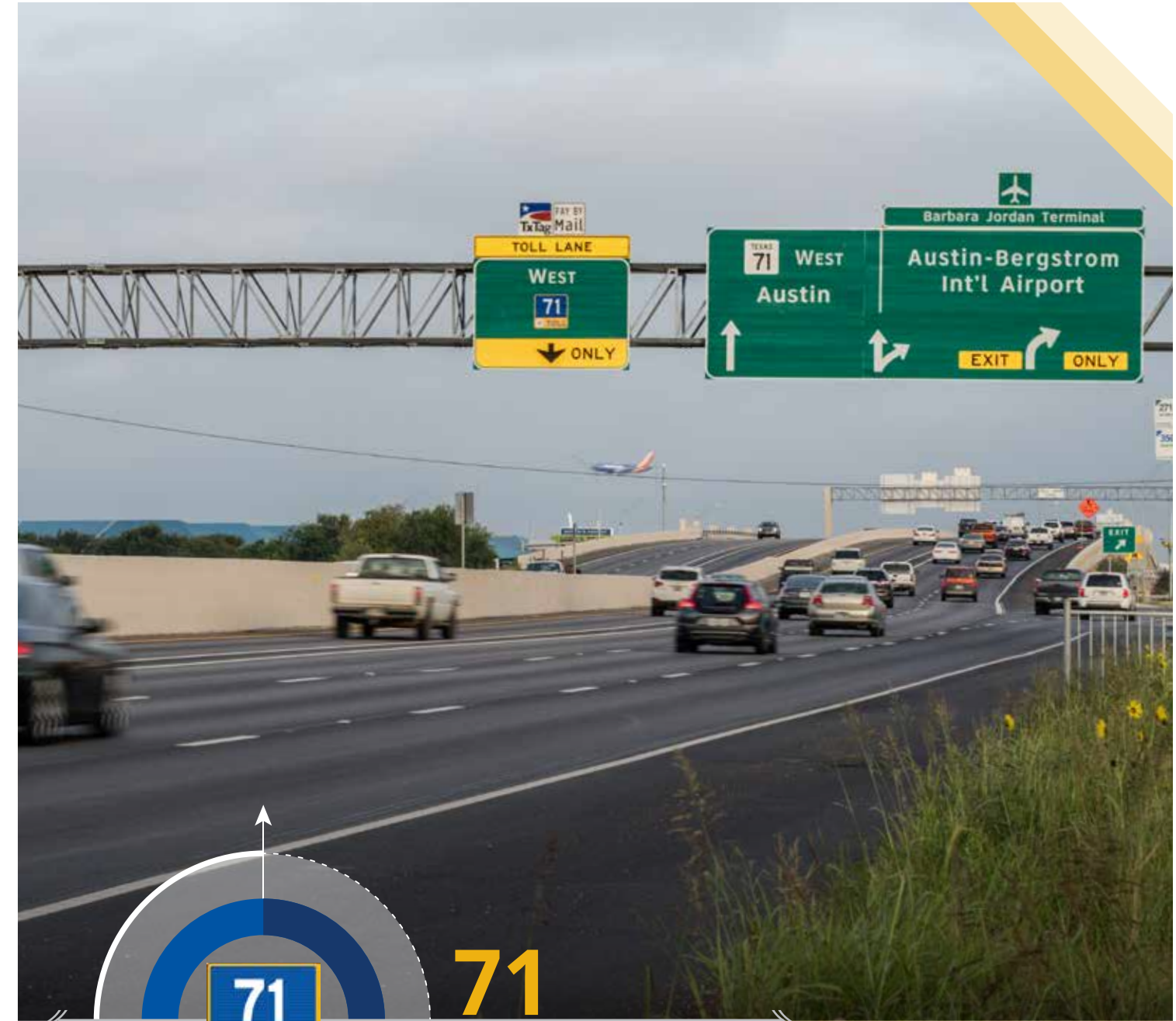
183A
TOLL

The Mobility Authority's inaugural project – an 11-mile toll road from RM 620 through Cedar Park and Leander – created a reliable alternative to the gridlocked US 183. Since the second phase opened in 2012, increasing numbers of commuters have been taking advantage of the time-saving benefits. In addition, the emergence of this new mobility option opened up a whole new corridor for economic opportunity, with millions of dollars of investment in commercial and residential real estate, retail, restaurants, and more.

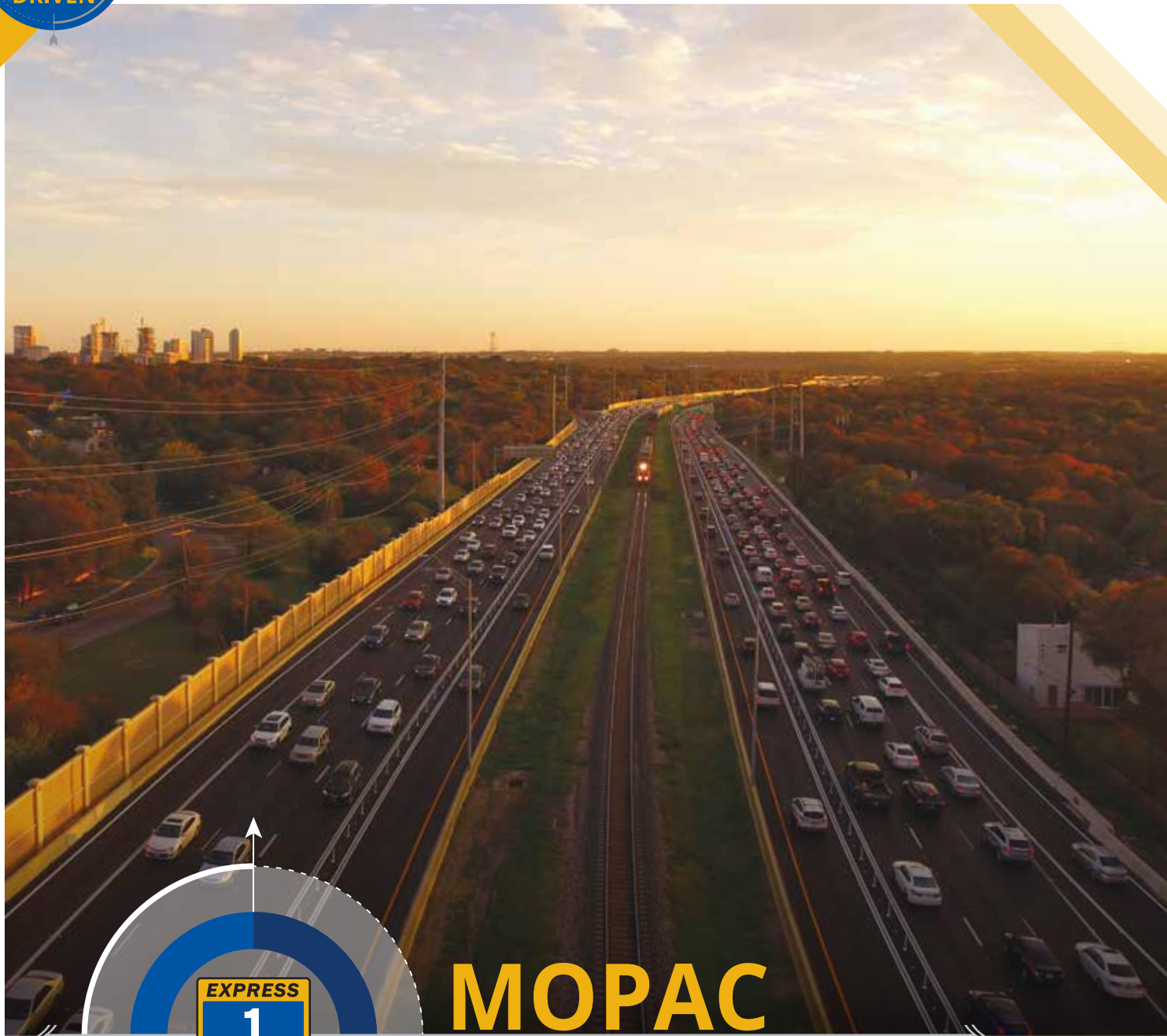
OPEN ROADS



Mirroring the success of 183A, the 6.2-mile 290 Toll Road tripled the previous capacity of US 290, transforming one of our area's most gridlocked routes into one of the fastest ways in and out of Austin during rush hour. Since opening in 2014, retail outlets, restaurants, medical facilities and other economic developments continue to emerge along this corridor, showing just how closely infrastructure and economic opportunity are linked.



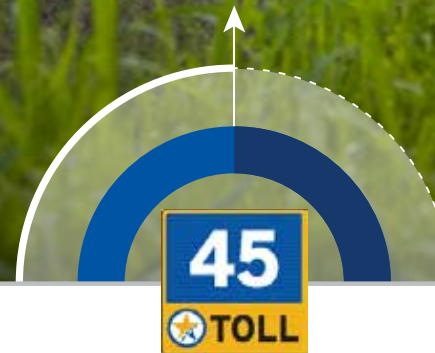
In 2017, the Mobility Authority celebrated the opening of our third toll road, offering drivers a free-flowing and reliable bypass route along SH 71 east of the Austin-Bergstrom International Airport (ABIA) from Presidential Boulevard to SH 130. Prior to COVID-19, ABIA was experiencing significant growth in passengers, prompting a massive expansion project. Electric car manufacturer Tesla will soon begin construction of a new factory on a 2,100-acre site just north of the SH 71/SH 130 Toll interchange.



MOPAC

EXPRESS LANE

This 11-mile variably priced express lane stretches from Cesar Chavez Street in downtown Austin to Parmer Lane, providing drivers with a reliable alternative when they simply cannot be late. Since opening in 2017, drivers choosing the express lane during rush hour travel up to 19 miles per hour faster and save up to 14 minutes in travel time on average as compared with drivers in the adjacent non-tolled general-purpose lanes.



45SW

TOLL

Opened in 2019, this greenfield project created a brand-new connection for drivers between the southern end of MoPac and FM 1626 in Hays County. Drivers immediately began experiencing travel time savings, including those continuing to use local neighborhood streets as an alternative to the toll road. Along the adjacent 45SW Trail, and in a shaded section known as the “Hill Country Classroom,” a series of interpretative signs with an augmented reality component educates trail users about the Texas Hill Country.

INNOVATION INITIATIVES

At the Mobility Authority, we know there's much more to enhancing mobility than laying new pavement and adding capacity. Our initiatives seek to leverage industry best practices and new technologies while prioritizing customer and community service.

TRANSPORTATION DEMAND MANAGEMENT

In order to achieve long-term congestion relief, we must incentivize changes in commuting habits by managing demand.



CapMetro buses receive toll-free access to all Mobility Authority toll facilities, incentivizing use of transit. We're also working to bring more Park & Ride commuter lots to the suburbs to make carpooling and transit usage more viable.



Commuter Solutions is our regional Transportation Demand Management partner. This program encourages

more efficient travel behavior such as public transit, carpools, vanpools, walking, biking, teleworking, and alternative work schedules, while discouraging less efficient travel behaviors such as single-occupant vehicle use, peak-hour travel, and travel on highly congested roadways.



The Mobility Authority has partnered with Movability to advance transportation demand management initiatives in the region. Movability is Central Texas' transportation management association, working hand-in-hand with individuals and organizations to improve mobility in the region through time- and money-saving commuter options.



NEXT GENERATION ROADWAY TECHNOLOGY

The Mobility Authority is evaluating and implementing innovative technologies and connected/automated vehicle systems to provide benefits for customers in the near term, while preparing our roadways for the future.



WRONG-WAY DRIVING DETECTION TECHNOLOGY

The 45SW Toll Road is the first in the region to feature wrong-way driving detection technology to reduce the incidence of wrong-way crashes. The intelligent warning system actively monitors and detects wrong-way entrants, deploys countermeasures, and sends alerts to drivers, first responders, and the Mobility Authority's Traffic & Incident Management Center.



ADVANCED TRANSPORTATION REPORTING AND INCIDENT MANAGEMENT SYSTEM

In partnership with Waycare Technologies Inc., the Mobility Authority is implementing an advanced transportation and incident management & prediction system on our facilities. The system collects data from roadway sensors, connected vehicles and smartphone applications and combines it with artificial intelligence and algorithms to predict areas prone to congestion; identify locations where accidents have occurred or are likely to occur; and alert emergency responders.



NEXT-GENERATION TOLL DEMONSTRATION PROJECT

The Mobility Authority partnered with Kapsch TrafficCom and Ford Motor Company on a demonstration project to develop capabilities for the next generation of "connected/automated vehicles" to provide real-time toll rates, confirm toll payment, and offer a wider range of payment options. Other capabilities will include real-time information about roadway conditions including accidents, congestion, and lane closures, as well as rapidly changing weather conditions.

CTX NAVIGATORS

CTX NAVIGATORS

The insights of our customers and community members help shape every aspect of our operations – from conception through construction and maintenance of our roadways. The CTX Navigators program is a two-part survey platform that allows drivers to share input about our toll facilities, marketing materials, signage, and more. Those who participate in surveys have an increased chance of being selected as a Mystery Driver to document their typical driving activities for one month. Mystery Drivers receive gift cards for sharing this valuable insight, which helps us improve the customer and driver experience.

MOVEFWD WORKFORCE DEVELOPMENT PROGRAM

This unique life skills program established by the Mobility Authority and collaborating partners combines workforce training, job placement, and social services support to help those who are disadvantaged achieve life-changing, long-term employment, and career-building opportunities in the roadway construction, commercial drivers license, and customer service fields. In 2020, the program implemented a commercial driver's license course in conjunction with ACC. In 2021, a construction equipment training program is set to begin in partnership with ACC and the City of Austin.



QUALIFIED VETERAN DISCOUNT PROGRAM

Under this program, the Mobility Authority offers toll waivers for one vehicle per qualified veteran for their trips on 183A Toll, 290 Toll, the 71 Toll Lane, 45SW Toll, and 183 Toll. As of December 2020, 7,726 veterans have registered for the program.

HABITUAL VIOLATOR POLICY

This enforcement program addresses chronic non-payment of tolls by habitual violators— or registered vehicle owners who have been issued two notices of non-payment for 100 or more unpaid tolls in one year. Enforcement remedies include posting the violators' names on the agency website, blocking vehicle registration renewal, prohibiting violators' vehicles on Mobility Authority roadways, and on-road enforcement of the vehicle ban. In 2020, the Mobility Authority deployed a real-time license plate identification system and contracted with the Williamson County Constable to enforce the roadway prohibition.

2020 FINANCIAL STATEMENTS

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

Statements of Net Position June 30, 2020 and 2019

	2020	2019
CURRENT ASSETS:		
Unrestricted:		
Cash and cash equivalents	\$ 38,909,537	\$ 43,796,711
Investments	83,730,161	88,707,812
Due from other governments	9,985,068	12,345,989
Accrued interest receivable	227,930	782,617
Prepaid expenses and other assets	257,675	200,167
Total unrestricted	<u>133,110,371</u>	<u>145,833,296</u>
Restricted:		
Cash and cash equivalents	84,560,272	65,051,895
Total restricted	<u>84,560,272</u>	<u>65,051,895</u>
Total current assets	<u>217,670,643</u>	<u>210,885,191</u>
NONCURRENT ASSETS:		
Restricted assets:		
Cash and cash equivalents	23,472,678	132,711,936
Investments	229,478,605	214,341,876
Total restricted assets	<u>252,951,283</u>	<u>347,053,812</u>
Pension asset	896,834	177,226
Total capital assets, net	1,968,134,306	1,810,304,756
Total assets	<u>2,439,653,066</u>	<u>2,368,420,985</u>
Total deferred outflows of resources	<u>105,246,520</u>	<u>107,391,830</u>
Total assets and deferred outflows of resources	<u>\$ 2,544,899,586</u>	<u>\$ 2,475,812,815</u>



The 45SW Project shared use path spans the entire length of the corridor and integrates aesthetic installations that complement the natural beauty of the region.



2020 FINANCIAL STATEMENTS

Statements of Net Position (continued)

June 30, 2020 and 2019

	2020	2019
CURRENT LIABILITIES:		
Payable from current assets:		
Accounts payable	\$ 3,350,160	\$ 8,368,846
Due to other governments	2,684,082	3,843,193
Accrued expenses	1,371,403	1,048,980
Total payable from current assets	<u>7,405,645</u>	<u>13,261,019</u>
Payable from restricted current assets:		
Construction accounts payable	38,809,110	22,328,944
Accrued interest payable	29,786,162	27,687,951
Bonds, notes payable and other obligations, current portion	15,965,000	14,460,000
Unearned revenue	-	575,000
Total payable from restricted current assets	<u>84,560,272</u>	<u>65,051,895</u>
Total current liabilities	<u>91,965,917</u>	<u>78,312,914</u>
NONCURRENT LIABILITIES:		
Bonds, notes payable and other obligations, net of current portion	1,783,011,449	1,733,443,031
Total noncurrent liabilities	<u>1,783,011,449</u>	<u>1,733,443,031</u>
Total liabilities	1,874,977,366	1,811,755,945
Total deferred inflows of resources	193,638	235,911
Total liabilities and deferred inflows of resources	<u>1,875,171,004</u>	<u>1,811,991,856</u>
NET POSITION:		
Net investment in capital assets	446,275,037	439,875,334
Restricted for debt service	122,722,855	118,363,136
Unrestricted	100,730,690	105,582,489
Total net position	<u>\$ 669,728,582</u>	<u>\$ 663,820,959</u>



2020 FINANCIAL STATEMENTS

Statements of Revenues, Expenses and Changes in Net Position

Years Ended June 30, 2020 and 2019

	2020	2019
OPERATING REVENUES:		
Tolls	\$ 116,926,800	\$ 108,314,272
Other operating	7,622	40,514
Total operating revenues	<u>116,934,422</u>	<u>108,354,786</u>
OPERATING EXPENSES:		
Administrative expenses	8,858,553	9,581,813
Operations and maintenance	22,773,283	18,942,686
Other operating expenses	6,294,999	6,099,937
Depreciation and amortization	39,983,305	29,933,665
Total operating expenses	<u>77,910,140</u>	<u>64,558,101</u>
Operating income	<u>39,024,282</u>	<u>43,796,685</u>
NONOPERATING REVENUES (EXPENSES):		
Interest income	4,463,494	5,273,584
Gain on sale of assets	11,117	4,348
Financing expense	(1,614,044)	(2,529,291)
Interest expense, net of interest capitalized	(39,227,622)	(35,551,238)
Total nonoperating revenues (expenses), net	<u>(36,367,055)</u>	<u>(32,802,597)</u>
Change in net position before capital grants and contributions	2,657,227	10,994,088
TxDOT capital grants and contributions	3,250,396	16,675,838
Change in net position	<u>5,907,623</u>	<u>27,669,926</u>
Total net position at beginning of year	663,820,959	636,151,033
Total net position at end of year	<u>\$ 669,728,582</u>	<u>\$ 663,820,959</u>



2020 FINANCIAL STATEMENTS

Statements of Cash Flows

Years Ended June 30, 2020 and 2019

	2020	2019
Cash flows from operating activities:		
Receipts from toll fees	\$ 119,287,721	\$ 101,641,302
Receipts from other income	7,622	40,514
Payments to vendors	(38,302,274)	(26,158,836)
Payments to employees	(5,631,094)	(5,160,799)
Net cash flows provided by operating activities	<u>75,361,975</u>	<u>70,362,181</u>
Cash flows from capital and related financing activities:		
Proceeds from notes payable and other obligations	62,770,819	312,568,386
Payments on revenue bonds issuance	(4,874,983)	(2,254,919)
Payments on interest	(55,966,816)	(52,427,010)
Payments on bonds	(16,706,323)	(9,028,847)
Purchase of capital assets	(516,125)	(1,022,477)
Payments for construction in progress	(155,853,136)	(174,467,655)
Proceeds from capital grants	2,675,396	9,114,794
Net cash flows provided by (used) in capital and related financing activities	<u>(168,471,168)</u>	<u>82,482,272</u>
Cash flows from investing activities:		
Interest income	8,360,648	9,913,994
Purchase of investments	(281,846,351)	(379,881,060)
Proceeds from sale or maturity of investments	271,976,841	289,512,410
Net cash flows (used in) investing activities	<u>(1,508,862)</u>	<u>(80,454,656)</u>
Net increase (decrease) in cash and cash equivalents	(94,618,055)	72,389,797
Cash and cash equivalents at beginning of year	<u>241,560,542</u>	<u>169,170,745</u>
Cash and cash equivalents at end of year	<u>\$ 146,942,487</u>	<u>\$ 241,560,542</u>
Reconciliation of change in net position to net cash provided by operating activities:		
Operating income	\$ 39,024,282	\$ 43,796,685
Adjustments to reconcile change in net position to net cash provided by operating activities:		
Depreciation and amortization		
Changes in assets and liabilities:		
Increase in due from other governments	2,360,921	(8,009,082)
Increase in prepaid expenses and other assets	(57,508)	(153,649)
Increase (decrease) in accounts payable	(1,018,686)	3,289,075
Increase (decrease) in accrued expenses	(4,836,688)	233,863
Increase (decrease) in pension asset	(719,608)	649,171
Increase in deferred outflow of resources	668,230	664,726
Decrease in deferred inflow of resources	(42,273)	(42,273)
Total adjustments	<u>36,337,693</u>	<u>26,565,496</u>
Net cash flows provided by operating activities	<u>\$ 75,361,975</u>	<u>\$ 70,362,181</u>
Reconciliation of cash and cash equivalents:		
Unrestricted cash and cash equivalents	\$ 38,909,537	\$ 43,796,711
Restricted cash and cash equivalents:		
Current	84,560,272	65,051,895
Noncurrent	<u>23,472,678</u>	<u>132,711,936</u>




ABOUT THE MOBILITY AUTHORITY

The Central Texas Regional Mobility Authority is a local, independent government agency created in 2002 to improve the regional transportation system in Travis and Williamson counties. The Mobility Authority implements innovative and sustainable transportation options to enhance quality of life and economic vitality in Central Texas. The Mobility Authority operates 183A Toll, 290 Toll, the 71 Toll Lane, the MoPac Express Lane, 45SW Toll, and 183 Toll.

For more information, visit www.MobilityAuthority.com.



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