



CENTRAL TEXAS
Regional Mobility Authority

Regular Meeting of the Board of Directors

9:30 a.m.
Wednesday, October 30, 2013

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

AGENDA

No action on the following:

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

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

3. Approve the minutes for the October 2, 2013, Regular Board Meeting.
4. Approve an agreement with the Texas Department of Transportation relating to the financing, development, and operation of the SH 71 Toll Lanes Project.
5. Approve an advance funding agreement with the Texas Department of Transportation for the Bergstrom Expressway (183 South) Project.
6. Approve an agreement with Travis County relating to development of a 1.9 mile roadway from SH 71 south to Pearce Lane.
7. Approve a new work authorization with Atkins North America, Inc., for engineering services relating to the design and construction of a 1.9 mile roadway from SH 71 south to Pearce Lane.
8. Approve issuance of a procurement for surface crack sealing on 183A frontage roads.

9. Report the automatic toll rate escalation percentage to become effective January 1, 2014, and, if desired, approve a modified toll rate escalation percentage effective January 1, 2014.
10. Approve the annual compliance report to the Texas Department of Transportation required by 43 *Texas Administrative Code* §26.65.
11. Approve the financial statements for September, 2013.

Briefing and discussion with no action proposed on the following:

12. Presentation by the Texas Department of Transportation on the I-35 Capital Area Improvement Program.
13. Briefing on toll collection and enforcement activities.
14. Quarterly Briefing on the MoPac Improvement Project.
15. Quarterly Briefing on the Manor Expressway Project.
16. Quarterly Briefing on the following projects:
 - A. Bergstrom Expressway environmental study;
 - B. Oak Hill Parkway environmental study;
 - C. MoPac South environmental study;
 - D. 183 North environmental study; and
 - E. SH 45 Southwest environmental study.
17. Executive Director's report
 - A. Project Status Updates.

Executive Session

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

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

18. 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).
19. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation With Attorney).

Reconvene in Open Session.

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

20. Adjourn Meeting.

NOTES

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

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

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

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



CENTRAL TEXAS
Regional Mobility Authority

AGENDA ITEM #1 SUMMARY

Welcome, Opening Remarks and Board Member Comments.

Welcome, Opening Remarks and Board Member Comments

Board Action Required: NO



CENTRAL TEXAS
Regional Mobility Authority

AGENDA ITEM #2 SUMMARY

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

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

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

Board Action: NO



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #3 SUMMARY

Approve the minutes for the October 2, 2013
Regular Board Meeting.

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

Description of Matter:

The Minutes for the October 2, 2013 Regular Board Meeting

Attached documentation for reference:

Draft Minutes for the October 2, 2013 Regular Board Meeting

Contact for further information:

Andrew Martin, General Counsel

MINUTES

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

Wednesday, October 2, 2013
9:30 A.M.

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 September 27, 2013 at the respective County Courthouses of Williamson and Travis Counties; online on the website of the Secretary of State; online on the website of the Mobility Authority; and in the Mobility Authority's office lobby at 3300 N Interstate 35, #300, Austin, Texas 78705-1849.

1. **Welcome and Opening Remarks by Chairman Ray Wilkerson.**

Chairman Ray Wilkerson called the meeting to order at 9:32 a.m. and called the roll. Directors present at the time the meeting was called to order were Mr. Jim Mills, Ms. Nikelle Meade, Mr. David Singleton, Mr. Bob Bennett, Mr. Charles Heimsath, and Mr. David Armbrust.

2. **Open Comment Period.**

No public comments were offered during the Open Comment Period.

Chairman Wilkerson announced at 9:33 a.m. that the Board would recess the open meeting and would convene the Audit Committee Meeting.

Chairman Bob Bennett called the Audit Committee to order at 9:34 a.m. and took up the following Audit Committee agenda item:

Discuss, consider, and take appropriate action to accept the Fiscal Year 2013 Audit Reports.

Ms. Cindy Demers introduced Don McPhee, audit partner for PMB Helin Donovan, LLP, who conducted the annual audit for fiscal year 2013. Mr. McPhee provided a brief presentation of the independent audit that was completed for the year ending June 30, 2013. There were no uncorrected audit adjustments or significant corrected misstatements. In addition, the single audit was completed for the year ending June 30, 2013, and found the Mobility Authority to be in compliance with the requirements of OMB A-133.

Mr. Jim Mills moved for acceptance of the audit reports, and Mr. Charles Heimsath seconded the motion. The motion carried unanimously 7-0, and the Audit Committee resolution was approved as drafted.

Chairman Bob Bennett adjourned the Audit Committee meeting at 9:45 a.m. by unanimous consent.

Chairman Wilkerson reconvened the Board meeting to consider the following agenda items:

3. Approve the minutes for the August 28, 2013, Regular Meeting of the Board of Directors.

Chairman Ray Wilkerson presented for Board consideration the minutes for the August 28, 2013 Regular Board Meeting. Mr. David Singleton moved to approve the minutes as drafted, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously 7-0, and the minutes were approved as drafted.

4. Approve naming the Mobility Authority Board Meeting Room to honor Lowell H. Lebermann, Jr.

Mr. Mike Heiligenstein presented this item. The Mobility Authority wanted to honor Mr. Lowell H. Lebermann, Jr. by naming the Board Room after him. Mr. Lebermann served as Board Vice Chairman, was a member of the Executive Committee as well as a founding member of the Mobility Authority Board of Directors. Mr. Lebermann passed away on July 9, 2009 and served on the Board up until his untimely passing.

Mr. Bob Bennett moved for approval, and Mr. David Singleton seconded the motion. The motion carried unanimously 7-0, and the resolution was approved as drafted.

5. Approve an interlocal agreement with the Texas Department of Transportation for off-site materials, independent assurance, and skid and permeability testing.

Mr. Wes Burford presented this item. The interlocal agreement with the Texas Department of Transportation will provide materials inspection and testing, independent assurance testing, and permeability testing of hot mix asphalt services to the Mobility Authority on an “as requested” basis for Mobility Authority transportation projects.

Mr. David Singleton moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously, 7-0, and the resolution was approved as drafted.

6. Discussion and possible action regarding the region’s future utilization of MOKAN as a transportation corridor.

Mr. Mike Heiligenstein presented this item. Staff recommends the Board approve a resolution requesting that the Texas Department of Transportation to initiate a study of the MOKAN corridor for the purpose of developing the corridor as an alternative to the already congested IH 35.

Mr. Charles Heimsath moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously, 7-0, and the resolution was approved as drafted.

7. Authorize negotiation of an extension to interim financing from Regions Bank.

Mr. Bill Chapman presented this item. In 2011 the Mobility Authority entered into a \$5 million interim financing loan with Region’s Bank. The Authority has been drawing down on this note to reimburse expenditures on various projects as well as paying down on the principal from proceeds received through the \$13.6 million multi-project Financial Assistance Agreement

(FAA) with TxDOT. The expiration date defined in the original Region's loan agreement is December 15, 2013. The Mobility Authority is seeking an extension of this date as well as an increase in the amount of the loan with the provision not to exceed future proceeds under the multi-project FAA.

Mr. Bob Bennett moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously, 7-0, and the resolution was approved as drafted.

8. Approve Texas County and District Retirement System Plan Provisions for Plan Year 2014.

Mr. Bill Chapman presented this item. The Mobility Authority provides retirement benefits to its employees through the Texas County and District Retirement System (TCDRS). Each year certain plan provisions must be adopted and approved by the Board. This action continues the Mobility Authority employer contribution rate of 14% for FY 2014.

Mr. Jim Mills moved for approval, and Mr. Bob Bennett seconded the motion. The motion carried unanimously, 7-0, and the resolution was approved as drafted.

9. Approve the financial statements for July and August, 2013.

Mr. Bill Chapman presented this item. There was nothing unusual to report about the July and August financial reports.

Mr. Charles Heimsaith moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously, 7-0, and the resolution was approved as drafted.

Briefing and discussion on the following:

10. Policy for locating monument signs on Mobility Authority right-of-way.

Mr. Sean Beal presented this item explaining monument signs and requesting feedback from the Board in order for the Mobility Authority to develop policies relating to gateway monuments.

11. Monthly status report on the MoPac Improvement Project.

Ms. Heather Reavey and Mr. Steve Pustelnyk presented this item and provided a brief update on activities that occurred during the month of September.

Ms. Sandra Helton addressed the Board regarding the MoPac Improvement Project and her objection to the extent and size of the proposed sound wall #3.

12. Executive Director's report.

Mr. Mike Heiligenstein presented this item. Travis County voted to support the southeast Travis County road project. Mobility Authority staff will develop and bring back to the Board an interlocal agreement to assist the county in this project.

Executive Session Pursuant to Government Code, Chapter 551

Chairman Wilkerson announced in open session at 10:55 a.m. that the Board would recess the open meeting and reconvene in Executive Session to deliberate the following items:

13. Discuss acquisition of one or more parcels or interests in real property needed for the Manor Expressway Project and related legal issues, pursuant to §551.072 (Deliberation Regarding Real Property; Closed Meeting), and §551.071 (Consultation With Attorney; Closed Meeting).
14. 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).
15. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation With Attorney).
16. Discuss legal issues related to legislation enacted by the 83rd Texas Legislature that could affect the Mobility Authority or its operations, §551.071 (Consultation With Attorney).

The Board reconvened in open meeting at 12:34 p.m., and Chairman Wilkerson announced that no action was taken in Executive Session.

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

17. Authorize negotiation and execution of purchase contract, a settlement agreement, or both in a pending eminent domain proceeding to acquire the following described parcel or property interest for the Manor Expressway Project:

- A. Parcel 42 of the Manor Expressway Toll Project, a 4.709 acre tract in Travis County, at the southeast corner of US 290 East and Johnny Morris Road, owned by H. Dalton Wallace.

Staff recommended a settlement agreement amount of \$1,475,000.00 to acquire Parcel 42.

Ms. Nikelle Meade moved for approval of the staff recommendations for Parcel 42, and Mr. Jim Mills seconded the motion. The motion carried unanimously, 4-0, and the resolution was approved as drafted.

18. Adjourn Meeting.

Chairman Ray Wilkerson declared the meeting adjourned at 12:36 p.m. with unanimous consent.



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #4 SUMMARY

Approve an agreement with the Texas Department of Transportation relating to the financing, development, and operation of the SH 71 Toll Lanes Project.

Strategic Plan Relevance: Regional Mobility

Department: Administration

Associated Costs: \$5,000,000.00

Funding Source: TxDOT

Board Action Required: Yes

Description of Matter: This project agreement for SH 71E from near Presidential Blvd easterly to SH 130 allows for TxDOT to plan and construct the project and for the Authority to operate and maintain the newly constructed tolled lanes. The agreement sets out the respective roles and responsibilities for each agency with respect to planning, environmental clearance, procurement of design-builder, construction and subsequent maintenance of constructed facilities. Fundamentally, TxDOT will take lead responsibility for planning and delivering the project and the Authority will take full responsibility for operations and maintenance of the newly constructed main lane tolled facilities while TxDOT will operate and maintain the general purpose lanes as well as the frontage roads.

Reference documentation: Draft Resolution
Proposed Project Agreement to be provided by October 29

Contact for further information: Mike Heiligenstein, Executive Director

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

RESOLUTION NO. 13-___

**APPROVING AN AGREEMENT WITH THE TEXAS DEPARTMENT OF
TRANSPORTATION RELATING TO THE FINANCING, DEVELOPMENT, AND
OPERATION OF THE SH 71 TOLL LANES PROJECT.**

WHEREAS, the SH 71 Toll Lanes Project is a planned toll road project located in Travis County that will add express toll lanes to SH 71 from Presidential Boulevard to just east of SH 130, and will include the realignment of FM 973 where that road intersects with SH 71 (the "Project");

WHEREAS, Sections 228.002, 228.003, 370.301, and 370.302 of the Transportation Code authorize an agreement between Texas Department of Transportation ("TxDOT") and the Central Texas Regional Mobility Authority ("Mobility Authority") pertaining to the design, construction, financing, operation, ownership, maintenance, and tolling of highways;

WHEREAS, the Project is subject to the "primacy" provisions set forth in Chapter 373 of the Code, and grants the Mobility Authority the first option to develop, finance, construct and operate the Project;

WHEREAS, pursuant to Resolution No. 13-014 passed on February 27, 2013, the Board of Directors (the "Board") elected to waive and decline to exercise its option to develop, finance, and construct the Project, and retained (and did not waive) its option to operate any potential toll lanes on the Project and to retain the revenues generated therefrom;

WHEREAS, pursuant to Minute Order No. 113494 approved on February 28, 2013, the Commission approved TxDOT's determination to exercise its option to develop, construct, and finance the Project;

WHEREAS, the Executive Director and staff at TxDOT have discussed and are negotiating a proposed agreement relating to the financing, development, and operation of the Project (the "Project Agreement"), the most current draft of which is attached as Exhibit 1; and

WHEREAS, the Executive Director recommends approval of the proposed Project Agreement subject to completion of negotiations with TxDOT, in the form or substantially in the form attached as Exhibit 1.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors approves the Project Agreement in the form or substantially in the form attached as Exhibit 1, and authorizes the Executive Director to finalize and execute the Project Agreement in the form or substantially in the form attached as Exhibit 1.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30th day of October, 2013.

Submitted and reviewed by:

Approved:

Andrew Martin
General Counsel for the Central
Texas Regional Mobility Authority

Ray A. Wilkerson
Chairman, Board of Directors
Resolution Number: 13-_____
Date Passed: 10/30/13

Exhibit 1

Project Agreement

[on the following __ pages]



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #5 SUMMARY

Approve an advance funding agreement with the Texas Department of Transportation for the Bergstrom Expressway (183 South) Project.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: N/A

Funding Source: N/A

Board Action Required: Yes

Description of Matter:

Approval of this item will allow the Authority access to \$6.5 million in STP MM funds committed to the Bergstrom Expressway project through CAMPO for fiscal year 2014 which will allow further development of the project.

Reference documentation: Advance Funding Agreement with TxDOT

Contact for further information: Wesley M Burford, P.E., Director of Engineering

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

RESOLUTION NO. 13-___

**APPROVING AN ADVANCE FUNDING AGREEMENT WITH THE
TEXAS DEPARTMENT OF TRANSPORTATION FOR THE
BERGSTROM EXPRESSWAY (183 SOUTH) PROJECT.**

WHEREAS, the Central Texas Regional Mobility Authority (“Mobility Authority”) is empowered to study and develop potential transportation projects; and

WHEREAS, the Mobility Authority has proposed development of a project on U.S. Highway 183 South commonly referred to as the Bergstrom Expressway Project (the “Project”); and

WHEREAS, financial assistance from the Texas Department of Transportation, specifically an advance funding agreement, is available to cover project development activities; and

WHEREAS, the Executive Director recommends approval of the proposed advanced funding agreement in the form or substantially in the form attached as Exhibit 1 (the “AFA”).

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors approves the AFA, and authorizes the Executive Director to finalize and execute the AFA in the form or substantially in the form attached as Exhibit 1.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30th day of October, 2013.

Submitted and reviewed by:

Approved:

Andrew Martin
General Counsel for the Central
Texas Regional Mobility Authority

Ray A. Wilkerson
Chairman, Board of Directors
Resolution Number: 13-___
Date Passed: 10/30/13

Exhibit 1

Advance Funding Agreement for US 183S BGergstrom Expressway

[on the following 14 pages]

STATE OF TEXAS §
COUNTY OF TRAVIS §

ADVANCE FUNDING AGREEMENT
For A
Metropolitan Mobility and Rehabilitation Project
On-System

THIS AGREEMENT is made by and between the State of Texas, acting by and through the Texas Department of Transportation called the "State", and the Central Texas Regional Mobility Authority, acting by and through its duly authorized officials, called the "Local Government."

WITNESSETH

WHEREAS, federal law establishes federally funded programs for transportation improvements to implement its public purposes; and

WHEREAS, the Texas Transportation Code, Sections 201.103 and 222.052 establish that the State shall design, construct and operate a system of highways in cooperation with local governments; and

WHEREAS, federal and state laws require local governments to meet certain contract standards relating to the management and administration of State and federal funds; and

WHEREAS, the Texas Transportation Commission passed Minute Order Number 113675, authorizing the State to undertake and complete a highway improvement generally described as construct main lanes (Toll) and frontage roads called the "Project"; and,

WHEREAS, the Governing Body of the Local Government has approved entering into this agreement by resolution or ordinance dated _____, 20__, which is attached to and made a part of this agreement as Attachment "A" for the improvement covered by this agreement. A map showing the Project location appears in Attachment "B," which is attached to and made a part of this agreement.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements of the parties, to be by them respectively kept and performed as set forth in this agreement, it is agreed as follows:

AGREEMENT

1. Period of the Agreement

This agreement becomes effective when signed by the last party whose signing makes the agreement fully executed. This agreement shall remain in effect until the Project is completed or unless terminated as provided below.

2. Scope of Work

The scope of work is for development of the 183 project from US 290 to SH 71. Work will include preparation of environmental documents, preliminary engineering studies, engineering support, procurement support, and project coordination.

3. Local Project Sources and Uses of Funds

- A. The total estimated cost of the Project is shown in the Project Budget – Attachment “C”, which is attached to and made a part of this agreement. The expected cash contributions from the Federal or State government, the Local Governments, or other parties is shown in Attachment “C”. The State will pay for only those project costs that have been approved by the Texas Transportation Commission. The State and the Federal Government will not reimburse the Local Government for any work performed before the federal spending authority is formally obligated to the Project by the Federal Highway Administration. After federal funds have been obligated, the State will send to the Local Government a copy of the formal documentation showing the obligation of funds including federal award information. The Local Government is responsible for 100% of the cost of any work performed under its direction or control before the federal spending authority is formally obligated.
- B. If the Local Government will perform any work under this contract for which reimbursement will be provided by or through the State, the Local Government must complete training before federal spending authority is obligated. Training is complete when at least one individual who is working actively and directly on the Project successfully completes and receives a certificate for the course entitled *Local Government Project Procedures Qualification for the Texas Department of Transportation*. The Local Government shall provide the certificate of qualification to the State. The individual who receives the training certificate may be an employee of the Local Government or an employee of a firm that has been contracted by the Local Government to perform oversight of the Project. The State in its discretion may deny reimbursement if the Local Government has not designated a qualified individual to oversee the Project.
- C. This Project cost estimate shows how necessary resources for completing the Project will be provided by major cost categories. These categories may include but are not limited to: (1) costs of real property; (2) costs of utility work; (3) costs of environmental assessment and remediation; (4) cost of preliminary engineering and design; (5) cost of construction and construction management; and (6) any other local project costs.
- D. The State will be responsible for securing the Federal and State share of the funding required for the development and construction of the local Project. If the Local Government is due funds for expenses incurred, these funds will be reimbursed to the Local Government on a cost basis.

- E. The Local Government will be responsible for all non-federal or non-state participation costs associated with the Project, including any overruns in excess of the approved local project budget unless otherwise provided for in this agreement or approved otherwise in an amendment to this agreement.
- F. Prior to the performance of any engineering review work by the State, the Local Government will pay to the State the amount specified in Attachment C. At a minimum, this amount shall equal the Local Government's funding share for the estimated cost of preliminary engineering for the Project. At least sixty (60) days prior to the date set for receipt of the construction bids, the Local Government shall remit its remaining financial share for the State's estimated construction oversight and construction cost.
- G. In the event that the State determines that additional funding by the Local Government is required at any time during the Project, the State will notify the Local Government in writing. The Local Government shall make payment to the State within thirty (30) days from receipt of the State's written notification.
- H. Whenever funds are paid by the Local Government to the State under this agreement, the Local Government shall remit a check or warrant made payable to the "Texas Department of Transportation Trust Fund." The check or warrant shall be deposited by the State in an escrow account to be managed by the State. Funds in the escrow account may only be applied to the State Project.
- I. Upon completion of the Project, the State will perform an audit of the Project costs. Any funds due by the Local Government, the State, or the Federal government will be promptly paid by the owing party. If, after final Project accounting, excess funds remain in the escrow account, those funds may be applied by the State to the Local Government's contractual obligations to the State under another advance funding agreement with approval by appropriate personnel of the Local Government.
- J. The State will not pay interest on any funds provided by the Local Government.
- K. If a waiver has been granted, the State will not charge the Local Government for the indirect costs the State incurs on the local Project, unless this agreement is terminated at the request of the Local Government prior to completion of the Project.
- L. If the Project has been approved for a "fixed price" or an "incremental payment" non-standard funding or payment arrangement under 43 TAC §15.52, the budget in Attachment C will clearly state the amount of the fixed price or the incremental payment schedule.
- M. If the Local government is an Economically Disadvantaged County and if the State has approved adjustments to the standard financing arrangement, this agreement reflects those adjustments.
- N. The state auditor may conduct an audit or investigation of any entity receiving funds from the State directly under this contract or indirectly through a subcontract under this contract. Acceptance of funds directly under this contract or indirectly through a subcontract under this contract acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit.

- O. Payment under this contract beyond the end of the current fiscal biennium is subject to availability of appropriated funds. If funds are not appropriated, this contract shall be terminated immediately with no liability to either party.
- P. The Local Government is authorized to submit requests for reimbursement by submitting the original of an itemized invoice in a form and containing all items required by the State no more frequently than monthly, and no later than ninety (90) days after costs are incurred. If the Local Government submits invoices more than ninety (90) days after the costs are incurred, and if federal funding is reduced as a result, the State shall have no responsibility to reimburse the Local Government for those costs.
- Q. The State will not execute the contract for the construction of the Project until the required funding has been made available by the Local Government in accordance with this agreement.

4. Termination of this Agreement

This agreement shall remain in effect until the project is completed and accepted by all parties, unless:

- A. The agreement is terminated in writing with the mutual consent of the parties;
- B. The agreement is terminated by one party because of a breach, in which case any cost incurred because of the breach shall be paid by the breaching party;
- C. The Local Government elects not to provide funding after the completion of preliminary engineering, specifications, and estimates (PS&E) and the Project does not proceed because of insufficient funds, in which case the Local Government agrees to reimburse the State for its reasonable actual costs incurred during the Project; or
- D. The Project is inactive for thirty-six (36) months or longer and no expenditures have been charged against federal funds, in which case the State may in its discretion terminate this agreement.

5. Amendments

Amendments to this agreement due to changes in the character of the work, terms of the agreement, or responsibilities of the parties relating to the Project may be enacted through a mutually agreed upon, written amendment.

6. Remedies

This agreement shall not be considered as specifying the exclusive remedy for any agreement default, but all remedies existing at law and in equity may be availed of by either party to this agreement and shall be cumulative.

7. Utilities

The Local Government shall be responsible for the adjustment, removal, or relocation of utility facilities in accordance with applicable State laws, regulations, rules, policies, and procedures, including any cost to the State of a delay resulting from the Local Government's failure to ensure that utility facilities are adjusted, removed, or relocated before the scheduled beginning of construction. The Local Government will not be reimbursed with federal or state funds for the cost of required utility work. The Local Government must obtain advance approval for any variance from established procedures. Before a construction contract is let, the Local Government shall provide, at the State's request, a certification stating that the Local

Government has completed the adjustment of all utilities that must be adjusted before construction is completed.

8. Environmental Assessment and Mitigation

Development of a transportation project must comply with the National Environmental Policy Act and the National Historic Preservation Act of 1966, which require environmental clearance of federal-aid projects.

- A. The Local Government is responsible for the identification and assessment of any environmental problems associated with the development of a local project governed by this agreement.
- B. The Local Government is responsible for the cost of any environmental problem's mitigation and remediation.
- C. The Local Government is responsible for providing any public meetings or public hearings required for development of the environmental assessment. Public hearings will not be held prior to the approval of project schematic.
- D. The Local Government is responsible for the preparation of the NEPA documents required for the environmental clearance of this Project.
- E. Before the advertisement for bids, the Local Government shall provide to the State written documentation from the appropriate regulatory agency or agencies that all environmental clearances have been obtained.

9. Compliance with Texas Accessibility Standards and ADA

All parties to this agreement shall ensure that the plans for and the construction of all projects subject to this agreement are in compliance with the Texas Accessibility Standards (TAS) issued by the Texas Department of Licensing and Regulation, under the Architectural Barriers Act, Article 9102, Texas Civil Statutes. The TAS establishes minimum accessibility requirements to be consistent with minimum accessibility requirements of the Americans with Disabilities Act (P.L. 101-336) (ADA).

10. Architectural and Engineering Services

The Local Government has responsibility for the performance of architectural and engineering services. The engineering plans shall be developed in accordance with the applicable *State's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges* and the special specifications and special provisions related to it. For projects on the state highway system, the design shall, at a minimum conform to applicable State manuals. For projects not on the state highway system, the design shall, at a minimum, conform to applicable *American Association of State Highway and Transportation Officials* design standards. In procuring professional services, the parties to this agreement must comply with federal requirements cited in 23 CFR Part 172 if the project is federally funded and with Texas Government Code 2254, Subchapter A, in all cases. Professional contracts for federally funded projects must conform to federal requirements, specifically including the provision for participation by *Disadvantaged Business Enterprises (DBEs)*, ADA, and environmental matters.

11. Construction Responsibilities

- A. The State shall advertise for construction bids, issue bid proposals, receive and tabulate the bids, and award and administer the contract for construction of the Project. Administration of the contract includes the responsibility for construction engineering and for issuance of any change orders, supplemental agreements, amendments, or additional work orders that may become necessary subsequent to the award of the construction contract. In order to ensure federal funding eligibility, projects must be authorized by the State prior to advertising for construction.
- B. The State will use its approved contract letting and award procedures to let and award the construction contract.
- C. Prior to their execution, the Local Government will be given the opportunity to review contract change orders that will result in an increase in cost to the Local Government.
- D. Upon completion of the Project, the party constructing the Project will issue and sign a "Notification of Completion" acknowledging the Project's construction completion.
- E. For federally funded contracts, the parties to this agreement will comply with federal construction requirements cited in 23 CFR Part 635 and with requirements cited in 23 CFR Part 633, and shall include the latest version of Form "FHWA-1273" in the contract bidding documents. If force account work will be performed, a finding of cost effectiveness shall be made in compliance with 23 CFR 635, Subpart B.

12. Project Maintenance

The Local Government shall be responsible for maintenance of locally owned roads after completion of the work and the State shall be responsible for maintenance of state highway system after completion of the work if the work was on the state highway system, unless otherwise provided for in existing maintenance agreements with the Local Government.

13. Right of Way and Real Property

The State is responsible for the provision and acquisition of any needed right of way or real property.

14. Notices

All notices to either party shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to that party at the following address:

Local Government:	State:
Central Texas RMA	Director of Contract Services Office
Attn: Executive Director	Texas Department of Transportation
3300 N IH-35, Suite 300	125 E. 11 th Street
Austin, Texas 78705	Austin, Texas 78701

All notices shall be deemed given on the date delivered in person or deposited in the mail, unless otherwise provided by this agreement. Either party may change the above address by

sending written notice of the change to the other party. Either party may request in writing that notices shall be delivered personally or by certified U.S. mail, and that request shall be carried out by the other party.

15. Legal Construction

If one or more of the provisions contained in this agreement shall for any reason be held invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provisions and this agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

16. Responsibilities of the Parties

The State and the Local Government agree that neither party is an agent, servant, or employee of the other party and each party agrees it is responsible for its individual acts and deeds as well as the acts and deeds of its contractors, employees, representatives, and agents.

17. Ownership of Documents

Upon completion or termination of this agreement, all documents prepared by the State shall remain the property of the State. All data prepared under this agreement shall be made available to the State without restriction or limitation on their further use. All documents produced or approved or otherwise created by the Local Government shall be transmitted to the State in the form of photocopy reproduction on a monthly basis as required by the State. The originals shall remain the property of the Local Government. At the request of the State, the Local Government shall submit any information required by the State in the format directed by the State.

18. Compliance with Laws

The parties shall comply with all federal, state, and local laws, statutes, ordinances, rules and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any manner affecting the performance of this agreement. When required, the Local Government shall furnish the State with satisfactory proof of this compliance.

19. Sole Agreement

This agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements respecting the agreement's subject matter.

20. Cost Principles

In order to be reimbursed with federal funds, the parties shall comply with the Cost Principles established in OMB Circular A-87 that specify that all reimbursed costs are allowable, reasonable, and allocable to the Project.

21. Procurement and Property Management Standards

The parties shall adhere to the procurement standards established in Title 49 CFR §18.36 and with the property management standard established in Title 49 CFR §18.32.

22. Inspection of Books and Records

The parties to this agreement shall maintain all books, documents, papers, accounting records, and other documentation relating to costs incurred under this agreement and shall make such materials available to the State, the Local Government, and, if federally funded, the Federal Highway Administration (FHWA), and the U.S. Office of the Inspector General, or their duly authorized representatives for review and inspection at its office during the contract period and for four (4) years from the date of completion of work defined under this contract or until any impending litigation, or claims are resolved. Additionally, the State, the Local Government, and the FHWA and their duly authorized representatives shall have access to all the governmental records that are directly applicable to this agreement for the purpose of making audits, examinations, excerpts, and transcriptions.

23. Civil Rights Compliance

The Local Government shall comply with the regulations of the United States Department of Transportation as they relate to non-discrimination (49 CFR Part 21 and 23 CFR Part 200), and Executive Order 11246 titled "Equal Employment Opportunity," as amended by Executive Order 11375 and supplemented in the Department of Labor Regulations (41 CFR Part 60).

24. Disadvantaged Business Enterprise (DBE) Program Requirements

- A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. The Local Government shall adopt, in its totality, the State's federally approved DBE program.
- C. The Local Government shall set an appropriate DBE goal consistent with the State's DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The Local Government shall have final decision-making authority regarding the DBE goal and shall be responsible for documenting its actions.
- D. The Local Government shall follow all other parts of the State's DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation's Federally-Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou_attachments.pdf.
- E. The Local Government shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT)-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Local Government shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT-assisted contracts. The State's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the Local Government of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

- F. Each contract the Local Government signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance: *The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this agreement, which may result in the termination of this agreement or such other remedy as the recipient deems appropriate.*

25. Debarment Certifications

The parties are prohibited from making any award at any tier to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549, "Debarment and Suspension." By executing this agreement, the Local Government certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Programs under Executive Order 12549 and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The parties to this contract shall require any party to a subcontract or purchase order awarded under this contract to certify its eligibility to receive federal funds and, when requested by the State, to furnish a copy of the certification.

26. Lobbying Certification

In executing this agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid or will be paid by or on behalf of the parties to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the Local Government shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- C. The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Title 31 U.S.C. §1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

27. Insurance

If this agreement authorizes the Local Government or its contractor to perform any work on State right of way, before beginning work the entity performing the work shall provide the State with a fully executed copy of the State's Form 1560 Certificate of Insurance verifying the existence of coverage in the amounts and types specified on the Certificate of Insurance for all persons and entities working on State right of way. This coverage shall be maintained until all work on the State right of way is complete. If coverage is not maintained, all work on State right of way shall cease immediately, and the State may recover damages and all costs of completing the work.

28. Federal Funding Accountability and Transparency Act Requirements

A. Any recipient of funds under this agreement agrees to comply with the Federal Funding Accountability and Transparency Act (FFATA) and implementing regulations at 2 CFR Part 170, including Appendix A. This agreement is subject to the following award terms:

<http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22705.pdf> and

<http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22706.pdf>.

B. The Local Government agrees that it shall:

1. Obtain and provide to the State a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100) if this award provides more than \$25,000 in Federal funding. The CCR number may be obtained by visiting the CCR website whose address is: <https://www.sam.gov/portal/public/SAM/>;
2. Obtain and provide to the State a Data Universal Numbering System (DUNS) number, a unique nine-character number that allows Federal government to track the distribution of federal money. The DUNS may be requested free of charge for all businesses and entities required to do so by visiting the Dun & Bradstreet (D&B) on-line registration website <http://fedgov.dnb.com/webform>; and
3. Report the total compensation and names of its top five (5) executives to the State if:
 - i. More than 80% of annual gross revenues are from the Federal government, and those revenues are greater than \$25,000,000; and
 - ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.

29. Single Audit Report

A. The parties shall comply with the requirements of the Single Audit Act of 1984, P.L. 98-502, ensuring that the single audit report includes the coverage stipulated in OMB Circular A-133.

B. If threshold expenditures of \$500,000 or more are met during the Local Government's fiscal year, the Local Government must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Audit Office, 125 E. 11th Street, Austin, TX 78701 or contact TxDOT's Audit Office at

<http://www.txdot.gov/inside-txdot/office/audit/contact.html>.

C. If expenditures are less than \$500,000 during the Local Government's fiscal year, the Local Government must submit a statement to TxDOT's Audit Office as follows: "We did not

CSJ #0151-09-036, 0151-09-127, 0265-01-080
District #14 - Austin
Code Chart 64 #60432
US 183S Bergstrom Expressway
Federal Highway Administration
CFDA # 20.205
Not Research and Development

meet the \$500,000 expenditure threshold and therefore, are not required to have a single audit performed for FY _____."

- D. For each year the project remains open for federal funding expenditures, the Local Government will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the agreement, unless otherwise amended or the project has been formally closed out and no charges have been incurred within the current fiscal year.

30. Signatory Warranty

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the State and the Local Government in duplicate.

THE LOCAL GOVERNMENT

Signature

Typed or Printed Name

Title

Date

THE STATE OF TEXAS

Janice Mullenix
Director of Contract Services
Texas Department of Transportation

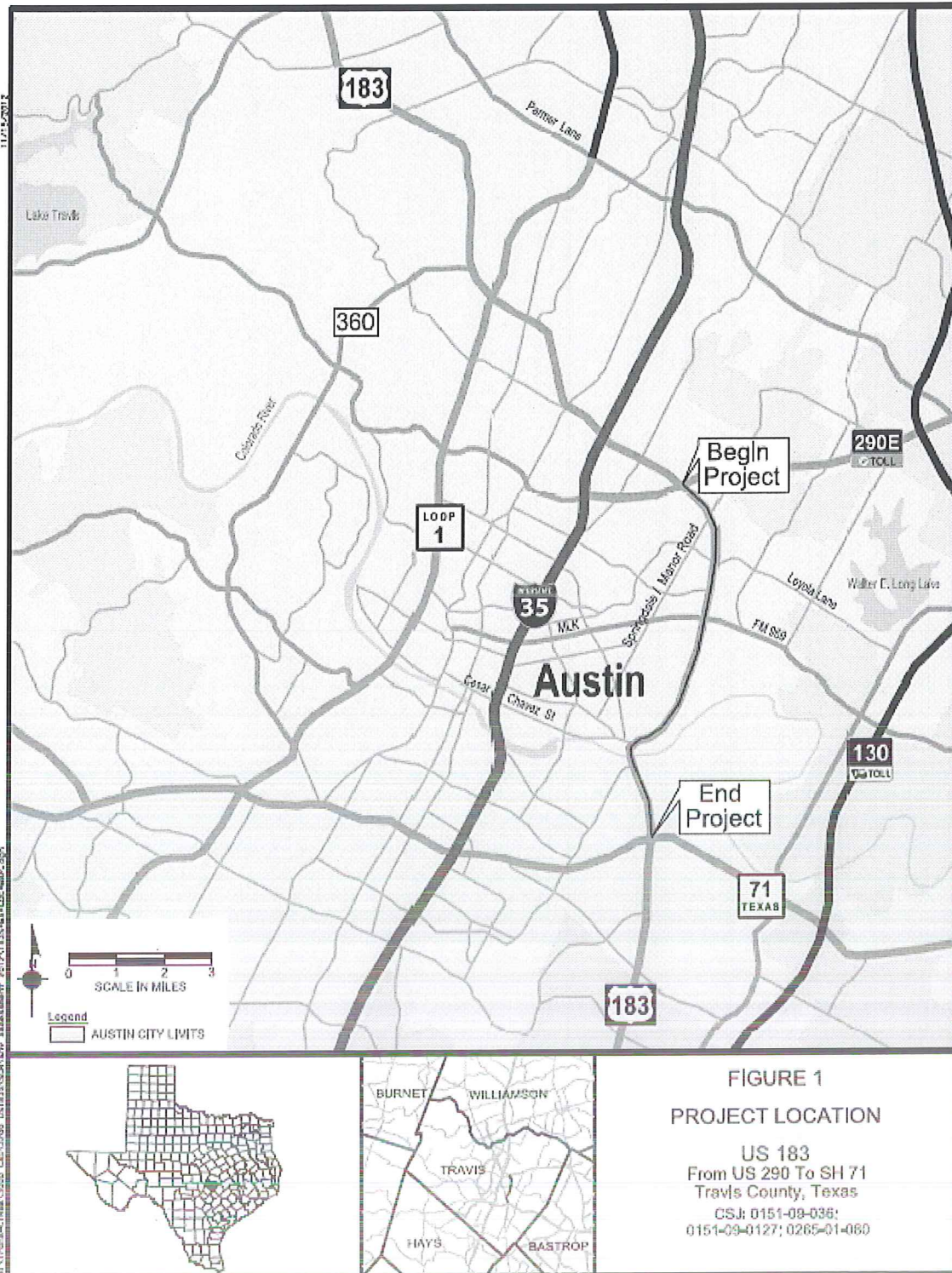
Date

CSJ #0151-09-036, 0151-09-127, 0265-01-080
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US 183S Bergstrom Expressway
Federal Highway Administration
CFDA # 20.205
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ATTACHMENT A
RESOLUTION OR ORDINANCE

CSJ #0151-09-036, 0151-09-127, 0265-01-080
District #14 - Austin
Code Chart 64 #60432
US 183S Bergstrom Expressway
Federal Highway Administration
CFDA # 20.205
Not Research and Development

ATTACHMENT B LOCATION MAP SHOWING PROJECT



**FIGURE 1
PROJECT LOCATION**

US 183
From US 290 To SH 71
Travis County, Texas
CSJ: 0151-09-036;
0151-09-0127; 0265-01-080

CSJ #0151-09-036, 0151-09-127, 0265-01-080
 District #14 - Austin
 Code Chart 64 #60432
 US 183S Bergstrom Expressway
 Federal Highway Administration
 CFDA # 20.205
 Not Research and Development

ATTACHMENT C PROJECT BUDGET

Costs will be allocated based on 80% Federal funding and 20% State funding until the federal and State funding reaches the maximum obligated amount. The Local Government will then be responsible for 100% of the costs.

0151-09-036							
Description	Total Estimated Cost	Federal Participation		State Participation		Local Participation	
		%	Cost	%	Cost	%	Cost
Preliminary Engineering (PE)	\$3,000,000	80%	\$2,400,000	20%	\$600,000	0%	\$0
PE Direct State Costs	\$60,000	0%	\$0	100%	\$60,000	0%	\$0
Indirect State Costs (4.83%)	\$144,900	0%	\$0	100%	\$144,900	0%	\$0
TOTAL CSJ 0151-09-036	\$3,204,900		\$2,400,000		\$804,900		\$0
0151-09-127							
Description	Total Estimated Cost	Federal Participation		State Participation		Local Participation	
		%	Cost	%	Cost	%	Cost
Preliminary Engineering	\$1,500,000	80%	\$1,200,000	20%	\$300,000	0%	\$0
PE Direct State Costs	\$30,000	0%	\$0	100%	\$30,000	0%	\$0
Indirect State Costs (4.83%)	\$72,450	0%	\$0	100%	\$72,450	0%	\$0
TOTAL CSJ 0151-09-127	\$1,602,450		\$1,200,000		\$402,450		\$0
0265-01-080							
Description	Total Estimated Cost	Federal Participation		State Participation		Local Participation	
		%	Cost	%	Cost	%	Cost
Preliminary Engineering	\$2,000,000	80%	\$1,600,000	20%	\$400,000	0%	\$0
PE Direct State Costs	\$40,000	0%	\$0	100%	\$40,000	0%	\$0
Indirect State Costs (4.83%)	\$96,600	0%	\$0	100%	\$96,600	0%	\$0
TOTAL CSJ 0151-09-036	\$2,136,600		\$1,600,000		\$536,600		\$0
TOTAL CSJS 0151-09-036, 0151-09-127, 0265-01-080	\$6,943,950		\$5,200,000		\$1,743,950		\$0

Initial Payment by the Local Government to the State: \$0

Payment by the Local Government to the State before construction: \$0

Estimated total payment by the Local Government to the State: \$0

This is an estimate. The final amount of Local Government participation will be based on actual costs.



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #6 SUMMARY

Approve an agreement with Travis County relating to design and construction of a 1.9 mile roadway from SH 71 south to Pearce Lane.

Strategic Plan Relevance: Regional Mobility

Department: Administration

Associated Costs: N/A

Funding Source: Travis County

Board Action Required: Yes

Description of Matter:

On October 1, 2013, the Travis County Commissioners Court authorized negotiating an interlocal agreement with the Mobility Authority under which Travis County would pay the Mobility Authority to design and construct a new non-tolled 1.9 mile roadway between Highway 71 and Pearce Lane, in southeast Travis County, and turn the road over to Travis County for operation and maintenance when complete. This resolution authorized the Executive Director to complete negotiations with Travis County and execute an interlocal agreement consistent with the term sheet provided to Travis County and attached as an exhibit to the resolution.

Reference documentation: Draft resolution, with term sheet attached as Exhibit 1
October 1, 2013, Resolution of the Travis County
Commissioners Court

Contact for further information: Mike Heiligenstein, Executive Director

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

RESOLUTION NO. 13-___

**APPROVING AN AGREEMENT WITH TRAVIS COUNTY RELATING TO DESIGN
AND CONSTRUCTION OF A 1.9 MILE ROADWAY FROM SH 71 SOUTH TO
PEARCE LANE.**

WHEREAS, the Central Texas Regional Mobility Authority (“Mobility Authority”) was created pursuant to the request of Travis and Williamson Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, *et. seq.* (the “RMA Rules”); and

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

WHEREAS, under the Interlocal Cooperation Act, Chapter 791, Government Code, and Chapters 222 and 370, Transportation Code, the Mobility Authority and Travis County may enter into one or more agreements to cooperate in funding, designing, building, and maintaining improvements to the roadway system that serves the residents, landowners, businesses, and the traveling public in southeast Travis County; and

WHEREAS, on October 1, 2013, the Travis County Commissioners Court enacted a resolution requesting and authorizing negotiation of an interlocal agreement with the Mobility Authority for construction, at Travis County’s cost, of a new road extending approximately 1.9 miles south from SH 71 to Pearce Lane (the “Southeast Travis County Road Project”); and

WHEREAS, the Executive Director recommends that the Board authorize negotiation and execution of appropriate agreements with Travis County to combine the efforts and resources of the Mobility Authority and Travis County to develop the Southeast Travis County Road Project, in accordance with the term sheet attached as Exhibit 1.

NOW THEREFORE, BE IT RESOLVED, that the Executive Director is hereby authorized and directed to negotiate one or more agreements with the appropriate officials at Travis County under which the Mobility Authority will develop the Southeast Travis County Road Project and Travis County will provide the funding and other resources necessary to pay project development costs incurred by the Mobility Authority; and

BE IT FURTHER RESOLVED, that the Executive Director is authorized to execute one or more agreements that are necessary or desirable to implement the terms included in Exhibit 1, including other terms and conditions the Executive Director determines are in the best interest of the Mobility Authority.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30th day of October, 2013.

Submitted and reviewed by:

Approved:

Andrew Martin
General Counsel for the Central
Texas Regional Mobility Authority

Ray A. Wilkerson
Chairman, Board of Directors
Resolution Number: 13-_____
Date Passed: 10/30/13

Exhibit 1

Material Terms for Development of SE Travis County Road Project

The following is a general description of terms and provisions to be included in an interlocal agreement between the Central Texas Regional Mobility Authority (“Authority”) and Travis County (“County”).

The Authority and the County will enter into an interlocal agreement under the Interlocal Cooperation Act, Chapter 791, Government Code, and related exhibits and documents (collectively referred to herein as the “ILA”). The ILA will establish and detail the respective obligations of the County and the Authority with respect to the design and construction of an approximate 1.9 mile road consisting of two through lanes and a continuous center left-turn lane with a bike lane and a sidewalk on one side, extending south from SH 71 to Pearce Lane, as approved by motion of the Travis County Commissioners Court on September 24, 2013 (the “Project”).

The ILA will establish and detail the following:

1. County will pay or reimburse all expenses incurred by the Authority relating to the design and development of this project, including expenses incurred prior to execution of the ILA or a decision to not proceed with the Project under an ILA with the Authority.
2. Authority and County will jointly develop a Project budget and cash flow projection (the “Budget”). The Budget will include the following costs:
 - a) preliminary engineering;
 - b) capital costs (design and construction);
 - c) engineering oversight (including design reviews, construction management, materials testing, inspection);
 - d) legal, administrative, and other fees and expenses related to the ILA, procurement, and Project development and oversight;
 - e) ROW and easement acquisition, if required;
 - f) environmental approvals, if required;
 - g) utility relocations;
 - h) contingencies; and
 - i) all other costs necessary to complete the Project.
3. County will sell certificates of obligation in March, 2014, in an amount sufficient to provide all funds needed to pay 100% of the Project costs identified by the Budget. The County may pay a portion of the Project costs using funds available from other sources, including funds provided to the County by third parties other than the Authority.
4. Funds identified in the Budget will be deposited by the County into an escrow/trust account held, administered, and disbursed by the Authority, subject to the terms and conditions of the ILA and an escrow or trust account agreement. This account will be used by the Authority to directly pay Project expenses and to reimburse the Authority for any Project expense it may elect to advance. No later than seven days after the ILA and escrow/trust agreement are signed, County will deposit funds into

the escrow/trust account in an amount sufficient to pay estimated Project expenses through April 1, 2014, with the balance of funds needed to pay all Project costs to be deposited when funds are available from issuing the County's certificates of obligation.

5. County will timely acquire and make available all right-of-way, licenses, easements of any nature and duration, and rights of possession needed to complete the Project. County will obtain any additional ROW and environmental approvals resulting from design changes or betterments to the Project that it requests.
6. Authority will develop and construct the Project on an expedited timetable in accordance with the Budget using resources and procurement methods available to and as determined by the Authority.
7. The Project will be designed pursuant to applicable and agreed criteria, with review and approval by the County of the 30% and 90% design plans.
8. County reviews and approvals will be subject to an agreed time deadline for a response, with County approval deemed to have been given if a response is not provided by the deadline.
9. County and Authority will establish deadlines for substantial completion and final acceptance, and for liquidated damages to be assessed against the Authority's construction contractor for failing to meet a deadline when the delay is not attributable to the Authority, the County, or a force majeure event.
10. Authority will oversee construction, construction management, materials testing, and inspections as needed to administer the Project through acceptance of the Project by the County upon its substantial completion.
11. County will have the right to approve any discretionary change order that would increase the cost of the Project or delay a completion date.
12. The ILA will include other mutually agreeable terms and conditions consistent with this term sheet as the County and Authority agree are necessary or desirable to establish the parties' respective obligations and undertakings.



Travis County Commissioners Court Agenda Request

Meeting Date: October 1, 2013

Prepared By/Phone Number: Edith Moreida

Elected/Appointed Official/Dept. Head: Commissioner Margaret J. Gómez

Commissioners Court Sponsor: Commissioner Margaret J. Gómez

AGENDA LANGUAGE:

Approval of a Resolution for an Interlocal Agreement with Central Texas Regional Mobility Authority (CTRMA) for Planning, Design, Engineering and Construction of the road plan.

FILED FOR RECORD
OCT 2 2013 9:25 AM
DANA DEBEAUVOIR
COUNTY CLERK
TRAVIS COUNTY, TEXAS

Travis County Commissioners Court

RESOLUTION

Authorize Agreements with the Central Texas Regional Mobility Authority for Funding and Construction of Roadway Improvements In Southeast Travis County.

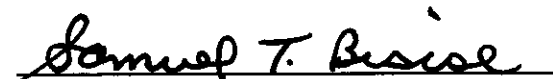
- Whereas, Travis County has identified sources of funding needed to pay for improvements to the county roadway system to serve the residents, landowners, businesses and the traveling public in Southeast Travis County; and,
- Whereas The Central Texas Regional Mobility Authority (“Mobility Authority”) was created Pursuant to the request of Travis and Williamson Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin Code §26.01, *et seq.* (the “RMA Rules”); and,
- Whereas, The Mobility Authority has constructed, completed, operates the 183A Turnpike Project in Williamson County, the direct connects between US Highway 183 and US Highway 290 East in Travis County, and is currently constructing the Manor Expressway between US Highway 183 and just east of Parmer Lane in the right-of-way for US Highway 290 East in Travis County; and,
- Whereas, Both the Mobility Authority and Travis County are authorized to design and Construct roads needed to relieve existing and future traffic congestion and to improve the transportation network that serves Travis County residents and the traveling public; and,
- Whereas, The Mobility Authority is authorized by state law to use the design-build method of construction to develop a transportation project, specifically including the design and construction of roadways in Travis County with a functional classification greater than a local road or a rural minor collector; and,
- Whereas, The Mobility Authority has successfully used the design-build construction method to develop and complete its transportation projects within an expedited time period; and,
- Whereas, Under the Interlocal Cooperation Act, Chapter 791, Government Code, the Mobility Authority and Travis County may enter into one or more agreements to cooperate in funding, designing, building, and maintaining improvements to the roadway system that serves the residents, landowners, businesses, and the traveling public in Southeast Travis County; and,

Whereas, The County Executive for Transportation and Natural Resources recommends that the Court authorize negotiation of appropriate agreements with the Mobility Authority to combine the efforts and resources of the Mobility Authority and Travis County to develop improvements to the roadway system in Southeast Travis County.

NOW THEREFORE, BE IT RESOLVED, that the County Executive for Transportation and Natural Resources and his staff are hereby authorized and directed to negotiate one or more agreements with the appropriate officials at the Mobility Authority under which the Mobility will develop and implement necessary and feasible improvements to the roadway system in Southeast Travis County and under which Travis County will provide funding and other resources as may be necessary to pay project development costs incurred by the Mobility Authority for its consultants and a design-build contractor; and,

BE IT FURTHER RESOLVED, THAT THE County Executive for Transportation and Natural Resources bring his recommendation for Court approval of any proposal agreement with the Mobility Authority to the Court for its consideration and appropriate action.

Signed this 1st day of October, 2013.


SAMUEL T. BISCOE
County Judge

RON DAVIS
County Commissioner, Pct. 1


GERALD DAUGHERTY
County Commissioner, Pct. 3

BRUCE TODD
County Commissioner, Pct. 2


MARGARET J. GOMEZ
County Commissioner, Pct. 4



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #7 SUMMARY

Approve a new work authorization with Atkins North America, Inc., for engineering services relating to the design and construction of a 1.9 mile roadway from SH 71 south to Pearce Lane.

Strategic Plan Relevance: Regional Mobility, Economic Vitality

Department: Engineering

Associated Costs: \$2,874,930

Funding Source: Travis County

Board Action Required: Yes

Description of Matter:

Atkins North America, Inc. will provide General Engineering Consultant services related to project activities required to assist the Mobility Authority in the development of a 1.9 mile roadway from SH 71 south to Pearce Lane for Travis County under an interlocal agreement with Travis County. These efforts will include, but not be limited to design; environmental evaluations and approvals; utility coordination; construction contract procurement/letting; construction management, oversight, and inspection services.

Reference documentation: Draft Resolution
Work Authorization No. 10

Contact for further information: Wesley M. Burford, P.E., Director of Engineering

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

RESOLUTION NO. 13-___

**APPROVING A NEW WORK AUTHORIZATION WITH ATKINS
NORTH AMERICA, INC., FOR ENGINEERING SERVICES RELATING TO
THE DESIGN AND CONSTRUCTION OF A 1.9 MILE ROADWAY
FROM SH 71 SOUTH TO PEARCE LANE.**

WHEREAS, Atkins North America, Inc., (“Atkins”) serves as a general engineering consultant to the Mobility Authority under the Agreement for General Consulting Civil Engineering Services effective January 1, 2010 (the “GEC Agreement”); and

WHEREAS, on October 1, 2013, the Travis County Commissioners Court enacted a resolution requesting and authorizing negotiation of an interlocal agreement with the Mobility Authority for construction, at Travis County’s cost, of a new road extending approximately 1.9 miles south from SH 71 to Pearce Lane (the “Southeast Travis County Road Project”); and

WHEREAS, if the Mobility Authority enters into an interlocal agreement with Travis County, the Executive Director and Atkins have discussed and agreed to a new work authorization under the GEC Agreement to provide general engineering consultant services for development of the Southeast Travis County Road Project; and

WHEREAS, the Executive Director recommends approval of the work authorization attached as Exhibit 1 to this resolution.

NOW THEREFORE, BE IT RESOLVED, that the proposed work authorization with Atkins is approved; and

BE IT FURTHER RESOLVED, that the Executive Director may finalize and execute for the Mobility Authority the proposed work authorization in the form or substantially the same form as Exhibit 1.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30th day of October, 2013.

Submitted and reviewed by:

Approved:

Andrew Martin
General Counsel for the Central
Texas Regional Mobility Authority

Ray A. Wilkerson
Chairman, Board of Directors
Resolution Number: 13-___
Date Passed: 10/30/13

Exhibit 1

PROPOSED WORK AUTHORIZATION

[on the following 19 pages]

EXHIBIT D
WORK AUTHORIZATION

Work Authorization No. 10

This Work Authorization is made as of this 30th day of October, 2013, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING ENGINEERING SERVICES, dated as of January 4th, 2010 (the Agreement), between the **Central Texas Regional Mobility Authority** (Authority) and **Atkins North America, Inc.** (formerly Post, Buckley, Schuh & Jernigan, inc.) (GEC). This Work Authorization is made for the following purpose, consistent with the services defined in the Agreement:

*Maha Loop/Elroy Road (Phase I) Project
Design / Environmental Evaluations and Approvals / Project Oversight / Construction
Procurement/Letting / Construction Management, Oversight, Inspection, and Acceptance*

Section A. - Scope of Services

A.1. GEC shall perform the following Services:

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

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

Not applicable.

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

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

Section B. - Schedule

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

Services defined herein shall begin October 30, 2013 and shall be substantially complete by April 30, 2015. This Supplemental Work Authorization will not expire until all tasks associated with the Scope of Services are complete.

Section C. - Compensation

C.1. In return for the performance of the foregoing obligations, the Authority authorizes to the GEC an authorized amount \$2,874,930 based on Attachment B- Fee Estimate. Compensation for Direct Expenses under this Work Authorization which are incurred as part of normal business operations (i.e., internal document

reproduction, internal plotting, travel and parking associated with local meetings, etc.) will be reimbursed on a Lump-Sum basis in the amount of: \$54,460.00 (with \$3,025.56 to be invoiced monthly). Profit will be 12% for all services. Compensation shall be in accordance with the Agreement.

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

Section D. - Authority’s Responsibilities

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

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

Section E. - Other Provisions

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

Not applicable.

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

Authority: Central Texas Regional Mobility Authority

GEC: Atkins North America, Inc.

By: Mike Heiligenstein

By: _____

Signature: _____

Signature: _____

Title: Executive Director

Title: _____

Date: _____

Date: _____

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ATTACHMENT A – SCOPE OF SERVICES

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

Work to be performed by the GEC under this contract consists of providing engineering services required for the project development and construction of Maha Loop Road (Phase 1) between the intersection of SH 71 and Pearce Lane. Project consists of the construction of a segment of a new 3 lane roadway which can accommodate a 5 lane ultimate section between the limits listed above. The GEC shall prepare plans, details and compute quantities to include demolition, roadway and structures design, grading and paving, drainage, water quality/detention and provide construction services.

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

1.0 Project Management and Administration

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

1.1. Project Management

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

1.2. Coordinate, Procure, and Administer Work Authorizations

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

1.3. Record Keeping and File Management

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

1.4 Project Schedule Development and Updates

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

1.5 Project Reporting

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

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

2.0 Environmental Study / Document Services

2.1 Environmental Assessment (EA)

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

2.2 Public Involvement Support

- Public Meetings
- Public Hearing

3.0 Design Services

3.1 Design Survey

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

3.2 Roadway Design

- Preliminary 30% Schematic. The GEC shall prepare a preliminary schematic for a 5-lane arterial roadway section for review. The preliminary schematic shall consist of the horizontal geometric data, vertical geometric data, water surface elevations, bridge clearances and typical sections. The GEC shall identify all design exceptions and the GEC shall note the exceptions on the schematic.
- Roadway Design. The GEC shall provide roadway plan and profile drawings using CADD standard. The drawings shall consist of a planimetric file of existing features and files of the proposed improvements. The roadway base map shall contain line work that depicts existing surface features obtained from the topographic base drawing. Existing major subsurface and surface utilities shall be shown. All right-of-way lines shall be shown.

The plan view shall contain the following design elements:

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

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

The profile view shall contain the following design elements:

- Calculated profile grade for proposed Maha Loop Road. Vertical curve data, including "K" values shall be shown.
 - Existing profiles along the proposed centerline.
 - Water surface elevations at major stream crossings for 50-, and 100- year storms.
 - Drawing vertical scale to be 1"=10'.
- **Typical Sections.** Typical sections shall be required for all proposed roadways and structures. Typical sections shall include width of travel lanes, shoulders, outer separations, border widths, curb offsets, and ROW. The typical section shall also include PGL, centerline, pavement design, longitudinal joints, side slopes, sodding/seeding limits, concrete traffic barriers and sidewalks, if required, station limits, riprap, limits of embankment and excavation, etc.
 - **Cross Streets.** The GEC shall tie to the existing pavement at the intersections of SH 71 and Pearce Lane.
 - **Cut and Fill Quantities.** The GEC shall develop an earthwork analysis to determine cut and fill quantities and provide final design cross sections at 100 feet intervals for the construction project limits. These construction cross sections shall be delivered in standard Geopak format on 11"x17" sheets along with the electronic files. The GEC shall provide all criteria and input files used to generate the design cross sections. Cross sections and quantities shall consider existing pavement removals. Annotation shall include at a minimum existing/proposed right of way, side slopes (front and back), profiles, etc.
 - **Pedestrian and Bicycle Facilities.** The GEC shall design a 5 foot pedestrian sidewalk along with a 6 foot bicycle facilities along the southbound travel length for the entire length of the project unless otherwise directed. All pedestrian/bicycle

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facilities will be designed in accordance with the latest Americans with Disabilities Act.

- Estimate. The GEC shall independently develop and submit a cost estimate at the 30% (for both the rural and urban 3-lane sections), 90%, and final PS&E submittals.
- Specifications. The GEC shall identify the need for any special specifications, and special provisions. The GEC shall provide general notes, special specifications, and special provisions in rich text format.
- Miscellaneous Plans. The GEC shall prepare the title sheet and the index of sheets for the 90%, and final submittals.

3.3 Structures

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

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- Abutments
- Bent layouts and details
- Wingwalls and wingwall foundations
- Framing Plan
- Slab layout and details
- Rebar list and quantities
- Beam Layout
- Miscellaneous details
- Summary of quantities

3.4 Hydrology and Hydraulics

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

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- Storm Water Plan Sheets - The GEC will analyze and design both open channel (ditches) and enclosed storm drains. Computations and design information will be presented in the appropriate plan sheets.
- Erosion and Sedimentation Controls and SWPPP:
 - The GEC shall prepare temporary erosion control plans for the length of project at 1"=100' scale. Temporary storm water management devices will be needed to minimize the sediment runoff during construction of this project. The anticipated design components to be utilized on this project are silt fence rock filter dams, sediment traps, and construction exits. One temporary erosion control plan will be developed with notes that indicate that the contractor is responsible for phasing the devices along with the construction sequencing;
 - The GEC shall prepare permanent erosion control to be shown on the temporary erosion and sedimentation control sheets. The plans will show all proposed revegetation, including seeding or sodding. The plans will also include all riprap (concrete and stone);
 - A Storm Water Pollution Prevention Plan (SWPPP) will be prepared for this job in accordance with TCEQ regulations and Travis County requirements;
 - Erosion Control Details - Erosion control details will be prepared for any related items that are not covered by standard details.
- Permanent Water Quality: The GEC will conduct hydrologic studies to determine the discharges, and will perform the hydraulic design required for the proposed sizing of all selected BMPs. Considering the current ROW width (114 feet) and the location of the project within the City of Austin ETJ, it is assumed that BMP will be required to be sedimentation filtration ponds. Six earthen ponds are assumed, two at each of the major outfalls.
 - The GEC will develop treatment calculations and plan summaries for the BMPs;
 - The GEC will develop construction plans for the BMPs.
- Project Technical Specifications: The GEC will prepare technical specifications for the drainage and water quality project components.
- Preparation of HEC-RAS CLOMR (if needed) and LOMR models –The models will be prepared in HEC-RAS using the FEMA Effective Models:
 - Duplicate Effective Model;
 - Corrected Effective Model;
 - Existing Conditions Model;
 - Proposed Conditions Model
- Conditional Letter of Map Revision Application (If Required) – Prepare and process a CLOMR through the Federal Emergency Management Agency (FEMA).
 - Prepare the application including:
 - MT-2 Form 1;
 - MT-2 Form 2;

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

3.5 Traffic Control Plan Preparation

- Determine proper traffic control requirements based on County input, the City of Austin Traffic Control Standards, and the Texas Manual on Uniform Traffic Control Devices (TMUTCD). Traffic control requirements may include road closures, land closures, sidewalk closures, flaggers, temporary signing, pavement markings, pedestrian protection, and barricade devices.

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- A TCP will be prepared for the proposed roadway construction. The TCP Plan is assumed to be required to address construction at the tie-in locations of Maha Loop Road to State Highway 71 and Pearce Lane only. It is assumed that any additional traffic control measures along the proposed construction route will not be required and are not included in this scope of work
- The TCP will work to maintain minimal impact on existing traffic operations in the vicinity of the site. The plan will consider vehicular and pedestrian (if any) routes near the project. In addition, consideration will be given to construction traffic entering and exiting staging area.

3.6 Public Signage and Pavement Marking Plans

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

- Prepare Engineering Construction Documents in 11x17 format which will illustrate all necessary signage and pavement markings. Requirements will be based on County input, the City of Austin Traffic Control Standards, TxDOT and the TMUTCD.
- Coordinate with TxDOT and Travis County to determine appropriate locations for all underground conduits and associated structures to accommodate any future traffic signal plans for intersection of State Highway 71 and Maha Loop.

3.7 Geotechnical Explorations and Pavement Design

- Bridge - 4 borings to 80 ft & 4 borings to 60 ft spaced
- Abutment walls - 2 borings to 40 ft (used in combination with closest bridge borings)
- Roadway - 16 borings to 10 ft
- All borings sampled using tube samplers, SPT, and coring (if shale is encountered). TxDOT cone performed at 5-ft intervals from top to bottom of boring.
- Two piezometers installed at abutment wall borings to monitor groundwater depths over time.
- Appropriate lab testing to evaluate drilled pier foundations, MSE wall foundations and backfill, and paving recommendations including possible lime/cement treatment options.
- Prepare pavement design based on roadway classification and projected traffic volumes.

4.0 Construction Supervision, Inspection and Testing

The GEC will be the single point of contact between the CTRMA and the respective Contractor(s), acting as an extension of CTRMA staff by providing qualified technical and professional personnel to perform the duties and responsibilities assigned under the terms of this Agreement. The GEC shall not control or direct the construction under the construction contract. Field inspections, testing and oversight reviews by

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the GEC will not relieve the Contractor of sole responsibility for the means and methods of construction, or for health or safety precautions in connection with the work under the construction contract.

4.1 Construction Inspection and Engineering

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

- Review the Contractor's plan for construction Quality Control to be used in the field.
- Inspect Contractor's construction operations.
- Maintain diary and associated required documentation.
- Schedule and hold Pre-Construction conference for the project.
- Document pre-project conditions via still photography and video.
- Review concrete, asphalt and lime mix designs as submitted by the Contractor for concurrence with contract documents as required by the project design and specifications.
- Coordinate, prepare, and attend weekly Project Construction Progress Meetings with the Contractor. Prepare meeting minutes and required action items for distribution and archive.

4.2 Project Controls

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

4.3 Materials Testing

GEC shall provide the following construction materials testing services on an as-needed basis for Maha Loop, from Pearce to SH71, Project. The testing frequency will be based on the TxDOT Guide Schedule of Sampling and Testing or as directed by the Client or Client's representative.

- Soils (Laboratory):
 - Perform moisture/density relationship tests, proctors (method as required by project specification), for each type of material or as requested by the Client.
 - Perform Atterberg limits (Tex-104, 105, & 106-E) determination for each type of material or as requested by the Client.
 - Perform sieve analysis (Tex-110-E) for each type of material or as requested by the Client
 - Perform material verification testing as required or requested including sieve analysis, Atterberg limits, Texas triaxial, wet ball mill, bar linear shrinkage, soil-lime compression, resistivity of soils, soil pH, sulfate content of soils, etc.

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- Soils (Field):
 - Perform in-place nuclear density tests (Tex-115-E) as specified by construction documents or per 3, 000 CY per lift of flexible base or as requested by the Client
- Hot Mix Asphaltic Concrete:
 - Test each type of HMAC on a lot basis. A production lot consists of 4 sublots and on lot will be 1,000 tons or fraction placed per type of material or as requested by the Client. Each lot will be tested for extraction/gradation, asphalt content, VMA and laboratory density.
 - Test two (2) asphalt cores for each subplot of asphaltic concrete placement. Cores shall be used to verify thickness and in-place density for asphalt.
- HMAC Aggregates:
 - Perform HMAC aggregate verification testing as required or requested by the Client including sieve analysis, decantation, L.A. abrasion, magnesium sulfate soundness, sand equivalent, organic impurities, deleterious materials, acid insoluble residues, micro deval, flat & elongated particles, coarse aggregate angularity, plasticity index, bar linear shrinkage, etc.
- Concrete:
 - Sample, mold, cure, and test one (1) set of four (4) concrete compressive strength cylinders for every 60 cubic yards of structural concrete placed, or as required by the project specifications. Two (2) cylinders will be tested at 7 days and two (2) cylinders will be tested at 28 days or as requested by the Client.
 - Perform one (1) slump test per 60 cubic yards of structural concrete placed.
 - Report air content of concrete as specified by construction documents per sample.
 - Review mix design of concrete as requested by the Client.
 - Sample, mold, cure and test one (1) set of two (2) flowable backfill compressive strength cylinders for every 100 cubic yards placed, or as required by the specifications. The two (2) cylinders will be tested at 28 days.
- Concrete Aggregates:
 - Perform concrete aggregate verification testing as required or requested by the Client including sieve analysis, decantation, L.A. abrasion, magnesium sulfate soundness, sand equivalent, organic impurities, fineness modulus, deleterious materials, acid insoluble residues, etc.

5.0 Utility Adjustment Coordination

5.1 Utility Adjustment Coordination

- Participate in meetings as necessary to effectively manage the utility coordination process.
- Schedule periodic meetings with utility owner's representatives for coordination purposes.
- Attend meetings with CTRMA and other interested parties as directed.

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- Meet with the Contractor and/or designer as necessary to resolve matters relating to schedules, utility identification, design changes, conflict resolution, and negotiation with utility owners.
- Assist CTRMA with negotiating the details of utility agreements with the utility companies. Details will include any necessary betterment percentages, indirect costs, plans, estimates and schedules for the utility companies' activities. The GEC will also prepare draft agreements for CTRMA's use including the necessary exhibits and information concerning the project (such as reports, plans and surveys).
- Monitor and report utility adjustment status.

5.2 Utility Engineering

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

Attachment B - Fee Estimate

CTRMA General Engineering Consultant
 Atkins - Man-hour Breakdown & Fee Estimate
 Maha Loop/Elroy Road (Phase 1)

ATKINS - Work Authorization #10 Maha Loop/Elroy Road (Phase 1)

TASK / WORK DESCRIPTION	(Estimated Average Labor Rates)	A	B	C	D	E	F	TOTAL
		\$80.00	\$70.00	\$60.00	\$45.00	\$35.00	\$25.00	HRS
2 Environmental Study/Document Services								
2.1 Environmental Assessment				200	20	240	80	540
2.2 Public Involvement Support				80	20	80	80	260
								0
								0
								0
								0
								0
								0

TOTAL DIRECT LABOR		0	0	280	40	320	160	800
<i>% Total by Classification</i>		<i>0.00%</i>	<i>0.00%</i>	<i>35.00%</i>	<i>5.00%</i>	<i>40.00%</i>	<i>20.00%</i>	
Labor Costs		\$0	\$0	\$16,800	\$1,800	\$11,200	\$4,000	\$33,800
Overhead Costs	1.6881	\$0	\$0	\$28,360	\$3,039	\$18,907	\$6,752	\$57,058
Profit	12.0%	\$0	\$0	\$5,419	\$581	\$3,613	\$1,290	\$10,903
Total Loaded Labor		\$0	\$0	\$50,579	\$5,419	\$33,720	\$12,043	\$101,761

Direct Expenses	
Plotting and Reproduction	\$7,500
Mail and Deliveries	\$240
Misc Expenses	\$250
Travel and Field Expenses	\$980
Total Direct Expenses	\$8,970

Total \$110,731

Attachment B - Fee Estimate

CTRMA General Engineering Consultant
 Atkins - Man-hour Breakdown & Fee Estimate
 Maha Loop/Elroy Road (Phase 1)

ATKINS - Work Authorization #10 Maha Loop/Elroy Road (Phase 1)

TASK / WORK DESCRIPTION	(Estimated Average Labor Rates)	A	B	C	D	E	F	TOTAL
		\$80.00	\$70.00	\$60.00	\$45.00	\$35.00	\$25.00	HRS
3 Design Services								
3.1 Design Survey				20	150	300	900	1370
3.2 Roadway Design		20	250	650	1050	900	120	2990
3.3 Structures		16	192	552	733	331	16	1840
3.4 Hydrology and Hydraulics		80	120	220	650	520	30	1620
3.5 Traffic Control Plans		16		40	120	60	16	252
3.6 Signing and Pavement Markings		16		40	120	60	16	252
3.7 Geotechnical Explorations and Pavement Design				110	140	420	220	890
								0
								0
TOTAL DIRECT LABOR		148	562	1632	2963	2591	1318	9214
<i>% Total by Classification</i>		<i>1.61%</i>	<i>6.10%</i>	<i>17.71%</i>	<i>32.16%</i>	<i>28.12%</i>	<i>14.30%</i>	
Labor Costs		\$11,840	\$39,340	\$97,920	\$133,335	\$90,685	\$32,950	\$406,070
Overhead Costs	1.6881	\$19,987	\$66,410	\$165,299	\$225,083	\$153,085	\$55,623	\$685,487
Profit	12.0%	\$3,819	\$12,690	\$31,586	\$43,010	\$29,252	\$10,629	\$130,987
Total Loaded Labor		\$35,646	\$118,440	\$294,805	\$401,428	\$273,023	\$99,202	\$1,222,544
Direct Expenses								
Plotting and Reproduction		\$8,800						
Mail and Deliveries		\$980						
Misc Expenses		\$250						
Travel and Field Expenses		\$1,800						
Total Direct Expenses		\$11,830						
Total		\$1,234,374						

Attachment B - Fee Estimate

CTRMA General Engineering Consultant
 Atkins - Man-hour Breakdown & Fee Estimate
 Maha Loop/Elroy Road (Phase 1)

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TASK / WORK DESCRIPTION	(Estimated Average Labor Rates)	A	B	C	D	E	F	TOTAL
		\$80.00	\$70.00	\$60.00	\$45.00	\$35.00	\$25.00	HRS
4 Construction Supervision, Inspection, and Testing								0
4.1 Construction Inspection and Engineering		40		440	2840	2840	780	6940
4.2 Project Controls		40		100	620	720	240	1720
4.3 Materials Testing			80	220	640	780	120	1840
								0
								0
								0
								0
								0
								0

TOTAL DIRECT LABOR		80	80	760	4100	4340	1140	10500
% Total by Classification		0.76%	0.76%	7.24%	39.05%	41.33%	10.86%	
Labor Costs		\$6,400	\$5,600	\$45,600	\$184,500	\$151,900	\$28,500	\$422,500
Overhead Costs	1.3541	\$8,666	\$7,583	\$61,747	\$249,831	\$205,688	\$38,592	\$572,107
Profit	12.0%	\$1,808	\$1,582	\$12,882	\$52,120	\$42,911	\$8,051	\$119,353
Total Loaded Labor		\$16,874	\$14,765	\$120,229	\$486,451	\$400,499	\$75,143	\$1,113,960

Direct Expenses	
Plotting and Reproduction	\$240
Mail and Deliveries	\$1,000
Misc Expenses	\$1,200
Travel and Field Expenses	\$24,000
Total Direct Expenses	\$26,440

Total \$1,140,400



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #8 SUMMARY

Approve issuance of a procurement for surface crack sealing on 183A frontage roads.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: Approximately \$500,000

Funding Source: General Funds

Board Action Required: Yes

Description of Matter:

Currently there are joints and cracks in the asphalt concrete roadway surfaces on the 183A Toll Road that need to be sealed to prevent damage to the road. The Mobility Authority is requesting to procure services to seal the joints and cracks.

A Request for Proposals and associated documents will be prepared services to seal the joints and cracks in anticipation of advertising. Following receipt of proposals, a recommendation will be presented to the Board of Directors by staff for final approval of the award of contract.

Reference documentation:

None

Contact for further information:

Ginny Burcham, Construction/Operation Manager

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

RESOLUTION NO. 13-__

**APPROVING ISSUANCE OF A PROCUREMENT FOR SURFACE
CRACK SEALING ON 183A FRONTAGE ROADS.**

WHEREAS, the pavement surface of 183A frontage roads is now five years old; and

WHEREAS, routine crack sealing activities are recommended as part of a comprehensive preventive maintenance program for roadway surfaces; and

WHEREAS, the Executive Director recommends initiating a procurement process to solicit a contract to provide surface crack sealing on the frontage roads of 183A.

NOW THEREFORE, BE IT RESOLVED, that the Executive Director is authorized and directed to procure a contract for surface crack sealing on the 183A frontage roads in accordance with the procurement policies established by Chapter 4 of the Mobility Authority Policy Code.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30th day of October, 2013.

Submitted and reviewed by:

Approved:

Andrew Martin
General Counsel for the Central
Texas Regional Mobility Authority

Ray A. Wilkerson
Chairman, Board of Directors
Resolution Number: 13-__
Date Passed: 10/30/13



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #9 SUMMARY

Report the automatic toll rate escalation percentage to become effective January 1, 2014, and, if desired, approve a modified toll rate escalation percentage effective January 1, 2014.

Strategic Plan Relevance: Economic Vitality; Sustainability

Department: Finance

Associated Costs: None

Funding Source: Toll Revenues

Board Action Required: Yes, to modify (by motion) the automatic Toll Rate Escalation Percentage with regard to the Manor Expressway direct connects and Springdale ramps.

Description of Matter:

Section 301.003 of the Policy Code provides that on October 1, 2012, and each October 1 thereafter, staff is to calculate a percentage increase in the toll rates charged on all toll Mobility Authority toll facilities using the formula established by that section. The formula is based on changes to the most recently published non-revised index of Consumer Prices for All Urban Consumers (CPI-U) before seasonal adjustment, as published by the Bureau of Labor Statistics of the U.S. Department of Labor.

At this meeting, the Toll Rate Escalation Percentage is reported to the board. The reported percentage increase in toll rates will become automatically effective on January 1 of the following year unless the board affirmatively votes to modify the percentage.

The Toll Rate Escalation Percentage calculated on October 1, 2013, is 1.51%. Except as the board acts by motion to modify this percentage, the toll rates on all Mobility Authority toll facilities will increase effective January 1, 2014, to the amounts shown in the attached table.

In addition, At the Board's October 2012 meeting, staff reported the Toll Rate Escalation Percentage. With no vote taken by the Board, the automatic increase on January 1, 2013, was implemented for toll rates on 183A.

The very next item on the October 2012 agenda established the toll rates for toll gantries on the Manor Expressway Project, when and as portions of that project were opened for traffic. In adopting those tolls, the Board made a policy decision to maintain the toll rates for the US 183 Direct Connectors and the Springdale Road Ramps until the entire length of the Manor Expressway Project is open to traffic, at which time tolls charged at those two gantries for a passenger car (2 axles) will increase from \$0.50 to \$0.53.

Consistent with that policy decision, the Executive Director recommends that the Board vote to adopt a motion to continue the existing Manor Expressway toll rates and not apply the October 2013 Toll Rate Escalation Percentage effective January 1, 2014. Those toll rates will be adjusted later in 2014 when the entire length of the Manor Expressway is open to traffic, in accordance with the toll charge schedule adopted by the Board in October, 2012.

Reference documentation: January 2014 Toll Rate Calculation 183A

Contact for further information: Bill Chapman, Chief Financial Officer

January 2014 Toll rate Calculation 183A

			CPI^{t-12}	CPI^t	$(CPI^t - CPI^{t-12}) / CPI^{t-12}$		New Toll	
		Current	CPI base	CPI current	CPI		rates	
		Rate	Rate	Rate	Adjustment		1/1/2014	Increase
			Aug 2012	Aug 2013	1/1/2014			
Crystal Falls	ETC	\$ 0.37	230.379	233.877	1.51837%	0.0056	0.38	\$ 0.01
New Hope Main Lane	ETC	\$ 0.97	230.379	233.877	1.51837%	0.0147	0.99	\$ 0.02
New Hope Ramp	ETC	\$ 0.55	230.379	233.877	1.51837%	0.0084	0.56	\$ 0.01
Park Street mainlane	ETC	\$ 1.38	230.379	233.877	1.51837%	0.0210	1.40	\$ 0.02
Brushy Creek Ramp	ETC	\$ 0.55	230.379	233.877	1.51837%	0.0084	0.56	\$ 0.01
Lakeline Main Lane	ETC	\$ 0.51	230.379	233.877	1.51837%	0.0077	0.52	\$ 0.01
Full length trip	ETC	\$ 2.86	230.379	233.877	1.51837%	0.0434	2.91	\$ 0.05



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #10 SUMMARY

Approve the annual compliance report to the Texas Department of Transportation required by 43 Texas Administrative Code §26.65.

Department: Finance; Law

Associated Costs: None

Funding Source: None

Board Action Required: Yes

Description of Matter:

Rule 26.65 adopted by the Texas Department of Transportation requires each regional mobility authority to file a report with TxDOT to confirm the RMA has complied with reporting requirements established by state law and the rule. The rule further state the compliance report must be approved by the RMA's board of directors and certified by its executive director. The attached resolution provides the required board approval for the compliance report.

Attached documentation for reference:

Draft Resolution, with the compliance report attached as an exhibit

Contact for further information:

Cindy Demers, Controller

Andrew Martin, General Counsel

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

RESOLUTION NO. 13-___

**APPROVING THE ANNUAL COMPLIANCE REPORT TO
THE TEXAS DEPARTMENT OF TRANSPORTATION
REQUIRED BY 43 TEX. ADMIN. CODE § 26.65.**

WHEREAS, the Texas Department of Transportation has adopted rules codified at Subchapter G, Chapter 26, Title 43 of the Texas Administrative Code that require the Mobility Authority to report certain financial information including the annual budgets and independent audits to Travis County and Williamson County, the counties that are a part of the Central Texas Regional Mobility Authority; and

WHEREAS, by Resolution No. 13-039 enacted June 26, 2013, the Board approved the budget for fiscal year 2014; and

WHEREAS, by Resolution No. 13-057 enacted October 2, 2013, the Board approved the independent audits of the Mobility Authority for the fiscal year ending June 30, 2013, prepared by PMB Helin Donovan, LLP, by the action of its Audit Committee; and

WHEREAS, the Compliance Report attached as Exhibit 1 to this resolution reports to the Texas Department of Transportation the information required by 43 *TEX. ADMIN. CODE* § 26.65.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors hereby approves the Compliance Report in the form attached as Exhibit 1 to this resolution, and authorizes the Executive Director to certify and submit the Compliance Report to the Texas Department of Transportation.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30th day of October, 2013.

Submitted and reviewed by:

Approved:

Andrew Martin
General Counsel for the Central
Texas Regional Mobility Authority

Ray A. Wilkerson
Chairman, Board of Directors
Resolution Number: 13-___
Date Passed: 10/30/2013

Exhibit 1

Compliance Report

[on the following 2 pages]

**Central Texas Regional Mobility Authority
Compliance Report**

Texas Administrative Code Title 43, Part I, Chapter 26, Subchapter G
§26.65(a) Annual Reports to the Commission

Compliance Rule	Compliance Statement	Certification
<i>Rule 26.61 Written Reports:</i>		
The annual operating and capital budgets adopted by the RMA year.	CTRMA submitted to Travis and Williamson Counties copies of its annual operating and capital budgets adopted June 26, 2013, for fiscal year beginning July 1, 2013.	Board of Directors approved the FY 2014 Budget on June 26, 2013, by Resolution 13-039.
Any annual financial information and notices of material events required to be disclosed under Rule 15c2-12 of the SEC.	Notice of material event under Rule 15c2-12 (debt defeasance) filed June 3, 2013, was provided to Travis and Williamson Counties.	
To the extent not disclosed in another report required in this compliance report, a statement of any surplus revenue held by the RMA and a summary of how it intends to use the surplus revenue.	CTRMA did not have any “surplus revenues” in FY 2012-2013, as that term is defined by §370.003(12) of the Transportation Code.	FY 2013 Annual Audit was accepted by the Board of Directors by adopting Resolution 13-057 on October 2, 2013.
An independent auditor's review of the reports of investment transactions prepared under Government Code, §2256.023.	Included as part of the FY 2013 audit. See certification below.	FY 2013 Annual Audit was accepted by the Board of Directors by adopting Resolution 13-057 on October 2, 2013.
<i>Rule 26.62 Annual Audit:</i>		
The RMA shall maintain its books and records in accordance with generally accepted accounting principles in the United States and shall have an annual financial and compliance audit of such books and records.	CTRMA received an unqualified opinion for FY 2013 from an independent certified public accountant.	FY 2013 Annual Audit was accepted by the Board of Directors by adopting Resolution 13-057 on October 2, 2013.
The annual audit shall be submitted to each county or city that is a part of the RMA within 120 days after the end of the fiscal year, and conducted by an independent certified public accountant.	CTRMA notified Travis and Williamson Counties of the acceptance of the FY 2013 audit by letter dated October 15, 2013.	FY 2013 Annual Audit was accepted by the Board of Directors by adopting Resolution 13-057 on October 2, 2013.
All work papers and reports shall be retained for a minimum of four years from the date of the audit.	Work papers and reports are retained for a minimum of four years.	

**Central Texas Regional Mobility Authority
Compliance Report**

Texas Administrative Code Title 43, Part I, Chapter 26, Subchapter G
§26.65(a) Annual Reports to the Commission

<i>Rule §26.63 Other Reports to Counties and Cities:</i>		
Provide other reports and information regarding its activities promptly when requested by the counties or cities.	CTRMA promptly provides reports and information regarding its activities when requested by Travis County or Williamson County.	
<i>Rule §26.64 Operating Records:</i>		
The Department will have access to all operating and financial records of the RMA. The executive director will provide notification if access is desired by the department.	CTRMA will provide the Texas Department of Transportation with access to all its operating and financial records when requested by the TxDOT Executive Director.	



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #11 SUMMARY

Accept the financial statements for
September, 2013.

Department: Finance

Associated Costs: None

Funding Source: None

Board Action Required: YES

Description of Matter:

Presentation and acceptance of the monthly financial statements for September, 2013

Attached documentation for reference:

Draft Resolution

Draft Financial Statements for September, 2013

Contact for further information: Bill Chapman, Chief Financial Officer

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

RESOLUTION NO. 13-___

ACCEPT THE FINANCIAL STATEMENTS FOR SEPTEMBER 2013.

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

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

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

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

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors accepts the Financial Statements for September 2013, attached as Attachments A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 30th day of October, 2013.

Submitted and reviewed by:

Approved:

Andrew Martin
General Counsel for the Central
Texas Regional Mobility Authority

Ray A. Wilkerson
Chairman, Board of Directors
Resolution Number: 13-___
Date Passed: 10/30/2013

Attachment A

Financial Statements for September 2013

**Central Texas Regional Mobility Authority
Balance Sheet**

As of

September 30, 2013

September 30, 2012

Assets

Current Assets

Cash in Regions Operating Account	290,311	294,493	
Cash In TexSTAR	59,788	24,482	
Regions Payroll Account	19,163	6,215	
Restricted cash/cash equivalents			
Fidelity Government MMA	150,267,494	38,857,534	
Restricted Cash-TexStar	25,358,003	53,275,250	
Overpayment accounts	38,266	33,534	
Total Cash and Cash Equivalents	176,033,026	92,491,508	
Accounts Receivable	18,224	121,256	
Due From TTA	273,928	580,695	
Due From NTTA	134,723	49,200	
Due From HCTRA	131,666	79,197	
Due From TxDOT	590,250	152,509	
Due From Federal Government	0	463,466	
Interest Receivable	90,709	250,936	
Total Receivables	1,239,500	1,696,545	
Short Term Investments			
Treasuries	0	4,549,017	
Short Term Investments	69,632,827	171,358,877	
Other Current Assets			
Prepaid Insurance	6,980	681	
Total Current Assets	246,912,332	265,547,610	
Construction Work In Process			
	315,558,147	264,009,863	

Fixed Assets

Computers(net)	102,284	28,648	
Computer Software(net)	438,212	67,932	
Furniture and Fixtures(net)	0	11,508	
Equipment(net)	15,885	34,746	
Autos and Trucks(net)	12,647	19,545	
Buildings and Toll Facilities(net)	5,965,612	6,124,512	
Highways and Bridges(net)	324,986,730	278,662,166	
Communication Equipment(net)	719,089	903,737	
Toll Equipment(net)	11,915,696	9,524,280	
Signs(net)	8,768,335	6,043,179	
Land Improvements(net)	7,201,660	3,375,922	
Right of Way	46,642,851	24,800,630	
Leasehold Improvements	164,813	54,863	
Total Fixed Assets	406,933,814	329,651,668	

Long Term Investments

Other Assets

Security Deposits	0	8,644	
Intangible Assets	15,032,417	650	
2005 Bond Insurance Costs	5,337,706		
Total Assets	989,774,417	892,299,040	

Liabilities

Current Liabilities

Accounts Payable	183,060	770,394
Overpayments	39,607	34,502
Interest Payable	11,707,307	10,818,620
TCDRS Payable	36,476	33,306
Due to other Entities	631,550.42	0
Other	0	143,134
Total Current Liabilities	12,298,000	11,799,956

Long Term Liabilities

Accrued Vac & Sick Leave Paybl	189,089	189,089
Senior Lien Revenue Bonds 2005	0	172,628,655
Senior Lien Revenue Bonds 2010	105,511,641	102,231,515
Senior Lien Revenue Bonds 2011	307,436,417	306,738,658
Senior Refunding Bonds 2013	185,810,000	0
Sn Lien Rev Bnd Prem/Disc 2010	122,447	159,735
Sn Lien Rev Bnd Prem/Disc 2011	(3,683,278)	(3,842,653)
Sn Lien Rev Bnd Prem/Disc 2013	18,958,088	0
Subordinated Lien Bond 2010	0	45,000,000
Subordinated Lien Bond 2011	70,000,000	70,000,000
Subordinated Refunding Bonds 2013	103,960,000	
Sub Lien Bond 2011 Prem/Disc	(1,960,508)	(2,050,324)
Sub Lien Bond 2013 Prem/Disc	4,163,685	
TIFIA note 2008	0	77,656,077
2011 Regions Draw Down Note	2,380,581	700,000
2013 American Bank Loan	5,300,000	
Total Long Term Liabilities	798,188,161	774,012,291
Total Liabilities	810,486,162	785,812,247

Net Assets Section

Contributed Capital	18,334,846	18,334,846
Net Assets beginning	151,281,301	86,019,147
Current Year Operations	9,672,109	2,132,800
Total Net Assets	160,953,410	88,151,947

Total Liabilities and Net Assets

989,774,417	892,299,040
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Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2014	Actual Year to Date 9/30/2013	Percent of Budget	Actual Prior Year to Date 9/30/2012
Revenue				
Operating Revenue				
Toll Revenue-TxTag-Manor	1,188,228	514,286	43.28%	-
Toll Revenue-TxTag-183A	29,507,860	5,693,569	19.30%	5,074,897
Toll Revenue-HCTRA-183A	884,163	326,851	36.97%	243,759
Toll Revenue-HCTRA Manor	173,689	68,634	39.52%	-
Toll Revenue-NTTA-183A	580,498	208,163	35.86%	152,359
Toll Revenue-NTTA-Manor	77,633	21,334	27.48%	-
Video Tolls 183A	4,243,980	1,321,005	31.13%	1,145,233
Video Tolls Manor Expressway	452,664	191,706	42.35%	-
Fee revenue 183A	1,661,750	468,640	28.20%	452,190
Fee revenue Manor Expressway	179,820	118,771	66.05%	-
Total Operating Revenue	38,950,285	8,932,959	22.93%	7,068,438
Other Revenue				
Interest Income	180,000	46,608	25.89%	60,966
Grant Revenue	1,236,000	7,944,478	642.76%	3,804,529
Reimbursed Expenditures	-	-	0.00%	34,774
Misc Revenue	92,500	11,408	12.33%	44,585
Unrealized Loss	-	-	0.00%	42,708
Total Other Revenue	1,508,500	8,002,494	530.49%	3,987,562
Total Revenue	\$ 40,458,785	\$ 16,935,453	41.86%	\$ 11,056,000
Expenses				
Salaries and Wages				
Salary Expense-Regular	2,185,005	463,566	21.22%	420,258
Part Time Salary Expense	12,000	-	0.00%	-
Overtime Salary Expense	3,000	-	0.00%	-
Contractual Employees Expense	5,000	-	0.00%	1,202
TCDRS	317,550	65,175	20.52%	59,080
FICA	102,241	19,145	18.72%	17,483
FICA MED	31,900	6,703	21.01%	6,054
Health Insurance Expense	193,060	49,546	25.66%	45,331

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2014	Actual Year to Date 9/30/2013	Percent of Budget	Actual Prior Year to Date 9/30/2012
Life Insurance Expense	5,874	426	7.26%	3,491
Auto Allowance Expense	10,200	-	0.00%	-
Other Benefits	190,261	23,008	12.09%	21,251
Unemployment Taxes	12,960	16	0.12%	-
Salary Reserve	50,000	-	0.00%	-
Total Salaries and Wages	3,119,051	627,585	20.12%	574,150
Contractual Services				
<u>Professional Services</u>				
Accounting	12,000	3,148	26.23%	2,160
Auditing	65,000	44,335	68.21%	35,300
General Engineering Consultant	460,000	800	0.17%	90,933
GEC-Trust Indenture Support	75,000	564	0.75%	-
GEC-Financial Planning Support	50,000	7,330	14.66%	-
GEC-Toll Ops Support	5,000	-	0.00%	-
GEC-Roadway Ops Support	325,000	21,751	6.69%	-
GEC-Technology Support	50,000	25,156	50.31%	-
GEC-Public Information Support	10,000	38	0.38%	-
GEC-General Support	275,000	16,136	5.87%	-
General System Consultant	175,000	20,413	11.66%	-
Image Processing - 183A	1,140,000	257,637	22.60%	204,019
Image Processing - Manor	120,000	64,909	54.09%	-
Facility maintenance	-	1,929		1,663
HERO	1,629,000	225,443	13.84%	146,433
Special Projects	-	1,594		-
Human Resources	50,000	2,763	5.53%	143
Legal	250,000	2,319	0.93%	15,248
Photography	10,000	-	0.00%	-
Traffic and Revenue Consultant	5,000	7,386	147.72%	-
Communications and Marketing	-	-	0.00%	9,331
Total Professional Services	4,706,000	703,650	14.95%	505,230
<u>Other Contractual Services</u>				
IT Services	63,000	5,828	9.25%	5,079
Graphic Design Services	40,000	-	0.00%	-
Website Maintenance	35,000	-	0.00%	1,147
Research Services	50,000	-	0.00%	-

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2014	Actual Year to Date 9/30/2013	Percent of Budget	Actual Prior Year to Date 9/30/2012
Copy Machine	10,000	1,765	17.65%	724
Software Licenses	17,200	7,387	42.95%	6,653
ETC Maintenance Contract	1,291,625	98,412	7.62%	68,798
ETC Development	125,000	-	0.00%	-
ETC Testing	30,000	-	0.00%	-
Communications and Marketing	140,000	100	0.07%	-
Advertising Expense	60,000	1,394	2.32%	14,010
Direct Mail	5,000	-	0.00%	-
Video Production	20,000	-	0.00%	-
Radio	10,000	-	0.00%	-
Other Public Relations	2,500	-	0.00%	-
Law Enforcement	250,000	19,300	7.72%	38,254
Special assignments	5,000	-	0.00%	-
Emergency Maintenance	10,000	-	0.00%	-
Generator Maintenance	20,000	-	0.00%	-
Generator Fuel	9,000	596	6.62%	-
Fire and Burglar Alarm	3,660	-	0.00%	114
Elevator Maintenance	2,640	-	0.00%	-
Refuse	780	-	0.00%	-
Pest Control	1,536	-	0.00%	-
Custodial	4,440	-	0.00%	-
Roadway Maintenance Contract	750,000	(62,424)	0.00%	36,671
Landscape Maintenance	250,000	35,803	14.32%	36,300
Signal & Illumination Maint	-	-	0.00%	14,164
Mowing and litter control	-	-	0.00%	8,840
Graffiti removal	-	-	0.00%	225
Cell Phones	10,000	2,659	26.59%	1,397
Local Telephone Service	25,000	3,903	15.61%	3,546
Internet	6,000	-	0.00%	-
Fiber Optic System	30,000	16,317	54.39%	6,848
Other Communication Expenses	1,000	98	9.78%	50
Subscriptions	1,850	(250)	0.00%	-
Memberships	34,600	1,388	4.01%	1,393
Continuing Education	7,300	596	8.16%	265
Professional Development	14,000	276	1.97%	-
Seminars and Conferences	32,000	11,265	35.20%	8,835
Staff-Travel	89,000	25,341	28.47%	28,073

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2014	Actual Year to Date 9/30/2013	Percent of Budget	Actual Prior Year to Date 9/30/2012
Other Contractual Svcs	200	-	0.00%	-
Tag Collection Fees	2,013,000	307,358	15.27%	232,716
Court Enforcement Costs	15,000	-	0.00%	-
Contractual Contingencies	130,500	-	0.00%	-
Total Other Contractual Services	5,615,831	477,111	8.50%	514,102
Total Contractual Services	10,321,831	1,180,761	11.44%	1,019,331
Materials and Supplies				
Books & Publications	6,500	377	5.80%	3,225
Office Supplies	10,000	3,114	31.14%	642
Computer Supplies	12,500	2,877	23.02%	3,570
Copy Supplies	2,200	-	0.00%	332
Annual Report printing	7,000	-	0.00%	-
Other Reports-Printing	10,000	-	0.00%	-
Direct Mail Printing	5,000	-	0.00%	-
Office Supplies-Printed	2,500	484	19.38%	-
Maintenance Supplies-Roadway	9,175	-	0.00%	-
Promotional Items	10,000	23	0.23%	-
Displays	5,000	-	0.00%	-
ETC spare parts expense	30,000	-	0.00%	-
Tools & Equipment Expense	1,000	-	0.00%	-
Misc Materials & Supplies	3,000	1,122	37.39%	-
Total Materials and Supplies	113,875	7,997	7.02%	7,769
Operating Expenses				
Gasoline	5,500	812	14.76%	1,270
Mileage Reimbursement	6,750	1,029	15.25%	888
Toll Tag Expense	2,700	42	1.56%	844
Parking	3,175	700	22.04%	7,212
Meeting Facilities	250	-	0.00%	-
Community Meeting/ Events	5,000	-	0.00%	-
Meeting Expense	17,300	1,642	9.49%	2,278
Public Notices	2,000	-	0.00%	-
Postage Expense	5,650	82	1.46%	78

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2014	Actual Year to Date 9/30/2013	Percent of Budget	Actual Prior Year to Date 9/30/2012
Overnight Delivery Services	1,700	49	2.88%	43
Local Delivery Services	1,150	-	0.00%	12
Insurance Expense	90,000	19,054	21.17%	15,704
Repair & Maintenance-General	500	-	0.00%	403
Repair & Maintenance-Vehicles	500	104	20.88%	(841)
Repair & Maintenance Toll Equip	5,000	170	3.40%	400
Rent Expense	400,000	56,916	14.23%	53,964
Water	7,500	1,128	15.04%	1,573
Electricity	180,000	23,705	13.17%	15,730
Other Licenses	700	235	33.57%	163
Community Initiative Grants	65,000	10,000	15.38%	10,000
<u>Non Cash Operating Expenses</u>				
Amortization Expense	25,000	23,064	92.26%	101,985
Amort Expense - Refund Savings	-	256,965		-
Dep Exp- Furniture & Fixtures	14,000	-	0.00%	401
Dep Expense - Equipment	17,000	5,249	30.87%	4,222
Dep Expense - Autos & Trucks	7,000	1,725	24.64%	1,725
Dep Expense-Buildng & Toll Fac	100,000	44,279	44.28%	44,140
Dep Expense-Highways & Bridges	9,000,000	2,251,556	25.02%	1,241,802
Dep Expense-Communic Equip	175,000	49,029	28.02%	47,705
Dep Expense-Toll Equipment	986,000	386,619	39.21%	115,445
Dep Expense - Signs	175,000	60,692	34.68%	33,317
Dep Expense-Land Improvemts	160,000	112,209	70.13%	16,451
Depreciation Expense-Computers	11,000	5,497	49.98%	3,001
Total Operating Expenses	11,470,375	3,312,552	28.88%	1,719,916
Financing Expenses				
Arbitrage Rebate Calculation	6,000	6,630	110.50%	-
Loan Fee Expense	5,000	-	0.00%	-
Rating Agency Expense	50,000	-	0.00%	11,000
Trustee Fees	8,000	2,688	33.59%	-
Bank Fee Expense	8,000	1,429	17.86%	1,544
Continuing Disclosure	4,000	-	0.00%	-
Interest Expense	20,796,755	4,508,686	21.68%	5,480,646
Contingency	15,000	-	0.00%	-

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2014	Actual Year to Date 9/30/2013	Percent of Budget	Actual Prior Year to Date 9/30/2012
<u>Non Cash Financing Expenses</u>				
Bond issuance expense	400,000	17,975	4.49%	108,843
Total Financing Expenses	21,292,755	4,537,408	21.31%	5,602,033
Other Gains or Losses				
Total Other Gains or Losses	-	-	0.00%	-
Total Expenses	\$ 46,317,887	\$ 9,666,302	20.87%	\$ 8,923,199
Net Income	\$ (5,859,102)	\$ 7,269,150		\$ 2,132,800

Central Texas Regional Mobility Authority
Statement of Cash Flows - FY 2014
as of September 30, 2013

Cash flows from operating activities:

Receipts from Department of Transportation	\$ 32,703,214
Receipts from toll fees	10,523,520
Receipts from other fees	-
Receipts from interest income	225,609
Receipts from other sources	380,518
Payments to vendors	(2,232,863)
Payments to employees and benefits	(687,378)
Net cash flows used in operating activities	<u>40,912,622</u>

Cash flows from capital and related financing activities:

Payments on interest	(14,771,872)
Payment on Bonds/Notes	(393,988)
Acquisitions of property and equipment	(181,751)
Acquisitions of construction in progress	(27,314,907)
Proceeds from Loans and Notes	800,000
Net cash flows used in capital and related financing activities	<u>(41,862,517)</u>

Cash flows from investing activities:

Purchase of investments	-
Proceeds from sale or maturity of investments	26,934,481
Net cash flows provided by investing activities	<u>26,934,481</u>
Net increase in cash and cash equivalents	25,984,586
Cash and cash equivalents at beginning of July 2013	150,048,440
Cash and cash equivalents at end of September 2013	<u>\$ 176,033,026</u>

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

Change in net assets	\$ 7,269,150
Adjustments to reconcile change in net assets to net cash provided by operating activities:	
Depreciation and amortization	3,196,884
Nonoperating interest	4,496,079
Bond Issuance Expense	-
Changes in assets and liabilities:	
(Increase)/Decrease in accounts receivable	26,506,031
(Increase)/Decrease in prepaid expenses and other assets	50,162
(Increase)/Decrease in interest receivable	172,740
Increase/(Decrease) in deferred revenue (audit adjustments)	-
Increase/(Decrease) in other payable	103,410
Increase/(Decrease) in accounts payable	(881,833)
Total adjustments	<u>33,643,472</u>
Net cash flows provided by operating activities	<u>\$ 40,912,622</u>

INVESTMENTS by FUND

		Balance		
			September 30, 2013	
Renewal & Replacement Fund				
TexSTAR	661,250.44			TexSTAR 25,417,791.18
Regions Sweep	0.66			CD's 8,000,000.00
Agencies		661,251.10		Regions Sweep 150,267,494.33
TxDOT Grant Fund				Agencies 61,631,230.04
TexSTAR	3,181,858.85			
Regions Sweep	245,924.57			
CD's	3,000,000.00			
Agencies	3,035,825.34	9,463,608.76		\$ 245,316,515.55
Senior Debt Service Reserve Fund				
TexSTAR	13,595,533.54			
Regions Sweep	9,364,598.28			
Agencies	25,184,029.37	48,144,161.19		
2010 Senior Lien DSF				
Regions Sweep	860,851.71			
TexSTAR	0.00	860,851.71		
2011 Debt Service Acct				
Regions Sweep	0.33	0.33		
2013 Sr Debt Service Acct				
Regions Sweep	2,712,007.55	2,712,007.55		
2013 Sub Debt Serrvice Account				
Regions Sweep	1,420,606.75	1,420,606.75		
2011 Sub Debt DSRF				
Regions Sweep	2,023,494.66			
CD's	5,000,000.00	7,023,494.66		
Operating Fund				
TexSTAR	59,788.00			
TexSTAR-Trustee	2,952,267.16			
Regions Sweep	0.00	3,012,055.16		
Revenue Fund				
TexSTAR	1.00			
Regions Sweep	1,769,309.45	1,769,310.45		
General Fund				
TexSTAR	53.78			
Regions Sweep	14,655,861.74	14,655,915.52		
2011 Sr Capitalized Interest Fund				
Regions Sweep	37,771.41			
Agencies	8,945,867.43	8,983,638.84		
2011 Sub Capitalized Interest Fund				
Regions Sweep	585.04			
Agencies	2,361,512.90	2,362,097.94		
2013 Sub Debt Service Reserve Fund				
Regions Sweep	8,418,778.02	8,418,778.02		
MoPac Construction Fund				
Regions Sweep	38,613,203.09	38,613,203.09		
2010-1 Sub Lien Projects Fund				
TexSTAR	797,349.88			
Regions Sweep	0.00	797,349.88		
2010 Senior Lien Construction Fund				
TexSTAR	1.19			
Regions Sweep	142,557.01	142,558.20		
2011 Sub Debt Project fund				
TexSTAR	4,169,567.68			
Agencies				
Regions Sweep	43,958,263.02	48,127,830.70		
2011 Sr Financial Assistance Fund				
Regions Sweep	0.00	0.00		
2011 Senior Lien Project Fund				
TexSTAR	119.66			
Regions Sweep	26,043,681.04			
Agencies	22,103,995.00	48,147,795.70		
		<u>48,147,795.70</u>		
		<u>\$ 245,316,515.55</u>		

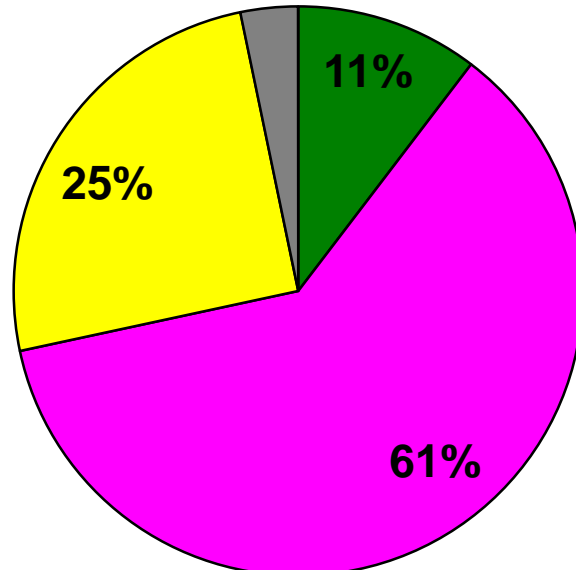
CTRMA INVESTMENT REPORT

	Month Ending 9/30/13					Rate Sep 13	
	Balance 9/1/2013	Additions	Discount Amortization	Accrued Interest	Withdrawals		Balance 9/30/2013
Amount in Trustee TexStar							
2011 Sub Lien Construction Fund	4,169,434.03			133.65		4,169,567.68	0.038%
2011 Senior Lien Construction Fund	119.66					119.66	0.038%
2010 Senior Lien Construction Fund	1.19					1.19	0.038%
2010-1 Sub Lien Projects	797,324.33			25.55		797,349.88	0.038%
General Fund	53.78					53.78	0.038%
Trustee Operating Fund	2,252,181.69	1,100,000.00		85.47	400,000.00	2,952,267.16	0.038%
Renewal and Replacement	661,229.24			21.20		661,250.44	0.038%
TxDOT Grant Fund	3,181,756.84			102.01		3,181,858.85	0.038%
Revenue Fund	1.00					1.00	0.038%
Senior Lien Debt Service Reserve Fund	8,033,078.40	5,562,098.91		356.23		13,595,533.54	0.038%
2010 Senior Lien Debt Service Reserve Fund	5,562,019.34			79.57	5,562,098.91	0.00	0.038%
	24,657,199.50	6,662,098.91		803.68	5,962,098.91	25,358,003.18	0.038%
Amount in TexStar Operating Fund	59,786.09	400,000.00		1.91	400,000.00	59,788.00	0.038%
Regions Sweep Money Market Fund							
Operating Fund	0.00	1,100,000.00			1,100,000.00	0.00	0.150%
2010 Senior Lien Project Acct	147,244.58			19.13	4,706.70	142,557.01	0.150%
2011 Sub Lien Project Acct	43,952,663.57			5,599.45		43,958,263.02	0.150%
2011 Senior Lien Project Acct	14,215,471.37	19,000,004.60		280,799.11	7,452,594.04	26,043,681.04	0.150%
2011 Sr Financial Assistance Fund	31.73				31.73	0.00	0.150%
2010 Senior DSF	573,870.11	286,925.00		56.60		860,851.71	0.150%
2011 Senior Lien Debt Service Acct	0.33					0.33	0.150%
2013 Senior Lien Debt Service Acct	1,807,916.73	903,912.50		178.32		2,712,007.55	0.150%
2013 Subordinate Debt Service Acct	947,079.99	473,433.33		93.43		1,420,606.75	0.150%
2011 Sr Cap I Fund	37,766.60			4.81		37,771.41	0.150%
2011 Sub Debt CAP I	584.97			0.07		585.04	0.150%
TxDOT Grant Fund	245,894.11			30.46		245,924.57	0.150%
Renewal and Replacement	0.66					0.66	0.150%
Revenue Fund	1,714,389.58	3,315,289.42		225.88	3,260,595.43	1,769,309.45	0.150%
General Fund	14,760,486.88	401,788.01		1,828.37	508,241.52	14,655,861.74	0.150%
2010 Senior Debt Service Reserve Fund	65,889.45	3,920,538.31		1,407.58	3,987,835.34	0.00	0.150%
2011 Sub Debt Debt Service Reserve Fund	2,023,236.91			257.75		2,023,494.66	0.150%
Senior Lien Debt Service Reserve Fund	1,525,020.39	7,795,906.24		43,671.65		9,364,598.28	0.150%
2013 Sub Debt Service Reserve Fund	8,417,705.63			1,072.39		8,418,778.02	0.150%
MoPac Managed Lane Construction Fund	40,018,900.52	27.13		5,535.08	1,411,259.64	38,613,203.09	0.150%
	130,454,154.11	37,197,824.54	0.00	340,780.08	17,725,264.40	150,267,494.33	
Amount in Fed Agencies and Treasuries							
Amortized Principal	88,419,538.41		(58,308.37)		26,730,000.00	61,631,230.04	
Accrued Interest				63,351.05			
	88,419,538.41	0.00	(58,308.37)		26,730,000.00	61,631,230.04	
Certificates of Deposit	3,000,000.00	5,000,000.00			0.00	8,000,000.00	
Total in Pools	24,716,985.59	7,062,098.91		805.59	6,362,098.91	25,417,791.18	
Total in Money Market	130,454,154.11	37,197,824.54		340,780.08	17,725,264.40	150,267,494.33	
Total in Fed Agencies	88,419,538.41	0.00	(58,308.37)		26,730,000.00	61,631,230.04	
Total Invested	246,590,678.11	49,259,923.45	(58,308.37)	341,585.67	50,817,363.31	245,316,515.55	

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

William Chapman, CFO

Allocation of Funds



■ Total in Pools

■ Total in Money Market

■ Total in Fed Agencies

■ Total in CD's

Amount of investments As of September 30, 2013

Agency	CUSIP #	COST	Book Value	Market Value	Yield to Maturity	Purchased	Matures	FUND
Freddie Mac	3134G2U42	1,000,000.00	1,000,000.00	1,000,120.00	0.3750%	3/15/2012	10/15/2013	TxDOT Grant Fund
Federal Home loan Bank	3134A4UL6	2,326,924.30	2,361,512.90	2,360,110.40	0.6300%	6/29/2011	11/15/2013	2011 Sub Debt CAP I
Federal Home loan Bank	3134A4UL6	8,794,454.76	8,945,867.43	8,938,843.20	0.7190%	6/29/2011	11/15/2013	2011 Sr Debt CAP I
Fannie Mae	31398A3L4	Matured	Matured	Matured	0.2605%	2/7/2012	9/17/2013	2005 Sr DSRF
Fannie Mae	31398A3L4	Matured	Matured	Matured	0.2605%	2/7/2012	9/17/2013	2010 Sr DSRF
Federal Home Loan Bank	3133XR88	Matured	Matured	Matured	0.2990%	3/30/2012	9/6/2013	2011 Sr Project
Federal Home Loan Bank	313378U41	Matured	Matured	Matured	0.2970%	3/30/2012	9/30/2013	2011 Sr Project
Freddie Mac	3134G3BF6	12,054,960.00	12,006,870.00	12,014,040.00	0.3592%	3/30/2012	12/23/2013	2011 Sr Project
Federal Home Loan Bank	3133XWKV0	10,388,500.00	10,097,125.00	10,103,700.00	0.3791%	3/30/2012	3/14/2014	2011 Sr Project
Freddie Mac	3137EADD8	1,004,940.00	1,003,128.67	1,003,520.00	0.2290%	12/3/2012	4/17/2015	TxDOT Grant Fund
Northside ISD	66702RAG7	1,057,700.00	1,032,696.67	1,036,210.00	0.3580%	12/5/2012	2/15/2015	TxDOT Grant Fund
Fannie Mae	3135G0BY8	8,081,952.00	8,048,690.62	8,052,960.00	0.2150%	2/8/2013	8/28/2014	2005 DSRF
Fannie Mae	313560TW3	4,999,250.00	4,999,450.00	4,996,500.00	0.4060%	2/8/2013	7/30/2015	2005 DSRF
Federal Home Loan Bank	313371W51	12,217,422.00	12,135,888.75	12,132,960.00	0.2646%	2/8/2013	12/12/2014	2005 DSRF
		<u>35,569,779.06</u>	<u>61,631,230.04</u>	<u>61,638,963.60</u>				

Agency	CUSIP #	COST	Cumulative Amortization	9/30/2013		Interest Income September 30, 2013		
				Book Value	Maturity Value	Accrued Interest	Amortization	Interest Earned
Freddie Mac	3134G2U42	1,000,000.00	-	1,000,000.00	1,000,000.00	312.50		312.50
Federal Home loan Bank	3134A4UL6	2,326,924.30	34,588.60	2,361,512.90	2,362,000.00		243.58	243.58
Federal Home loan Bank	3134A4UL6	8,794,454.76	151,412.67	8,945,867.43	8,946,000.00		1,066.29	1,066.29
Fannie Mae	31398A3L4	Matured	Matured	Matured	3,830,000.00	3,590.63	(2,216.61)	1,374.02
Fannie Mae	31398A3L4	Matured	Matured	Matured	3,900,000.00	3,656.25	(2,257.13)	1,399.12
Federal Home Loan Bank	3133XR88	Matured	Matured	Matured	7,000,000.00	23,333.33	(20,591.70)	2,741.63
Federal Home Loan Bank	313378U41	Matured	Matured	Matured	12,000,000.00	3,500.00	(526.67)	2,973.33
Freddie Mac	3134G3BF6	12,054,960.00	48,090.00	12,006,870.00	12,000,000.00	6,250.00	(2,290.00)	3,960.00
Federal Home Loan Bank	3133XWKV0	10,388,500.00	291,375.00	10,097,125.00	10,000,000.00	19,791.67	(16,187.50)	3,604.17
Freddie Mac	3137EADD8	1,004,940.00	1,811.33	1,003,128.67	1,000,000.00	416.67	(164.67)	252.00
Northside ISD	66702RAG7	1,057,700.00	25,003.33	1,032,696.67	1,000,000.00	2,500.00	(1,923.33)	576.67
Fannie Mae	3135G0BY8	8,081,952.00	33,261.38	8,048,690.62	8,000,000.00	5,833.33	(4,426.42)	1,406.91
Fannie Mae	313560TW3	4,999,250.00	(200.00)	4,999,450.00	500,000.00	1,666.67	25.00	1,691.67
Federal Home Loan Bank	313371W51	12,217,422.00	81,533.25	12,135,888.75	12,000,000.00	12,500.00	(9,059.25)	3,440.75
		<u>61,926,103.06</u>	<u>666,875.56</u>	<u>61,631,230.04</u>	<u>83,538,000.00</u>	<u>63,351.05</u>	<u>(58,308.41)</u>	<u>18,503.31</u>

September 30, 2013 Certificates of Deposit Outstanding

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



Monthly Newsletter - September 2013

Performance

As of September 30, 2013

Current Invested Balance	\$4,545,216,845.55
Weighted Average Maturity (1)	51 Days
Weighted Average Maturity (2)	64 Days
Net Asset Value	1.000082
Total Number of Participants	781
Management Fee on Invested Balance	0.05%*
Interest Distributed	\$335,343.11
Management Fee Collected	\$188,337.88
% of Portfolio Invested Beyond 1 Year	0.55%
Standard & Poor's Current Rating	AAAm

September Averages

Average Invested Balance	\$4,582,765,571.29
Average Monthly Yield, on a simple basis	0.0390%
Average Weighted Average Maturity (1)*	52 Days
Average Weighted Average Maturity (2)*	64 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 September 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 September:

★ Avery ISD

★ Bacliff MUD

★ Hidalgo County RMA

★ City of Hooks

Holiday Reminder

Please note that in observance of the Columbus Day holiday, **TexSTAR will be closed Monday, October 14, 2013.** All ACH transactions initiated on Friday, October 11th will settle on Tuesday, October 15th. This is an unusual holiday where the investment markets are open but the banks are closed. Please plan accordingly for your liquidity needs.

Economic Commentary

Equity and bond markets were volatile in the third quarter as investors focused on the Federal Reserve meeting in mid-September and the risks associated with the fiscal-policy negotiations in Washington. The Federal Reserve's decision to delay tapering was a notable surprise to the markets. The majority of market participants had predicted that the Fed would announce a reduction in its monthly asset purchase program at its September meeting. Instead, the Fed shocked markets with its dovish comments, maintaining its current monetary policy and leaving monthly asset purchases of Treasuries and mortgage-backed securities at \$85 billion per month. The Fed showed concern over tightening financial conditions and pending fiscal drama, while downplaying the importance of the unemployment rate on a standalone basis, deciding to wait for more evidence that economic progress will be self-sustained before pulling back. On October 1st, Congress was unable to agree on a bill to fund the government at the outset of FY2014 and the government partially shut down for the first time in almost two decades. It is still very unclear how things will develop, but Democrats and Republicans currently remain far from an agreement. The duration of the shutdown will be key in determining the ultimate impact on the economy. The bigger concern is whether Congress will raise the debt ceiling before the October 17th deadline, when extraordinary measures will be exhausted. If they cannot agree on a resolution, the government risks a "technical default" on its debt, which is believed to be unlikely.

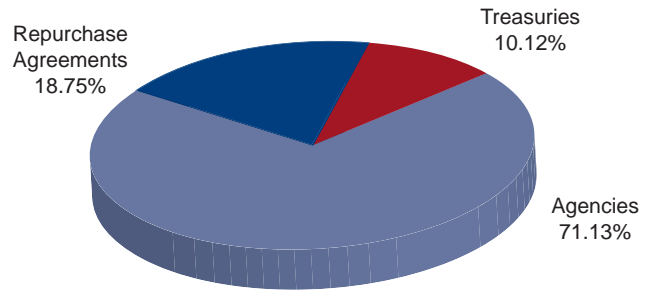
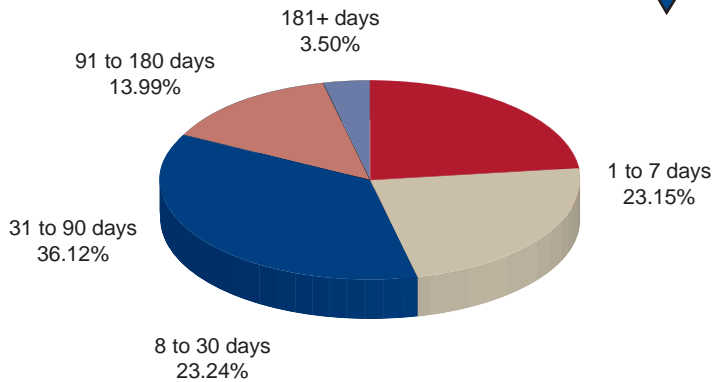
Data released in the third quarter continued to paint a mixed picture of U.S. economic growth. While initial jobless claims have declined, the economy continues to add fewer jobs. Consumer confidence and personal income continue to strengthen, but retail sales growth remains anemic. Manufacturing surveys suggest strong capital expenditures spending, yet capital goods orders have been unchanged. While the base case outlook for global growth continues to be sub-trend, stable and improving global economic conditions have moderately increased the upside potential for growth. Optimism is moderated by the impact of materially higher interest rates since May on the global economy, lower labor participation rates in the U.S. and a slack in global manufacturing. Should the Fed begin tapering its asset purchases before year-end, it would likely be very gradual and accompanied by accommodative forward rate guidance.

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

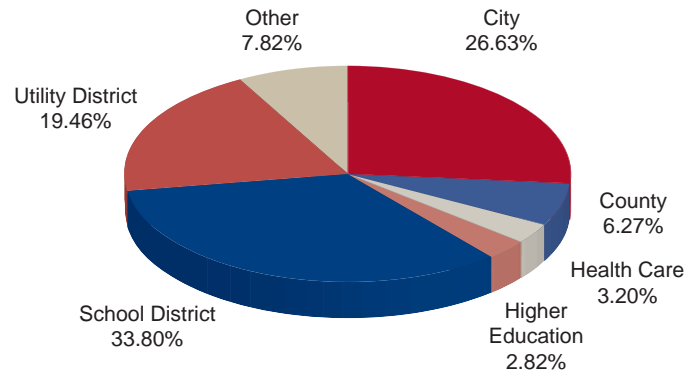
For more information about TexSTAR, please visit our web site at www.texstar.org.

Information at a Glance

Portfolio by Type of Investment As of September 30, 2013



Portfolio by Maturity As of September 30, 2013



Distribution of Participants by Type As of September 30, 2013

Historical Program Information

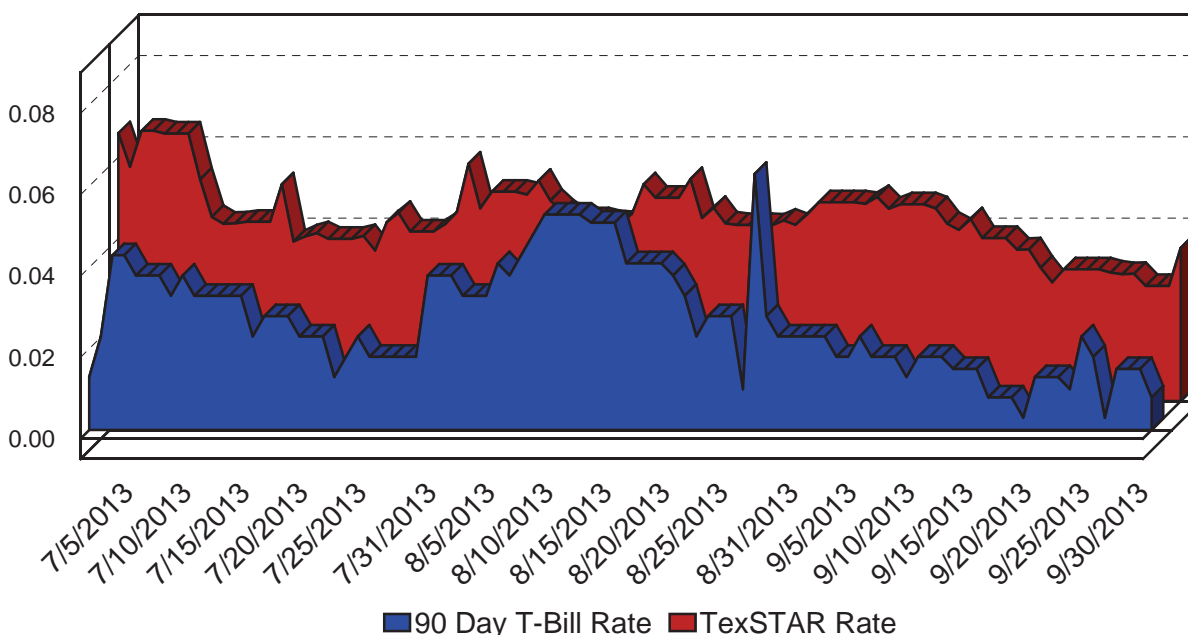
Month	Average Rate	Book Value	Market Value	Net Asset Value	WAM (1)*	WAM (2)*	Number of Participants
Sep 13	0.0390%	4,545,216,845.55	4,545,590,808.40	1.000082	52	64	781
Aug 13	0.0474%	4,682,919,318.35	4,683,351,916.02	1.000091	52	59	777
Jul 13	0.0487%	4,833,856,137.70	4,834,318,370.27	1.000095	52	56	776
Jun 13	0.0614%	5,173,585,142.53	5,173,948,421.52	1.000070	54	58	775
May 13	0.0723%	5,474,920,318.32	5,475,469,836.81	1.000100	54	59	773
Apr 13	0.1038%	5,496,240,712.35	5,496,953,468.88	1.000129	51	57	773
Mar 13	0.1125%	5,635,357,483.25	5,636,069,051.83	1.000126	52	60	770
Feb 13	0.0996%	6,248,843,373.19	6,249,277,988.81	1.000069	51	58	768
Jan 13	0.1103%	6,030,821,287.69	6,031,600,682.90	1.000129	48	57	767
Dec 12	0.1647%	5,411,874,896.68	5,412,541,199.28	1.000123	49	60	767
Nov 12	0.1720%	4,745,368,285.66	4,745,870,906.22	1.000105	51	63	765
Oct 12	0.1746%	4,755,942,789.56	4,756,394,096.44	1.000094	45	60	763

Portfolio Asset Summary as of September 30, 2013

	Book Value	Market Value
Uninvested Balance	\$ (2,523.55)	\$ (2,523.55)
Accrual of Interest Income	944,404.38	944,404.38
Interest and Management Fees Payable	(371,351.26)	(371,351.26)
Payable for Investment Purchased	0.00	0.00
Repurchase Agreement	852,282,000.00	852,282,000.00
Government Securities	3,692,364,315.98	3,692,738,278.83
Total	\$ 4,545,216,845.55	\$ 4,545,590,808.40

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

Daily Summary for September 2013

Date	Mny Mkt Fund Equiv. [SEC Std.]	Daily Allocation Factor	TexSTAR Invested Balance	Market Value Per Share	WAM Days (1)*	WAM Days (2)*
9/1/2013	0.0489%	0.000001339	\$4,682,919,318.35	1.000091	49	60
9/2/2013	0.0489%	0.000001339	\$4,682,919,318.35	1.000091	49	60
9/3/2013	0.0485%	0.000001329	\$4,635,230,139.59	1.000089	50	60
9/4/2013	0.0502%	0.000001376	\$4,654,768,169.45	1.000091	51	62
9/5/2013	0.0473%	0.000001297	\$4,613,399,037.20	1.000091	53	63
9/6/2013	0.0484%	0.000001327	\$4,551,165,375.96	1.000092	52	62
9/7/2013	0.0484%	0.000001327	\$4,551,165,375.96	1.000092	52	62
9/8/2013	0.0484%	0.000001327	\$4,551,165,375.96	1.000092	52	62
9/9/2013	0.0474%	0.000001298	\$4,520,504,109.81	1.000096	52	63
9/10/2013	0.0436%	0.000001195	\$4,562,895,334.98	1.000095	51	63
9/11/2013	0.0421%	0.000001154	\$4,554,705,225.68	1.000091	52	63
9/12/2013	0.0447%	0.000001225	\$4,545,982,289.88	1.000091	54	67
9/13/2013	0.0401%	0.000001098	\$4,630,534,625.91	1.000085	52	64
9/14/2013	0.0401%	0.000001098	\$4,630,534,625.91	1.000085	52	64
9/15/2013	0.0401%	0.000001098	\$4,630,534,625.91	1.000085	52	64
9/16/2013	0.0372%	0.000001018	\$4,640,264,980.43	1.000092	52	64
9/17/2013	0.0373%	0.000001021	\$4,611,197,920.04	1.000090	53	65
9/18/2013	0.0328%	0.000000899	\$4,593,100,812.11	1.000089	54	66
9/19/2013	0.0292%	0.000000799	\$4,602,170,413.04	1.000091	54	67
9/20/2013	0.0324%	0.000000889	\$4,518,081,222.33	1.000091	53	66
9/21/2013	0.0324%	0.000000889	\$4,518,081,222.33	1.000091	53	66
9/22/2013	0.0324%	0.000000889	\$4,518,081,222.33	1.000091	53	66
9/23/2013	0.0324%	0.000000889	\$4,492,088,714.42	1.000090	53	66
9/24/2013	0.0316%	0.000000867	\$4,532,363,679.81	1.000086	52	64
9/25/2013	0.0312%	0.000000855	\$4,598,211,031.50	1.000085	54	67
9/26/2013	0.0313%	0.000000858	\$4,584,434,905.07	1.000088	54	66
9/27/2013	0.0283%	0.000000774	\$4,577,083,740.25	1.000082	52	64
9/28/2013	0.0283%	0.000000774	\$4,577,083,740.25	1.000082	52	64
9/29/2013	0.0283%	0.000000774	\$4,577,083,740.25	1.000082	52	64
9/30/2013	0.0377%	0.000001032	\$4,545,216,845.55	1.000082	51	64
Average	0.0390%	0.000001068	\$4,582,765,571.29		52	64

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



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



J.P.Morgan
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**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #12 SUMMARY

Presentation by the Texas Department of Transportation on the I-35 Capital Area Improvement Program.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: N/A

Funding Source: N/A

Board Action Required: N/A

Description of Matter:

TxDOT continues to refine concepts and engage stakeholders in discussions about the need for near term and mid-term improvements to the IH 35 corridor within the Central Texas Region which includes Williamson, Travis and Hays Counties. A major highway of international significance that cuts right through the heart of Austin in the Central Texas region, this corridor ranks as one the top 100 most congested roadways in the State of Texas.

Reference documentation:

A presentation of ongoing overall project activities by Terry McCoy (Deputy District Engineer of the Texas Department of Transportation, Austin District).

Contact for further information:

Wes Burford, Director of Engineering



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #13 SUMMARY

Briefing on toll collection and enforcement activities.

Strategic Plan Relevance: Regional Mobility / Innovation

Department: Operations

Associated Costs: N/A

Funding Source: N/A

Board Action Required: No

Description of Matter:

This is an informational item to update the status of Mobility Authority toll collection and enforcement.

Reference documentation:

PowerPoint Presentation will be given at the meeting.

Contact for further information:

Tim Reilly, Director of Toll Operations



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #14 SUMMARY

Quarterly Briefing on the MoPac
Improvement Project.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: N/A Briefing Only

Funding Source: N/A

Board Action Required: No

Description of Matter:

The report is an account of the activities on the MoPac Improvement Project from July to September, 2013.

Reference documentation:

GEC Quarterly Activities Report and Board Presentation

Contact for further information:

Wesley M. Burford, P.E., Director of Engineering



◀◀ MOPAC
IMPROVEMENT
PROJECT ▶▶

QUARTERLY PROGRESS REPORT

No. 12 | October 2013





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Regional Mobility Authority

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QUARTERLY PROGRESS REPORT No. 12

INTRODUCTION

The MoPac Improvement Project is a \$204 million project to add one Express Lane in each direction along an approximately 11-mile stretch of MoPac from Cesar Chavez Street in downtown Austin to Parmer Lane north of Austin within existing right of way. The Project is an effort to address the mobility problem in this corridor and takes into account the needs of drivers, transit riders, pedestrians, bicyclists, and the concerns of surrounding neighbors.

Environmentally cleared in August 2012, the Project will be built in cooperation with the Texas Department of Transportation (TxDOT), the Capital Area Metropolitan Planning Organization (CAMPO), the City of Austin, Capital Metro (CapMetro), and the Federal Highway Administration (FHWA).

The Express Lanes will be located in the middle of the MoPac corridor separated from the existing general purpose lanes by a four to five foot wide striped buffer zone with flexible pylons. Drivers will be able to access the MoPac Express Lanes at Cesar Chavez Street, near Far West Boulevard, or near Parmer Lane. While this addition of lanes will require widening of the pavement, the Express Lanes project requires no property acquisition and all existing non-toll general purpose lanes and the UPRR corridor will remain.

In addition to the Express Lanes, the MoPac Improvement Project will include: sound walls; a Collector/Distributor road under Steck Avenue; aesthetic enhancements and significant landscaping; bicycle and pedestrian improvements including two shared-use paths; full mainlane overlay with special (PFC) pavement which serves as a wet weather safety improvement measure; enhanced incident management (cameras and traffic data collection); and a significant community relations effort.

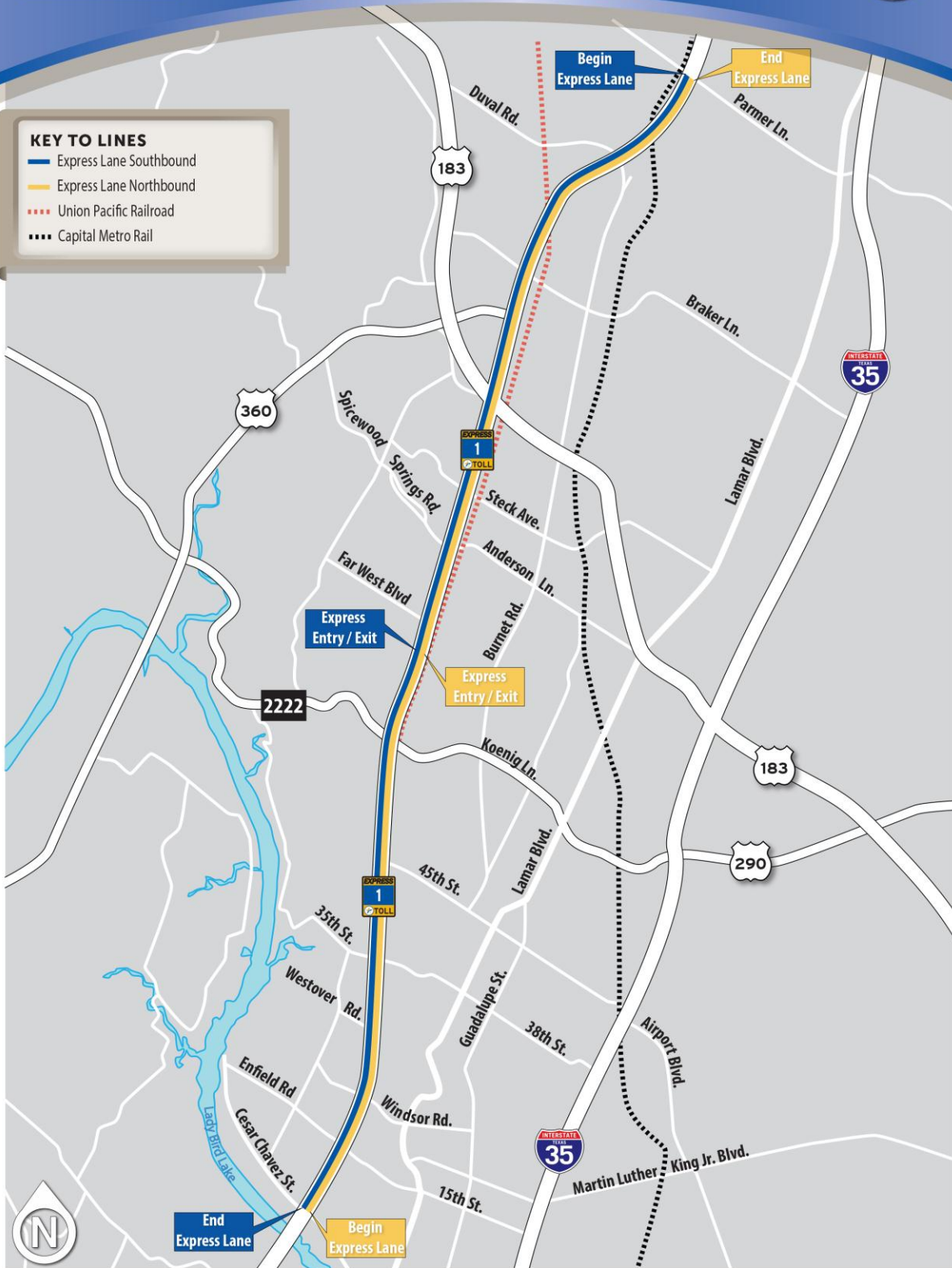
The Mobility Authority entered into a contract with CH2M HILL to design and build the MoPac Improvement Project. The agreement requires the project to be substantially complete by September 17, 2015. The Contractor developed an acceptable Baseline CPM (Critical Path Method) Schedule for the Project. The Mobility Authority issued Notice to Proceed (NTP) on April 18, 2013.

This report describes the status of the MoPac Improvement Project and documents the activities accomplished from July 2013 through September 2013.



KEY TO LINES

- Express Lane Southbound
- Express Lane Northbound
- ⋯ Union Pacific Railroad
- ⋯ Capital Metro Rail



SUMMARY OF ACTIVITIES

The following activities have been accomplished by the Mobility Authority, its consultants, and the D/B Contractor during the reporting period.

DESIGN ACTIVITIES

- Weekly task force meetings commenced in April and over the shoulder informal reviews have been ongoing. The Mobility Authority's GEC is performing oversight of the Contractor activities.
- CH2M HILL completed submittal of the first design package which is a 30% design of the entire project and comment resolution has concluded. A request has been made of TxDOT and FHWA for concurrence in accepting the design.
- CH2M HILL is nearing completion of all geotechnical surveying.
- Management Plans including the Design Quality Management Plan, Construction Quality Management Plan, and Safety Plan have been accepted for use on the project. In addition, the Sustainability Plans (Noise, Dust/Emissions, Recycling, and Waste Management) were submitted in September.
- Final (100%) Design is ongoing for Segment 2B (between the interchanges with US 183 to and RM 2222) and an Early Release for Construction package is expected for Segment 2B, which is anticipated to include Traffic Control Plans (TCP), Removals, Clearing, Storm Water Pollution Prevention Plan (SWPPP), and Safety Lighting on October 18.
- Segment 2B Final (100%) Design Plans and RM 2222 SB Bridge Widening are scheduled to be submitted on October 28.
- Final (100%) Design is ongoing for Segment 3 (from RM 2222 to Enfield Road).
- Environmental Re-Evaluation is awaiting approval from TxDOT and FHWA. The Open House was conducted September 5. In addition to the ongoing Environmental Re-evaluation, Section 106 Consulting Party Coordination was conducted for the proposed design changes at 5th Street. As a result of the coordination, a recommendation was made to the Texas Historic Commission (THC) that the design change would "have no adverse effect to any character-defining feature or to the historic aspects for which a property or district may be eligible for or listed in the NRHP". The THC concurred with this recommendation and Section 106 Consultation is complete.

CONSTRUCTION ACTIVITIES

- For the period from July through September 2013, CH2MHILL's team continued to collect data needed for design including survey and geotechnical soil borings. Some of this work required lane closures. Lane closures took place at night between 9:00 pm and 5:00 am. Some temporary closures of shoulders during daytime hours were also necessary.
- CH2M HILL is currently fabricating traffic barrier specifically for the project at the Tricon Plant in New Braunfels.
- CH2M HILL is currently mobilizing its resources for construction. Installation of traffic barrier is expected to begin in December 2013 along the median shoulder between the interchanges with US 183 and RM 2222.

PROGRESS PHOTOS



Daytime Drill Rig Operation to Obtain Soil Samples

Intermittently since May, there have been drill rigs operating on the site concurrently, each one drills a 4" diameter hole into the ground anywhere from 15' deep up to 90'. Every 5' the material type is classified. Materials encountered include a variety of clays, topsoil, limestone, and others. Soil compressive strengths are quantified later in a lab which is working with samples obtained from the boring/coring work. The information from the boring/sampling activity is used by the Design-Build design engineers to determine foundation types, structural soil bearing capacity, etc. for the design of such elements as sound walls and retaining walls.



Traffic Barrier Fabrication at the Tricon Plant in New Braunfels

PROJECT PROGRESS

As of September 30, 2013, 18.7% of the 882 calendar days to scheduled Substantial Completion have expired. There are 717 calendar days until Substantial Completion. The Contractor is allowed an additional 120 calendar days for Final Acceptance.

Design and Construction Progress through September 2013

Based on the assessment of the GEC, the summary of the project progress achieved on major work tasks through the end of September 2013 is as follows:

MoPac Improvement Project Progress for Period Ending September 2013

Design + Construction Tasks	% Complete
Development Design	35%
Traffic Control	0%
Earthwork/Demolition/Removals/Drainage	0%
Structures/Bridges/Retaining Walls	0%
Sound/Neighborhood Walls	0%
Geotech/Survey	94%
Utilities	0%
Pavement/Subbase/Base Course	0%
Environmental Monitoring	19%
Lighting/Signing/Striping	0%
Toll Facilities	0%
Landscaping/Shared use Path/Sidewalks	0%

CH2M HILL’s Substantial Completion date per their approved baseline schedule is September 16, 2015.

SCHEDULE OF CONTRACTUAL PROJECT MILESTONES

- **February 27, 2013:** Selection of Best Value Proposer
- **April 18, 2013:** NTP Issued
- **September 17, 2015:** Substantial Completion
- **January 15, 2016:** Final Acceptance

REPORTING PERIOD PROGRESS ACTIVITIES

- **August 2013:** The official Project Office opened at 1901 Braker Lane, Building D, Suite 200, Austin, Texas 78758
- **July 2013:** Submittal of the partial (30%) design package
- **July 2013:** Start Final Design of Segments 2B and 3
- **August 2013:** Submittal of remaining (30%) design package
- **September 2013:** Environmental Re-Evaluation Open House

UPCOMING ANTICIPATED PROGRESS ACTIVITIES

- **October 2013:** Executive Level Partnering Meeting
- **October 2013:** Groundbreaking Ceremony
- **October 2013:** Early Release for Construction (ERFC) Segment 2B Package Submittal
- **October 2013:** Segment 2B Final (100%) Design Package Submittal
- **November 2013:** “Meet the Contractor” Open House
- **November/December 2013:** Segments 2B and 3 Bridge Design Submittals
- **December 2013:** Segment 2B Full Construction Begins

PROJECT FINANCIAL STATUS

All CH2M HILL draw requests are accompanied by an approved progress schedule. The original CH2M HILL Contract Amount is **\$136,632,100**.

Summary of Draw Requests & Payments During Reporting Periods 01-03

Original CH2M HILL Contract Amount:	\$ 136,632,100
<i>Authorized Changes (Change Order and/or Amendments):</i>	
None to date	<u> \$ 0</u>
Current Authorized Contract Amount:	\$ 136,632,100
CH2M HILL Payments:	
Amount of Draw No. 01 (July 2013)	\$6,940,041
Amount of Draw No. 02 (August 2013)	\$1,130,513
Amount of Draw No. 03 (September 2013)	<u>\$7,614,580</u>
Total Requested Amount To-Date through Draw No. 03:	\$15,685,134
Retainage withheld**:	<u> \$ 0</u>
Approved Amount for Work Completed through Draw No. 03:	\$15,685,134
Total Project Budget Expended Through September 2013:	11.5%
Amount remaining for work to be completed:	\$120,946,966

**Retainage to be withheld only after 95% of the adjusted contract price has been paid.

Summary of Change Orders During Reporting Period

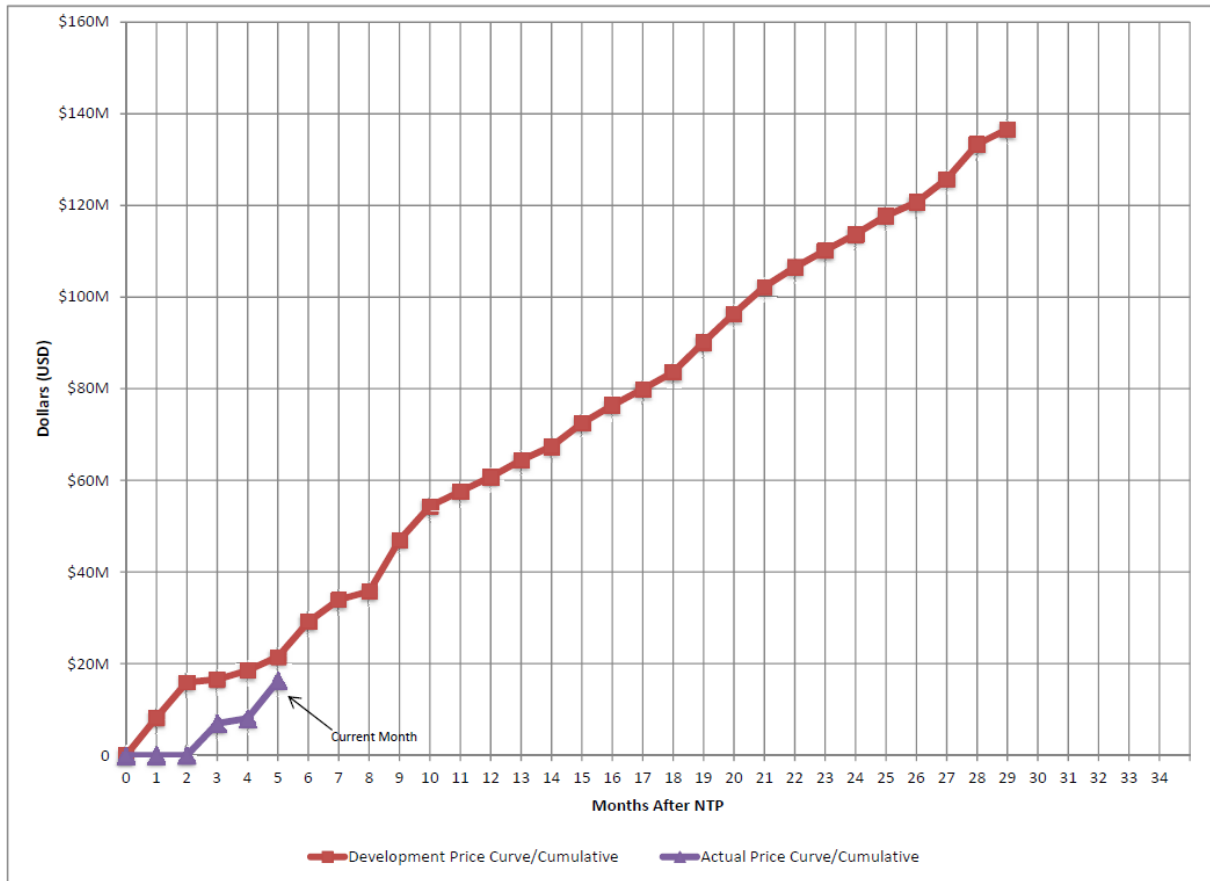
There are no current change orders.

Project Cash Flow Curve – September 2013

Cash Flow Curves are provided by CH2M HILL at the time of billing/draw requests submittal.



**PAYMENT CURVE
COMPARITIVE GRAPH**

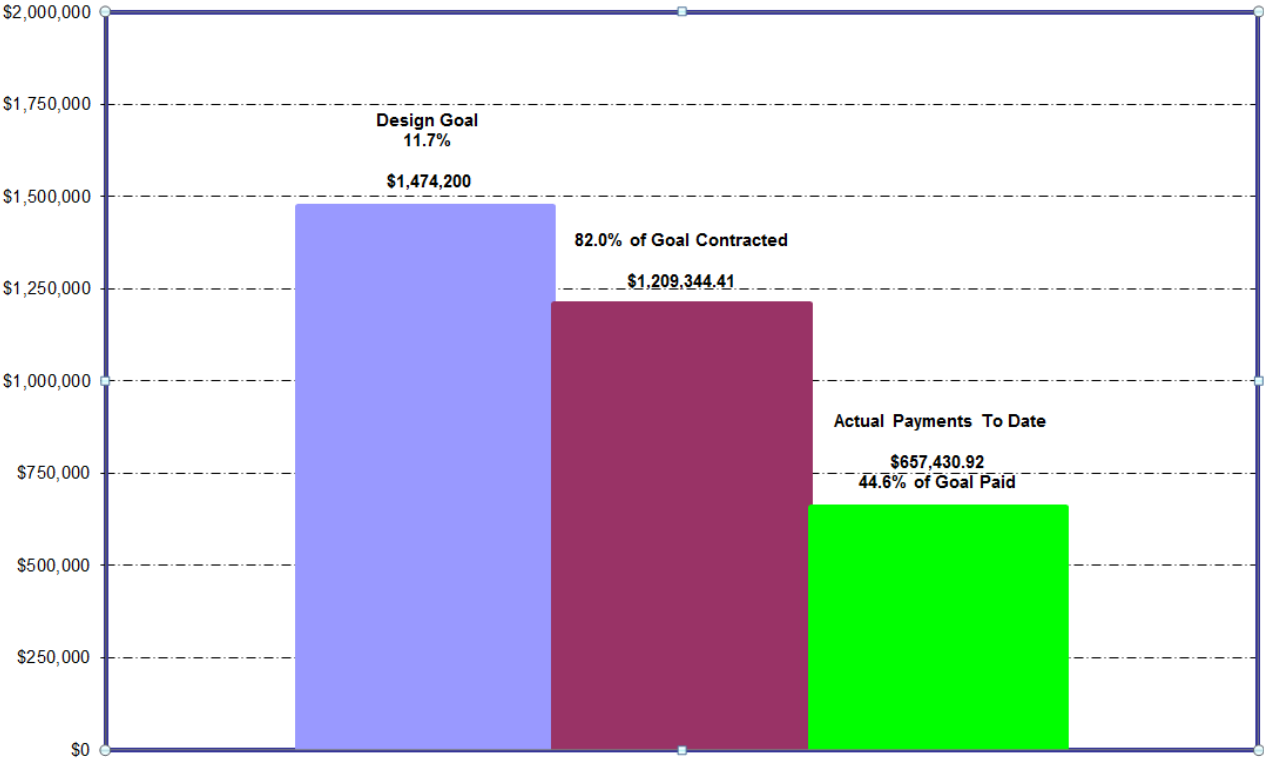


DBE STATUS

CH2M HILL has submitted a plan to achieve the Disadvantaged Business Enterprise (DBE) goal of 11.7% for both the design services and the construction work. The overall total DBE requirement for the project, based on the current contract value, is \$15,985,955. The current planned total for all DBE subcontracts is \$18,392,683. The below charts reference the current actual DBE Commitments vs Payments to date.

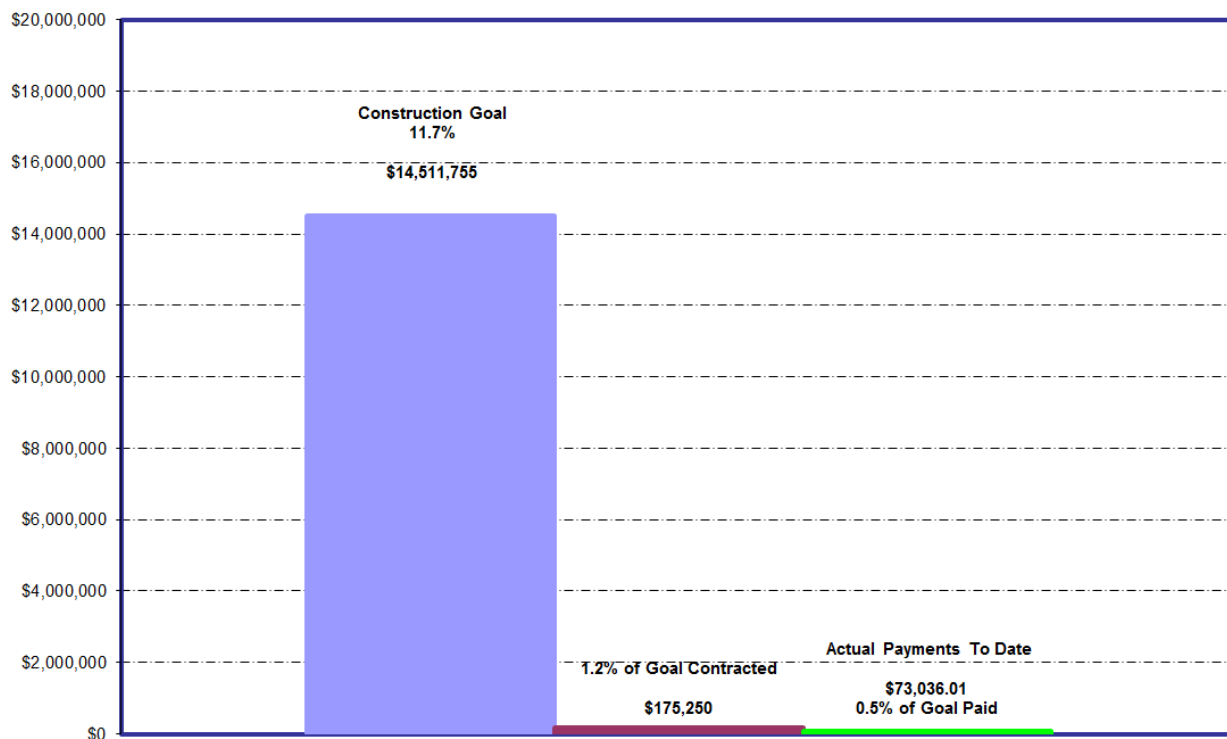
Design

**DBE Design Commitment vs Payment
for Period Ending September 2013**



Construction

DBE Construction Commitment vs Payment
for Period Ending September 2013



EMPLOYMENT REPORTING STATUS

Design and construction of the MoPac Improvement Project is estimated to have supported approximately 102 jobs during the reporting month of September 2013. This estimated number of jobs supported by the project includes: the design personnel and management staff; the construction personnel and their subcontractors; construction management staff, including inspectors and subconsultants; and the general engineering consultant staff and their subconsultants.

COMMUNITY RELATIONS

- The community relations team continues the ramp up for the upcoming construction phase. This effort included:
 - Continued preparation of the construction alert procedure,
 - Continued preparation of outreach tools, and
 - Responding to the public and media via the website and the 24/7 hotline.
- Stakeholder meetings and elected official briefings continue.
- Construction activity notifications continue to be posted to the project website (www.MoPacExpress.com), the twitter account (@ImproveMopac), and the Facebook account (www.facebook.com/mopacimprovementproject).
- The mobile app, featuring project information and construction alerts, launched for Android, iPhones, and iPads this third quarter. It can be downloaded from Google Play or iTunes.
- A Community Relations Vehicle has been branded with the project's identity and is driven by the project's Community Relations Director. The team has received a few hotline calls in response to seeing the vehicle drive along MoPac. These calls were general inquiries about the project.
- The team is in coordination with TxDOT for the use of a Highway Advisory Radio (800 AM). Pertinent project information will be continuously broadcast and will be updated to maintain relevancy.
- A direct mail piece is being developed and will be distributed to approximately 75,000 households within about 1.5 miles on either side of the corridor to inform them about the project. This postcard will also include a refrigerator magnet that lists the website address and hotline number.
- The team is developing Project Roadway Signs to be placed along the corridor and a "MoPac Man" Display Booth for outdoor community events.
- Preparations for initializing a monthly e-Newsletter for the project stakeholders have begun as well as updating a general MoPac Improvement Project Fact Sheet.
- Adjacent project coordination with the Mobility Authority's multiple ongoing environmental studies continues.
- A community outreach plan for construction activities, including sound wall construction, is in progress.
- The Mobility Authority's Communication Department will launch an Integrated Marketing Campaign this fall. Phase One, the Preliminary Awareness Campaign, will include an advertising "wrap" of the *Austin American Statesman* in late October.
- Primary interest issues identified from the current outreach activities include: proposed restriping at southern end of project that would improve traffic operations and allow access to 5th Street from the express lane; and interest in trees along the corridor.

EVENTS

- **Environmental Re-Evaluation Open House:** Over 90 citizens attended the Environmental Re-Evaluation Open House on September 5 at O. Henry Middle School. The Open House Summary Report, which includes responses to public comment, was prepared and submitted to TxDOT and FHWA for review. Most public comment was in favor of proposed design changes; there were divergent interests regarding downtown access via 5th Street for express lane travelers.
- **Westfield Neighborhood National Night Out Neighborhood Event:** The MoPac Improvement Project helped sponsor this neighborhood event. The team attended and provided information about the upcoming construction.
- **Groundbreaking Ceremony:** The ceremony will be held on October 18 near the U-turn between West 6th and 5th Streets south of Patterson Avenue, beneath the existing downtown connections to and from MoPac. We anticipate the following speakers:
 - Chairman Ray Wilkerson, Mobility Authority
 - Chairman Ted Houghton, Texas Transportation Commission
 - Mayor Lee Leffingwell, City of Austin
 - Judge Sam Biscoe, Travis County
 - Chairman Will Conley, CAMPO Policy Board
- **Maintenance of Traffic (MOT) Stakeholder Meeting:** Planning continues for this meeting to be held on November 6 at the Project Office. The construction notification protocol will be disseminated at this meeting to key local agencies, like police/fire/EMS and public information officers of organizations like Austin Energy and TxDOT.
- **“Meet the Contractor” Open House:** Planning continues for a public open house meeting on November 12 at O. Henry Middle School.



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #15 SUMMARY

Quarterly Briefing on the Manor Expressway Project

Strategic Plan Relevance: Regional Mobility given that the Manor Expressway will reduce congestion and improve mobility in the area

Department: Engineering

Associated Costs: Not applicable

Funding Source: Not applicable

Board Action Required: No

Description of Matter: The report is a comprehensive account of the activities on the Manor Expressway Project during the 3rd quarter of 2013

Reference documentation: Quarterly Progress Report on the Manor Expressway Project
- Phases I & II

Contact for further information: Alastair T. Miller, P.E., Atkins North America, Inc.,
GEC Program Manager



MANOR EXPRESSWAY PROJECT - PHASES I & II

Quarterly Progress Report



No. 17 | October 2013



TOLL ROAD		
		PAY BY Mail
2 AXLE VEHICLES	\$0.50	\$0.67
EACH ADDITIONAL AXLE	\$0.50	\$0.67

ATKINS

Independent Engineering Report



CENTRAL TEXAS
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Phase I Construction Contractor

webber

Phase II Design-Build Developer



MANOR EXPRESSWAY PROJECT - PHASES I & II
Quarterly Progress Report
No. 17
October 2013



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INTRODUCTION

This report documents and describes Phase II of the Manor Expressway Project during the period from June 26, 2013 to September 25, 2013. This Project is being developed and constructed by the Central Texas Regional Mobility Authority (“Mobility Authority”). The Project is funded by a combination of funds including, a State Infrastructure Bank loan, Series 2011 Senior Lien Bonds, Series 2011 Subordinate Lien Bonds, TxDOT grant funds, and Mobility Authority funds.

PROJECT DESCRIPTION

The Manor Expressway Project is an approximately 6.2-mile toll project located in Travis County along the existing U.S. Highway (US) 290 corridor between US 183 and just east of State Highway (SH) 130. This project will upgrade the existing US 290 four-lane divided highway to a controlled access highway facility with three tolled mainlanes and three non-tolled frontage lanes in each direction. The tolled mainlanes will provide grade-separated access through several local intersections that currently experience significant congestion throughout the day, and will provide a more expeditious route to traverse the US 290 corridor. Local traffic will continue to access adjacent properties by use of non-tolled frontage roads and signalized intersections at cross streets. The Manor Expressway Project also includes four direct connectors at the US 183 interchange that allow for continuous movement from the US 183 interchange to the Manor Expressway Project.

The Manor Expressway Project is being implemented in three phases as shown on Figure 1 and described below.

Manor Expressway Project - Phase I

Phase I of the Manor Expressway Project includes completion of four tolled direct connectors and associated pavement at the US 183 interchange that provide direct access to and from the Manor Expressway Project mainlanes. Toll gantries were installed to toll each of the direct connectors. Frontage roads between the US 183 interchange and Cross Park Drive were also constructed in this phase. Access to the westbound direct connectors from the westbound frontage road has been achieved by construction of an entrance ramp located just west of Tuscany Way. Construction of Phase I of the Manor Expressway Project has been completed, and is currently open to tolled traffic.

Manor Expressway Project - Phase II

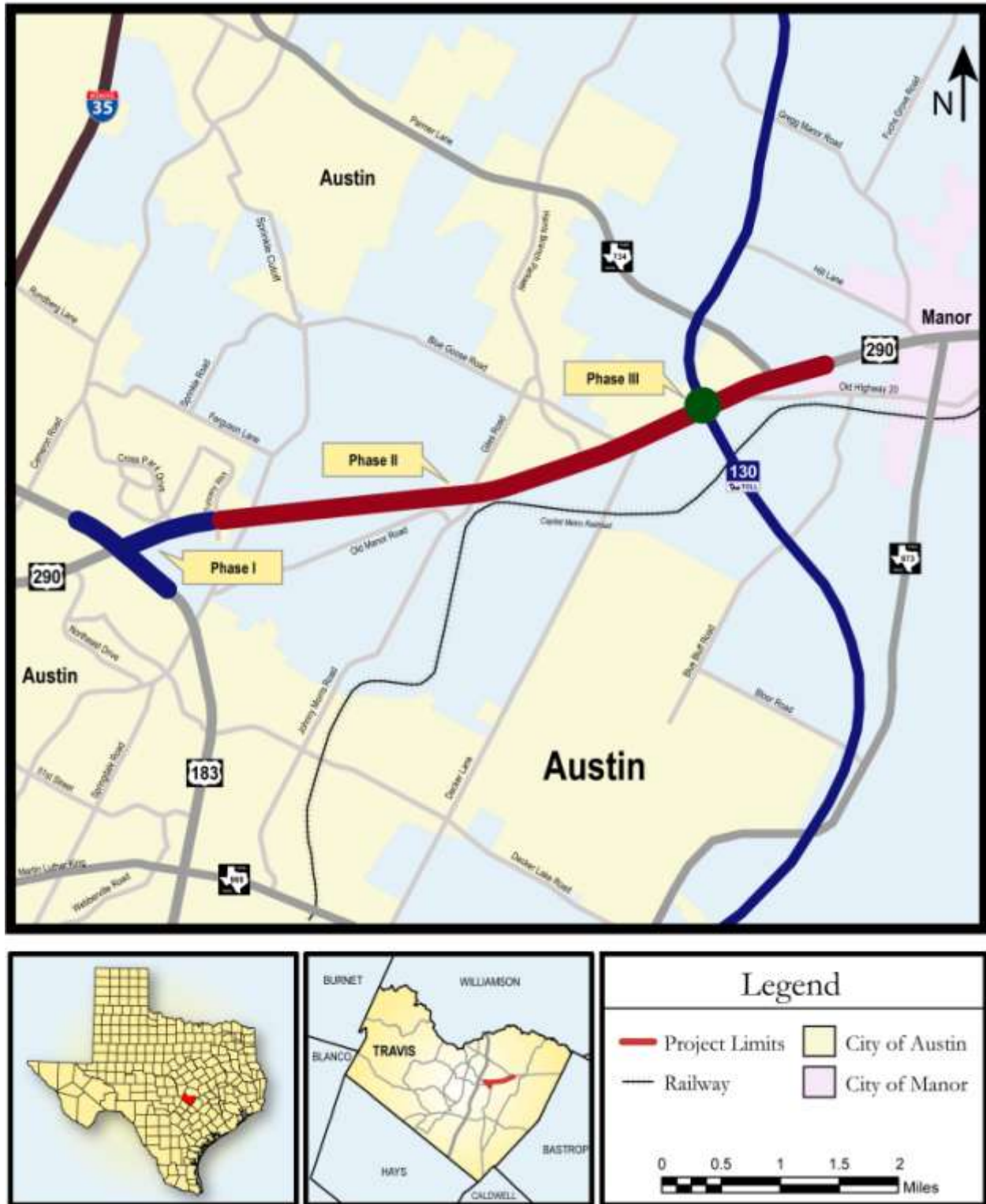
Phase II of the Manor Expressway Project includes completion of the Manor Expressway Project from Phase I at the US 183 interchange to the eastern limits east of SH 130. Three tolled mainlanes and three lane non-tolled frontage roads will be constructed in each direction as well as all associated ramps, auxiliary lanes, toll gantries, and ramp gantries. Phase II of the Manor Expressway Project includes an interim milestone that provides grade-separated intersections

at Tuscan Way and Springdale Road so that users of the direct connectors constructed as part of Phase I can bypass the existing signals at those intersections. These two grade-separated intersections provide for a minimum of two tolled lanes and two-lane non-tolled frontage roads in each direction. The work associated with the interim milestone, the Interim Development Work, has been completed.

Manor Expressway Project - Phase III

Phase III of the Manor Expressway Project includes construction of the seven remaining direct connectors at the SH 130 interchange. The Mobility Authority has no current plans to design or construct these direct connectors at this time. Phase III of the Manor Expressway Project will be developed as traffic conditions warrant and funding sources are identified.

Figure 1 - Project Location Map



PHASE I ACTIVITIES

Construction of Phase I of the Manor Expressway Project has been completed. The Phase I Contractor, Webber, LLC (“Webber”) achieved Final Acceptance on April 12, 2013. The facility is currently open to tolled traffic.

PHASE II DEVELOPMENT ACTIVITIES

Since the Quarterly Report in July, 2013, Central Texas Mobility Constructors, LLC (“CTMC”) has made substantial progress on the frontage road construction throughout Phase II of the Manor Expressway Project. During the reporting period, CTMC has completed construction of the pavement section (with the exception of the final asphalt surface course) of the westbound frontage road from the SH 130 interchange to the Harris Branch Parkway intersection; from the Giles Road intersection to the Arterial “A” intersection; and from the Springdale Road intersection to the western terminus of the Project. CTMC has completed installation of the final asphalt surface course (the stone matrix asphalt, or “SMA”) on the westbound frontage road from the Parmer Lane intersection to east of the Giles Road intersection. CTMC will continue to place the SMA on the westbound frontage road through October. Upon completion of the SMA, the westbound frontage road will be completed.

CTMC has also made substantial progress on the eastbound frontage road construction. During the reporting period, CTMC completed construction of the pavement section (with the exception of the SMA) of the eastbound frontage road between the SH 130 interchange and the eastern terminus of the Project. A small portion of the eastbound frontage road west of the Parmer Lane intersection remains incomplete due to an ATMOS gas metering station that has yet to be relocated. CTMC has completed installation of the SMA on the eastbound frontage road from the western terminus of the Project to the Decker Lane intersection. The remainder of the SMA will be placed after the adjustment of the ATMOS metering station. CTMC expects this relocation to be completed in November.

CTMC also continues to progress construction of the intersections throughout the Project. The Tuscan Way and Springdale Road intersections are nearly completed. The Arterial “A” intersection will be completed upon completion of the eastbound and westbound mainlane bridges at that intersection. CTMC has also made substantial progress on the Johnny Morris Road/Giles Road intersection, the Harris Branch Parkway intersection, and the Parmer Lane intersection.

Although CTMC’s focus has been on the frontage road and intersection construction, CTMC has advanced construction of select areas of the mainlanes. Specifically, CTMC has completed the concrete paving on the eastbound and westbound mainlanes between the Arterial “A” intersection and the Giles Road/Johnny Morris Road intersection. Furthermore, CMTC has completed the concrete paving on the westbound mainlanes between Walnut Creek and Tributary #5 to Walnut Creek. CTMC continues construction of mainlane bridge structures at the Arterial “A” intersection, the Johnny Morris Road/Giles Road intersection, and the Harris Branch Parkway intersection.

Since the last Quarterly Report in July 2013, CTMC has continued to relocate utilities throughout the project; only several utilities remain to be relocated. All utilities in conflict with the Project construction have been relocated with the exception of the ATMOS and Koch pipelines, and an AT&T communications line.

PHASE II PROGRESS PHOTOS

Westbound Frontage Road Work

Since the Quarterly Report in July 2013, CTMC has continued to focus on frontage road construction. Except for the final asphalt surface course, the westbound frontage road has been completed.



Asphalt Base on the westbound frontage road east of Giles Road (Looking West)



Asphalt Base on the westbound frontage road west of Giles Road (Looking Northwest)



Westbound frontage road near completion east of Harris Branch (Looking Northeast)



Completed westbound frontage road west of Tributary #5 (Looking Northeast)



SMA has been placed east of Springdale Road intersection (Looking Northwest)

PHASE II PROGRESS PHOTOS

Eastbound Frontage Road Work

Since the Quarterly Report in July 2013, CTMC has continued to focus on frontage road construction. The eastbound frontage road has largely been completed. The final asphalt surface course has been placed on the eastbound frontage road from the western terminus of the Project to the Decker Lane intersection.



Curb and gutter has been poured west of Gilleland Creek (Looking West)



Construction of a new driveway at Manor New Tech High School (Looking South)



SMA has been placed at the Springdale Road intersection (Looking Southwest)



HMA has been placed at the Johnny Morris Road intersection (Looking South)



SMA placed west of the Harris Branch Parkway intersection (Looking East)

PHASE II PROGRESS PHOTOS

Mainlane Work

CMTC was focused on frontage road work early in the reporting period; however, this focus shifted to mainlane work when traffic was shifted to the frontage roads. CTMC will continue to focus on mainlane work throughout the next reporting period.



Construction of embankment for the eastbound mainlanes near Harris Branch (Looking East)



Construction of embankment for the westbound mainlanes near Harris Branch (Looking West)



Concrete paving poured on the eastbound mainlanes near SH 130 (Looking East)



Concrete paving poured on the westbound mainlanes near SH 130 (Looking West)



Construction of the westbound mainlane bridge at Arterial "A" (Looking East)

PHASE II PROGRESS

CTMC has submitted their progressed schedule for the period ending September 25, 2013. Based on an assessment of CTMC’s activities and progress, a summary of the construction progress achieved on work tasks through this period is provided in Table 1.

CTMC’s latest schedule indicates Substantial Completion of all remaining Development Work on June 4, 2014, 116 days behind the current contract requirement. However, the construction delays currently projected will not impact the projected date for commencement of toll revenue collection for Phase II of the Manor Expressway Project. As of September 25, 2013, there were 135 days remaining until contractual Substantial Completion for the Project; CTMC has used 85.9% of the days allotted in the contract for the Development Work.

Table 1 - Phase II Development Progress

Development Tasks	% Complete
Development Design	100%
Utility Coordination	98%
Earthwork	96%
Utility Relocation	92%
Pavement	67%
Structures (Bridges and Retaining Walls)	86%
Drainage	67%
Lighting, Signing, Striping, and Signals	48%
Toll Facility Infrastructure	75%
Toll System Integration	20%
Incidental Construction (Barriers, Sidewalks, Landscaping)	37%

The Manor Expressway Project (Phases I & II) milestones are provided in Table 2.

Table 2 - Schedule of Project Milestones

Task	Date (*Projected)
Selection of Phase I Contractor	January 12, 2010
Phase I NTP Issued	April 27, 2010
Phase I Substantial Completion	November 30, 2012
Phase I Final Acceptance	April 12, 2013
Phase II Selection of Developer	February 23, 2011
Phase II NTP Issued	June 29, 2011
Phase II Interim Completion (Open to Traffic)	December 22, 2012
Phase II Substantial Completion (Phase II Open to Traffic)	June 4, 2014**
Phase II Final Acceptance	October 5, 2014**

****Based on CTMC's schedule submitted with Draw Request #28 for September 2013 efforts**

MANOR EXPRESSWAY PROJECT FINANCIAL SUMMARY

Table 3 shows the overall financial status for the Manor Expressway Project through August 2013. The original budget established for the Project and the expenditures to date are provided. An estimated cost remaining and an estimate at completion is also provided. The Manor Expressway Project is currently projected to be under budget.

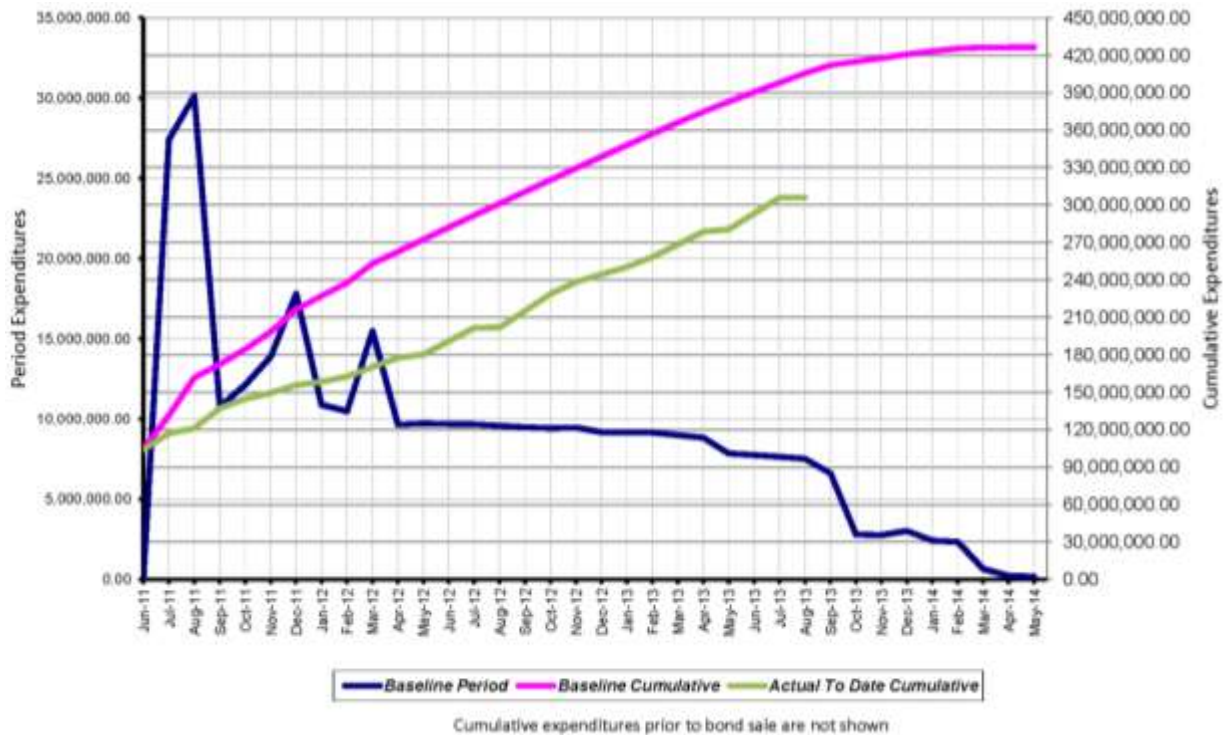
Table 3 - Project Financial Status Summary

Project Description	Original Cost Estimate (\$)	Expenditures to Date (\$)	Estimated Remaining Cost (\$)	Estimate at Completion (\$)
Total Project Cost (Phases I and II)	426,434,773	305,943,679	90,753,987	396,697,666

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

Project Cash Flow Curve - Baseline

Figure 2 - Project Cash Flow Curve (Phase I & Phase II Total Project Costs)



PHASE II CONSTRUCTION FINANCIAL STATUS

The following summary provides the financial status of design-build CDA contract for the Phase II Project.

Original CTMC Contract Amount:	\$ 207,297,859.00
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Allowable Dispute Resolution Board Expenses ⁽¹⁾	\$ 24,346.91
Liquidated Damages Assessed ⁽²⁾	\$ (550,000.00)
Change Order #1	\$ 1,480,445.71
Change Order #2	\$ 9010.88
Change Order #3	<u>\$ 41,339.71</u>
Current Authorized Contract Amount:	\$ 208,303,002.21
Previous Total of CTMC Payments:	\$ 137,827,163.35
Amount of CTMC Draw Request #25 for June 2013 efforts	\$ 7,450,655.27
Amount of CTMC Draw Request #26 for July 2013 efforts	\$ 6,776,332.86
Amount of CTMC Draw Request #27 for August 2013 efforts	\$ 8,170,524.75
Liquidated Damages Assessed	<u>\$ (550,000)</u>
Total Amount Paid To-Date: ⁽³⁾	\$ 159,674,676.23
Retainage withheld: ⁽⁴⁾	<u>\$ 0.00</u>
Approved Amount for work completed (through Draw #27):	\$ 159,674,676.23
Amount remaining for work to be completed:	\$ 48,628,325.98
Total Percent of Budget Expended through August 2013:	76.66%

Footnotes:

- (1) The Dispute Resolution Board ("DRB") was convened to introduce the board to the project; the CDA allows CTMC to invoice half of the expenses associated with the DRB to the Mobility Authority.
- (2) Liquidated Damages were assessed for CTMC's failure to meet the contractual Interim Completion Date.
- (3) Draw Request #28 for CTMC's September 2013 efforts is currently being reviewed by the General Engineering Consultant.
- (4) Retainage to be withheld only after 95% of the adjusted contract price has been paid.

Summary of Phase II Change Orders This Reporting Period

Change Order #3 was approved by the Mobility Authority during the reporting period. The scope of work for this change order included broadcast seeding and watering to establish the required vegetation at the US 183 interchange. The amount approved in Change Order #3 was \$41,339.71.

DBE STATUS

Phase II DBE Status

CTMC is required to meet the Disadvantaged Business Enterprise (“DBE”) goal of 12.2% for Phase II of the Manor Expressway Project. The total DBE amount subcontracted to date is \$26,367,356.74 which is 12.72% of the authorized contract total. This represents executed DBE subcontracts with the following firms: Aviles Engineering Corporation [geotechnical design], RJ Rivera Associates, Inc. [sign and pavement marking design], SE3, LLC [retaining wall design], PE Structural Consultants [bridge design], Lina T. Ramey & Associates [design surveying], United States R.O.W. [right-of-way acquisition], Solar Ray [utility design], Hayden Consultants [TDLR Review], Breda Company [furnish and tie reinforcing steel], N-Line Traffic Maintenance, L.P. [traffic barricades], Office Authority [furnishes office supplies], Panther Creek Transportation, Inc. [trucking], Roadway Specialties [cable barrier & small signs], Texas Trucking [trucking], S&R Investments [furnish fuel], Transtec [pavement design], and ID Guerra [wet utilities].

As of September 25, 2013, Webber has submitted costs associated with DBE development work in the amount of \$29,465,956.79 which equals 14.2% to date of the original contract value. CTMC has exceeded the contractual DBE goal of 12.2%.

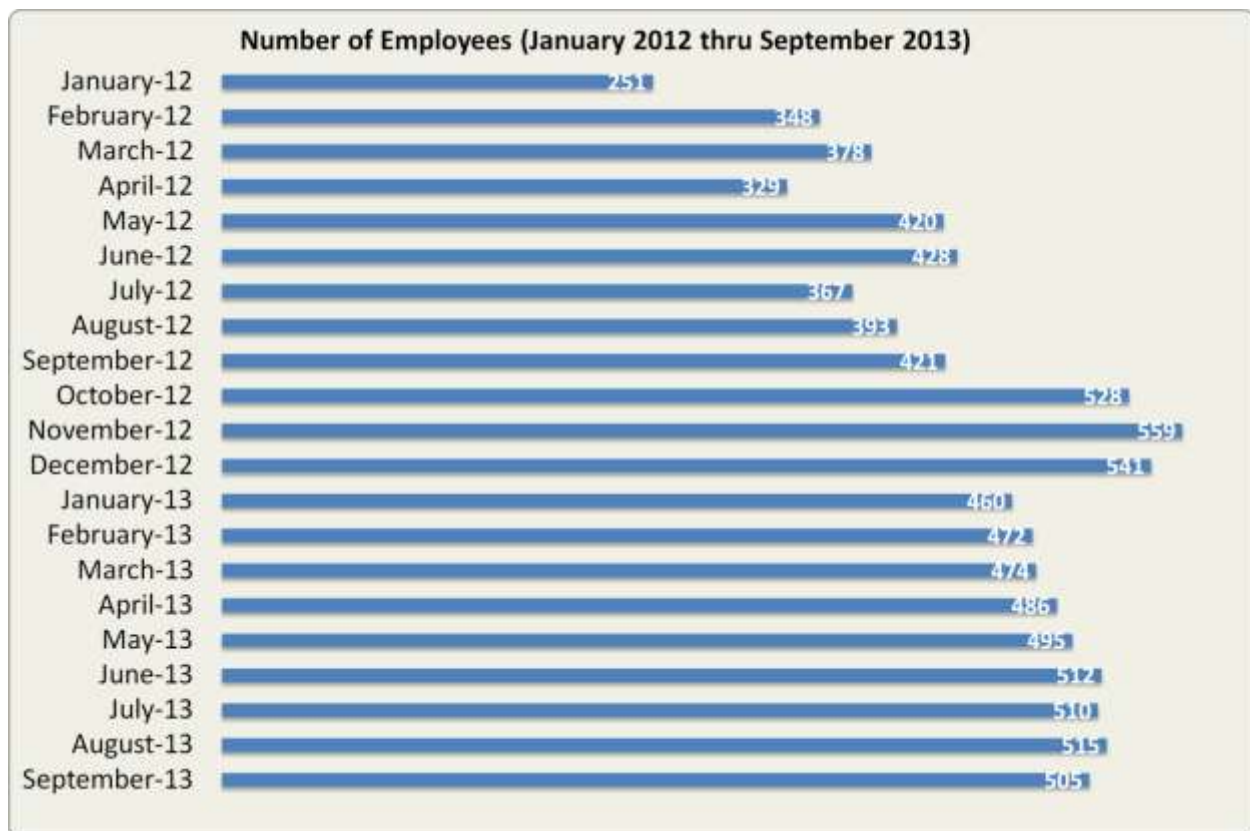
Figure 3 - Phase II DBE Design & Construction Commitment for Period Ending September 2013



EMPLOYMENT REPORTING STATUS

The Phase II Developer began providing employment data in January 2012. Construction of Phase II of the Manor Expressway Project supported **505 jobs** during the reporting month of September 2013. This number of jobs supported by the construction includes: the construction personnel and their subcontractors; design staff; design and construction management staff, including inspectors and subconsultants; and the general engineering consultant staff and their subconsultants. The total payroll figures are not being provided by the Phase II Developer. The employment history from January 2012 through September 2013 for Phase II of the Manor Expressway Project is provided in Figure 4.

Figure 4 - Phase II Employment History



SUSTAINABILITY

Phase II Sustainability Initiatives

In accordance with the terms of the Comprehensive Development Agreement (“CDA”), CTMC is required to incorporate sustainable practices into the Project. The Mobility Authority, through provisions in the CDA, has implemented a “Green Credits” program that requires CTMC to attain a minimum number of credits for implementing sustainable practices into the Project; CTMC is required to attain 30 credits for the Project. CTMC is required to submit a quarterly report identifying the sustainable practices being implemented on the Project. CTMC submitted their Sustainability Initiatives Report for the second quarter of 2013 in September. The following sustainable initiatives were reported:

➤ Sustainability Plans:

CTMC has prepared and implemented a series of required sustainability plans on the Project. These plans include a Noise Mitigation Plan, a Dust/Emission and Odor Control Plan, a Waste Management Plan, a Site Recycling Plan, and a Water Quality Maintenance/Enhancement Plan.

➤ Solar-Powered Traffic Control Devices/Flashing Beacons:

During the second quarter of 2013, CTMC continued using three solar-powered flashing beacons and six solar-powered traffic control devices on the Project.

➤ Pavement Reuse:

During the second quarter of 2013, asphalt millings and unbound base were incorporated into Type C3 embankment, and millings were used as Type C1 embankment beneath the shared-use path. To date, 67% of the paving structure which has been removed, has been reused.

➤ Reuse of Topsoil:

During the second quarter of 2013, CTMC reused 9,670 cubic yards of topsoil. To date, 59% of stockpiled topsoil has been reused.

➤ Recycled Fill/Embankment Materials:

During the second quarter of 2013, CTMC reused approximately 180,792 cubic yards of material for fill or embankment. All of this material was from the Project site or from overburden from a local sand reserve quarry.

➤ Wood Recycling:

During the second quarter of 2013, 47.5 tons of wood waste was generated for recycling.

➤ Steel Recycling:

During the second quarter of 2013, 2.7 tons of steel were recycled from the Project.

➤ Utilization of Reclaimed or Non-Treated Water:

During the second quarter of 2013, CTMC continued using non-treated water from Gilleland Creek for dust suppression on the Manor Expressway Project.

➤ Separating Waste for Landfills Recyclable Waste:

Recyclable materials are separated at the IESI waste recycling and disposal facility.

➤ Equipment Emission Reduction:

19% of CTMC's equipment fleet is Tier 4 equipment.

CTMC is on track to earn thirty three (32) green credits for the sustainable practices currently being implemented on the Project.

PUBLIC INVOLVEMENT

The Mobility Authority's Public Involvement Team manages the Manor Expressway hotline (512-684-3252) and the Project website (manorexpressway.com). Lane closures and construction alerts are regularly posted on the Project website as well as posted on the Project twitter account (@ManorExpressway). Additionally, stakeholders can sign up on the Project website for lane closure information to be sent directly to their cell phone via SMS text.

With Phase II of the Manor Expressway Project in active construction, public involvement continues to play a crucial role in the Manor Expressway Project. Following are the outreach activities for this quarter:

✓ Hotline:

24 calls were received over the project's hotline (512-684-3252) and 11 emails/website contacts were made regarding the Manor Expressway Project. The calls and messages included project information requests, questions regarding when the new turnaround at the Arterial "A" intersection would be open, signal timing Giles/Johnny Morris intersection, congestion and signal timing at the Harris Branch intersection, and a noise complaint.

✓ Twitter:

38 updates have been posted to the Manor Expressway's Twitter account (@ManorExpressway) and email this quarter to inform followers of closures and detours.

✓ Website:

All project updates have continued to be posted on the website in an effort to help keep the public informed on lane closures and construction activities.

✓ Emails:

28 construction alerts were sent out by email to US 290 stakeholders via Constant Contact email.

✓ Outreach/Visits:

The Manor Expressway Project hosted two neighborhood appreciation events and sponsored back-to-school supplies for 100 children living at the Rosemont at Hidden Creek Apartments. Groups Solutions conducted outreach with businesses and neighbors regarding the closure of the Giles Road/Johnny Morris Road intersection.

Attachment A

Manor Expressway Phase II Project
Aerial Photographs
September 2013



US 290 East looking west from Gilleland Creek
(Taken 9/25/2013)



US 290 East looking west at Parmer Lane
(Taken 9/25/2013)



US 290 East at SH 130 Interchange looking west
(Taken 9/25/2013)



US 290 East at Decker Lane Intersection looking west
(Taken 9/25/2013)



US 290 East at Harris Branch Intersection looking west
(Taken 9/25/2013)



US 290 East at Crofford Lane Intersection looking west
(Taken 9/25/2013)



US 290 East at Giles Road Intersection looking west
(Taken 9/25/2013)



US 290 East near Old Manor Road looking west
(Taken 9/25/2013)



US 290 East looking west at Mogan Crossing
(Taken 9/25/2013)



US 290 East at Chimney Hill Blvd looking west
(Taken 9/25/2013)



US 290 East at Springdale Road looking west
(Taken 9/25/2013)



US 290 East at Tuscany Way looking west
(Taken 9/25/2013)

Attachment B

Manor Expressway Project
Contingency Tracking
October 2013

Manor Expressway Phase II | Contingency Balance Sheet

10/09/13

PROJECT CONSTRUCTION CONTINGENCY (from the bond sale)		\$17,200,000
APPROVED ITEMS		
Executed Change Orders		
CO#1	Revision to the mainline and frontage road pavement sections	\$1,480,446
CO#2	Archival research of discovered cistern (force majeure event)	\$9,011
CO#3	Broadcast seeding at the US 183 interchange	\$41,340
		Subtotal Executed Change Orders
		\$1,530,797
Approved Other Items		
	Dispute Resolution Board expenses	\$24,347
		Subtotal Other Items
		\$24,347
		Subtotal Approved Items
		\$1,555,144
ITEMS UNDER NEGOTIATION or ESTIMATED		
CO under negotiation		
CO#4	Design and construct column protection at SH 130 interchange	\$200,000
CO#5	Erosion repair at Bent 7 of NE direct connector at US 183	\$25,000
		Subtotal CO under negotiation
		\$225,000
Potential Change Orders or pending more information		
PCO#6	Revision to aesthetic scope on frontage roads ¹	-\$300,000
PCO#7	Design and construction costs associated with ADA compliant Shared Use Path ¹	\$600,000
PCO#8	Re-design and construction costs associated with minimization of impacts to Harris Branch wetland ¹	\$400,000
PCO#9	Revision to Shared Use Path at US 183 and deletion of sidewalk from Blue Goose Road to SH 130 ¹	\$200,000
PCO#10	Install LED lighting and remove an overhead sign bridge ¹	\$200,000
PCO#11	Revise pavement widening section near US 183 interchange ¹	\$200,000
PCO#12	Revise metal beam guardrail height from 27" to 31" ¹	\$100,000
PCO#13	Incorporate certain elements of the 2011 TMUTCD into the Development Work	\$50,000
		Subtotal Potential Change Orders
		\$1,450,000
Other Items		
Incentive	Early Completion Incentives (Max Amount Achievable)	\$2,700,000
		Subtotal Other Items
		\$2,700,000
¹ <i>Estimated cost</i>		
		Subtotal Items Under Negotiation or Estimated
		\$4,375,000
		Total Costs
		\$5,930,144
		Budgeted Construction Contingency
		\$17,200,000
		TOTAL REMAINING AVAILABLE CONSTRUCTION CONTINGENCY
		\$11,269,856

RIGHT OF WAY COST (from the bond sale)		\$65,400,000
Estimated Right of Way Costs		
	Schematic ROW ²	\$49,300,000
		Subtotal Right of Way Costs
		\$49,300,000
Additional Right of Way Costs		
	Wetland Mitigation	\$48,000
		Subtotal - Additional Right of Way
		\$48,000
² <i>Estimated Cost</i>		
		Available Right of Way Contingency
		\$16,052,000



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #16 SUMMARY

Quarterly Briefing on the following projects:
Bergstrom Expressway, Oak Hill Parkway,
MoPac South, 183 North, and SH 45
Southwest.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: N/A Briefing Only

Funding Source: Toll Equity Grants, Rider 42, STP MM (CAMPO)

Board Action Required: No

Description of Matter: The Director of Engineering will provide a summary of project activities from July through September, 2013 for the following projects:

- Bergstrom Expressway
- Oak Hill Parkway
- MoPac South
- 183 North
- SH 45 Southwest

Reference documentation:

GEC Quarterly Activities Reports and Board Presentation

Contact for further information:

Wesley M. Burford, P.E., Director of Engineering



CENTRAL TEXAS
Regional Mobility Authority

ENVIRONMENTAL STUDIES

**Quarterly
Progress
Report**

October 2013

BERGSTROM EXPRESSWAY

OAK HILL PARKWAY

MOPAC SOUTH ENVIRONMENTAL STUDY

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

183 NORTH MOBILITY PROJECT

SH 45SW ENVIRONMENTAL STUDY



CENTRAL TEXAS
Regional Mobility Authority

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Bergstrom Expressway

INTRODUCTION

This report documents and describes the Bergstrom Expressway Project (US 183 South) for the period through October 17, 2013. This Project is currently in the environmental clearance phase of development which requires the completion of an Environmental Assessment consistent with the regulations contained in the National Environmental Policy Act of 1969 (NEPA). The Environmental Document is currently being developed in house by Texas Department of Transportation (TxDOT) Austin District staff and supported by the Central Texas Regional Mobility Authority, with the Public Outreach being led by the Mobility Authority. In addition, the Project has been authorized by legislation to use a Comprehensive Development Agreement (CDA) project delivery method. This process promotes innovative financing methods that will allow the Project to be funded and constructed much earlier than traditional methodologies.

PROJECT DESCRIPTION

The Project corridor begins just south of the Manor Expressway and extends to SH 71 East; the corridor includes seven grade separations, and connects to three major interchanges at the Manor Expressway, Airport Boulevard, and SH 71 East. The corridor includes two pedestrian bridges and a continuous shared use path connecting local communities. The Project can be considered the Gateway to Austin from the Airport and is depicted in the location map below.



The US 183 South Corridor from US 290 East to SH 71 East is one Austin's most significant arteries. Since US 183 was constructed in the mid 1960's, the roadway has been a four-lane, divided highway with minor improvements. As the primary route to and from the Austin Bergstrom International Airport and points beyond, it attracts numerous motorists per day. In recent years, this vital corridor has grown increasingly congested as the region's population has expanded. The situation is projected to get even worse in the future. Meanwhile, funding challenges at the federal and state levels have made it increasingly difficult to finance the corridor.

As part of the NEPA process, the identified needs are to reduce congestion, improve safety and utilize innovative funding and financing processes to expedite project development and construction. Along with the NEPA process, the Mobility Authority is utilizing a Public Involvement and Outreach Program that includes hosting "brown bag" lunch and one-on-one meetings to obtain agency and stakeholder buy-in along the corridor. The Environmental Assessment document is currently being prepared by the TxDOT Austin District. The Mobility Authority, with Atkins under their General Engineering Consultant contract, is supporting and coordinating closely with TxDOT as the document is being developed.

RECENT ACTIVITIES

The Project Development process is currently focusing on four major elements: Environmental Assessment (EA), Schematic Development, Public Outreach and Context Sensitive Solutions (CSS).

The Mobility Authority is currently working with TxDOT and other agencies to identify ways to expedite the environmental processes and clearance date.

The first Project Open House was held in September with over 100 attendees. The second Open House, held on March 7, 2013, was another great success with over 70 attendees and an additional 200 online participants. The third Open House and CSS Process was held on October 10, 2013 with over 50 attendees and an additional 65 online participant (online participation available until November 10th). TxDOT will host the Formal Public Hearing (required by NEPA) in mid-2014 which will show the proposed final design and include the results of the CSS process.

As part of the Project efforts, the results of a Value Engineering (VE) Study completed for the corridor have been incorporated into the design and continue to be incorporated into the NEPA Document. Cost saving are currently estimated to be in the range of \$50 to \$75 million. The Public Involvement team has presented the updated design to the public through the outreach program established to focus on the community and stakeholders along the corridor. Below are photos from the latest CSS Open House held on October 10th.



The Mobility Authority is currently supporting TxDOT in the development of the EA:

- Development of exhibits required by NEPA for the document
- Facilitating and coordinating meeting with other Agencies
- Developing, updating and tracking with Primavera scheduling software
- Evaluating impacts and addressing issues relevant to project development
- Supporting in recovery plans in order to meet critical dates

The Mobility Authority is advancing planning and funding activities:

- Advancing right-of-way & utilities with long lead times including coordination and funding
- Evaluating phasing schemes and financing models
- Developing a Maintenance Responsibility Matrix for CTRMA, TxDOT and City

The Mobility Authority has completed the Design Schematic:

- Completed the (100%) Final Design Schematic
- Completed and addressed design issues and community inquiries
- Completed Design of Value Engineering Study results
- Facilitating and coordinating meeting with other Agencies

The Mobility Authority's Stakeholder and Outreach is comprehensive and currently includes:

- Agencies: FHWA, TxDOT, City of Austin, Travis County
- Businesses: Misc. Land Developers / Property Owners, Freescale , YMCA, AT&T
- Home Owners Associations: Knollwood , Senate Hills , University Hills
- Interest Groups: Gateway Oaks, Heritage Tree Foundation, PODER, El Concilio
- Completed 1st and 2nd Round of Outreach Activities

The Mobility Authority's Context Sensitive Solution process is currently focusing on:

- Integrating the facility with the area's built environment to enhance community and in particular the area's economical quality of life
- Integrating the natural environment in order to maximize the facilities scenic, recreation and aesthetic qualities
- Incorporating aesthetics that fit the facilities physical setting and preserve the scenic, aesthetic, neighborhood, historic and environmental attributes of the area
- Including innovative design elements including considerations from the Green Mobility Challenge
- Completed 1st and 2nd Open House, Results to be presented at Formal Public Hearing Mid 2014

SCHEDULE

The Environmental Assessment process was launched in late 2011 and is anticipated to be complete in 2015. A detailed schedule discussion, including the tracking of intermediate milestones, will be provided in upcoming Quarterly Reports. Below is a summary of the anticipated timeline that is being communicated to the public.

US 183 South Project (Bergstrom Expressway)														
Activity	Duration (Mo)	Begin	End	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Environmental (EA)	30	12/1/2011	1/1/2015											
Pre - ROW / Utility	36	6/1/2014	6/1/2017											
Litigation	6	1/1/2015	7/1/2015											
Procurement (CDA)	18	9/1/2014	3/1/2016											
Design (CDA)	12	3/1/2016	3/1/2017											
Right of Way (CDA)	24	3/1/2016	3/1/2018											
Utility (CDA)	24	3/1/2016	3/1/2018											
Construction (CDA)	48	3/1/2016	3/1/2020											



Oak Hill Parkway

INTRODUCTION

This report documents and describes the Oak Hill Parkway Project for the period through October 15, 2013. This Project is currently in the environmental clearance phase of development which requires the completion of an Environmental Impact Statement (EIS) consistent with the regulations contained in the National Environmental Policy Act of 1969 (NEPA). The Project is currently being developed jointly by the Central Texas Regional Mobility Authority and the Texas Department of Transportation (TxDOT) Austin District.

PROJECT DESCRIPTION

The Project encompasses the area surrounding the existing “Y at Oak Hill” intersection and includes the study of US 290 West from FM 1826 to Loop 1, including SH 71 West from Silvermine Drive to US 290 West. The study area is depicted in the location map below.



Currently this area experiences large-scale congestion while attracting more than 60,000 cars/trucks a day and serving as a corridor for statewide travel. As part of the NEPA process, nine reasonable alternatives have been identified thus far to address the issues currently plaguing the study area. These alternatives, along with a “No Build” scenario, will be screened to assess the direct, indirect, and cumulative environmental impacts such that environmental values are considered alongside the technical and economic factors. Another important element of the NEPA process, which is also

consistent with the Mobility Authority's approach to project implementation, is public involvement; throughout the entire Environmental Impact Statement process, input will be solicited from neighbors and drivers of the corridor that could potentially be affected.

The Environmental Impact Statement document is currently being prepared by a consultant team led by Rodriguez Transportation Group, Inc. (RTG) under a professional services agreement with the TxDOT Austin District. The Mobility Authority, supported by Atkins under their General Engineering Consultant contract, is coordinating closely with both TxDOT and RTG as the document is being developed.

PREVIOUS EFFORTS

As part of the Public Involvement Initiation, several critical elements were advanced in the previous quarter:

- On May 16th, a design concept preview workshop was held.
- On May 23rd, the first Open House was held outlaying the initial concepts for the public, environmental constraints and project timeline. The comment period closed on June 3.
- A virtual open house was launched for the first time as part of the May 23rd Open House to reach out to a larger audience and allow those unable to attend an opportunity to provide input.
- Monthly e-newsletters have been distributed to announce the opportunities for public input and to keep the stakeholders informed of activities and progress.

RECENT ACTIVITIES

The implementation of the Project is currently focusing on actively engaging the public to help us identify the project constraints and initiation of early concept development through the use of citizen workgroups. This quarter's activities include:

- The Comment and Response Report addressing the comments from the May 23rd Open House was completed and uploaded to the project website.
- The Purpose and Need Technical Report outlining the Purpose and Need of the Project was submitted to TxDOT/FHWA and was approved in September.
- Three new concepts were brought forth :
 - Concept F was developed in collaboration with the Fix 290 Group and is a parkway concept that includes non-continuous backage roads for local access rather than continuous frontage roads
 - TSM (Transportation Systems Management) Concept which includes simply improvements to the intersections (i.e. signal synchronization, adding turn lanes, grade separation, etc.)
 - TDM (Transportation Demand Management) Concept which involves developing or enhancing alternatives to single occupant vehicle travel (i.e. flex time, 4-day work weeks, ridesharing, transit and bike options, etc.)
- A meeting was held with various City of Austin Department Directors and personnel to introduce the process being undertaken for the project and the various concepts under consideration and to begin collaborating on specific issues such as drainage/detention, regional bike plans and vegetation.
- A design workshop public meeting was held on September 30 to introduce the three new concepts above and to seek input on all of the concepts introduced to date. This input will help to refine concepts to be shown at the public meeting on October 22. A live poll was taken at the

workshop to determine the reaction to the three newly introduced concepts as well as how the project team is performing. 76% of the attendees agreed or strongly agreed the project team is headed in the right direction and 21% were neutral.

- Draft Screening criteria have been developed to begin narrowing the concepts that will move forward into the detailed analysis phase. The criteria will be introduced to the public for comment at the October 22 Open House.
- The 2nd Open House will be held October 22 from 5:00 – 8:00 pm at Covington Middle School.
- More detailed information and notes from the public involvement activities can also be found on the project website www.oakhillparkway.com.

PROGRESS STATUS

The Environmental Impact Statement process is still in the first year of development and is anticipated to take approximately four years to complete. To date, the project team has performed consistent with the project schedule.



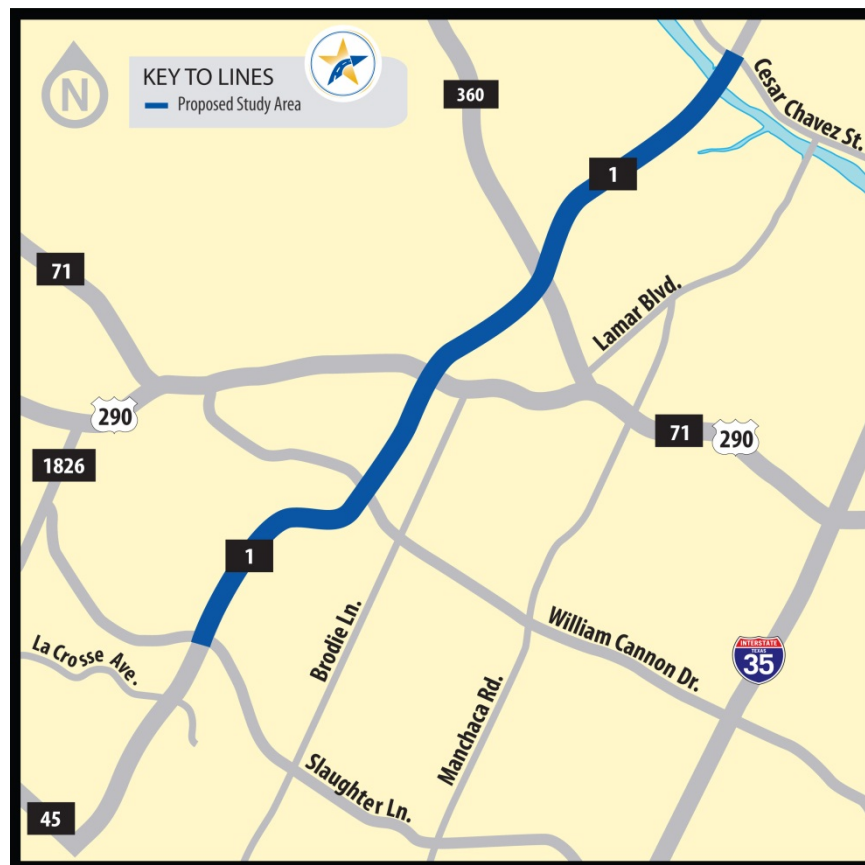


MoPac South Environmental Study

PROJECT DESCRIPTION

The Mobility Authority has initiated activities on the Environmental Study for improvements to MoPac from Cesar Chavez Street south to Slaughter Lane. Proposed improvements could include adding lane(s) along existing MoPac. Implementation of bicycle/pedestrian facilities and inclusion of park-and-rides will be evaluated as part of the project during the environmental study.

The project has been selected as one of the recipients of the Texas Legislature's Rider 42 funding allocation projects. As a Rider 42 objective, the project will utilize enhanced public engagement strategies and tools. The environmental study and community outreach program launched in April 2013.



This report describes the status of the MoPac South project and documents the activities accomplished through the third quarter of 2013.

RECENT ACTIVITIES

The following activities have been accomplished by the Mobility Authority and its consultants during the reporting period.

PROJECT DEVELOPMENT

- Jacobs continues preparation of the environmental assessment, primarily data collection and public involvement activities, as well as schematic efforts.
- There are ongoing environmental submittals to TxDOT.
- Several environmental field surveys have been conducted as part of the data collection including; underwater investigations for threatened mussels, karst surveys, and vegetation; no protected species have been found.
- A detailed constraints map has been developed for the entire corridor.
- Design survey and right of way determination continues for use alternatives analysis and schematic design.
- CDM Smith continues to collect historical and model traffic data for use in environmental alternatives analysis, operational analysis, and traffic and revenue evaluations.

ADJACENT PROJECT COORDINATION

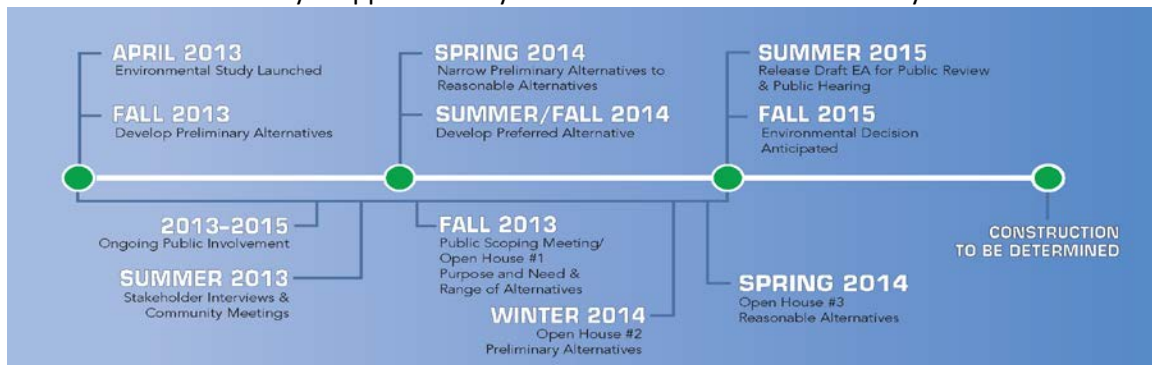
- Ongoing coordination is occurring between the teams of MoPac South, 183 North, SH 45SW, and Oakhill Parkway, regarding approach to traffic modeling and agency coordination.
- MoPac South team members will continue to attend the SH45 SW and Oakhill Parkway public meetings to provide information as needed.
- A meeting was held with Capital Metro on September 19 to discuss transit opportunities for this and other projects.

COMMUNITY OUTREACH

- Stakeholder meetings and elected official briefings continue since August 2013. The MoPac South team has met with numerous stakeholder groups to gather ideas and provide information related to the project.
- The project website (www.MoPacSouth.com) launched in September 2013.
- The first open house will be held on November 7 at Bowie High School.
- Development of Context Sensitive Solutions approach, which will be included in the upcoming meetings, but will launch with its own series of workshops early next year.

SCHEDULE

The Environmental Study is approximately five months into its two to three year schedule.



MoPac Intersections Environmental Study

PROJECT DESCRIPTION

The Mobility Authority, in coordination with the Texas Department of Transportation (TxDOT), will prepare a Categorical Exclusion (CE) for proposed improvements to the intersections of Slaughter Lane and La Crosse Avenue with MoPac. The environmental study launched in May of 2013. If the proposed improvements are environmentally cleared, the project will be turned over to TxDOT to design, construct, and maintain.



This report describes the status of the MoPac Intersections project and documents the activities accomplished through the third quarter of 2013.

RECENT ACTIVITIES

The following activities have been accomplished by the Mobility Authority and its consultants during the reporting period.

PROJECT DEVELOPMENT

- Jacobs continues data collection, geologic and biologic field surveys, design survey and utility information collection to use in the preparation of the categorical exclusion.
- Horizontal and vertical alignments have been developed to determine possible alternatives.

COMMUNITY OUTREACH

- Stakeholder meetings and elected official briefings continue since August 2013.
- Fact sheets, exhibits, and maps have been prepared.
- A Store Front “Meet and Greet” Open House will be held on October 24 from 10 a.m. to 7 p.m. at Parkside Village, 5701 Slaughter Lane, Austin TX 78749 (Suite B between BurgerFi and Matthew Horne Dentistry).

SCHEDULE

The study is four months into an approval process which is anticipated to take approximately one year.



183 North Mobility Study

PROJECT DESCRIPTION

In August 2013, the Mobility Authority launched the Environmental Study for improvements to US 183 North from RM 620 to MoPac. Proposed improvements could include adding lane(s) along existing US 183, as well as direct connectors from US 183 and MoPac.

The project was selected as one of the recipients of the Capital Area Metropolitan Planning Organization (CAMPO) Surface Transportation Program - Metropolitan Mobility (STP MM) funding program. The environmental study and community outreach program launched August 2013.



This report describes the status of the US 183 North Project and documents the activities accomplished through the third quarter of 2013.

RECENT ACTIVITIES

The following activities have been accomplished by the Mobility Authority and its consultants during the reporting period.

PROJECT DEVELOPMENT / PROCUREMENT

- Study launched in August 2013 with a series of kick off meetings.
- CP&Y began preparation of the environmental assessment, primarily data collection and public involvement activities, as well as schematic efforts. Many submittals are upcoming.
- The first Technical Workgroup Meeting is anticipated to occur in December 2013.

ADJACENT PROJECT COORDINATION

- Ongoing coordination is occurring between the teams of MoPac South, 183 North, and SH 45SW regarding approach to traffic modeling and agency coordination.
- Meeting held with Capital Metro on September 19 to discuss transit opportunities for this and other projects.

COMMUNITY OUTREACH

- Ongoing development of public involvement plan, key stakeholder list, and outreach tools.
- The first Open House is anticipated to occur in January 2014.

SCHEDULE

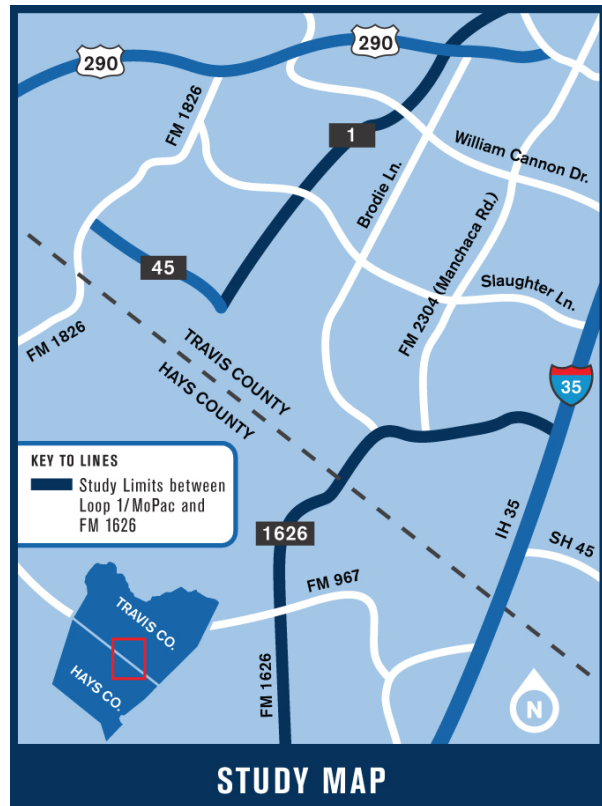
The environmental process is anticipated to take two to three years. The schedule for this project is in development.

SH 45SW Environmental Study



PROJECT DESCRIPTION

The Texas Department of Transportation (TxDOT) is working with the Mobility Authority, Hays and Travis counties, and regulatory agencies to study a possible solution for improving mobility in the rapidly growing area of northern Hays and southern Travis counties. This combined effort includes an environmental study of an area between MoPac and FM 1626. The study will consider environmental impacts, constraints, the needs of drivers, and concerns of surrounding neighbors. The study, which will result in an Environmental Impact Statement, launched in June 2013.



This report describes the status of the SH 45SW Project and documents the activities accomplished through the third quarter of 2013.

RECENT ACTIVITIES

The following activities have been accomplished by the Mobility Authority and its consultants during the reporting period.

PROJECT DEVELOPMENT

- TxDOT and their consultants continue preparation of a State Environmental Impact Statement (EIS).
- An Origin and Destination study launched in October 2013.

ADJACENT PROJECT COORDINATION

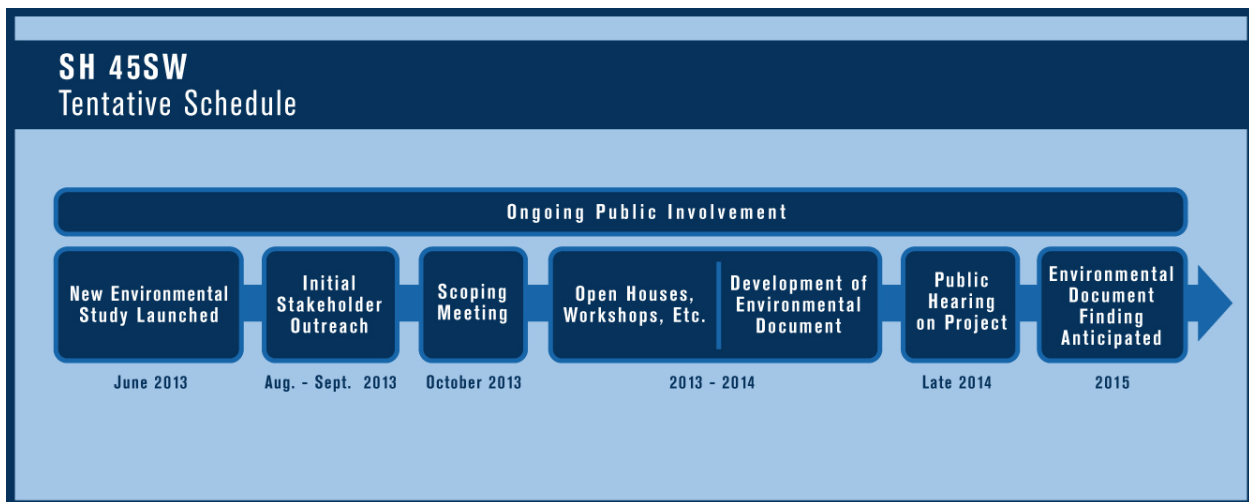
- Ongoing coordination is occurring between the teams of MoPac South, 183 North, and SH 45SW regarding approach to traffic modeling and agency coordination.

COMMUNITY OUTREACH

- Key messages and outreach tools were finalized in the third quarter of 2013.
- The project website (www.SH45SW.com) and phone hotline (512-593-4202) launched in September 2013.
- Stakeholder meetings and elected official briefings continue since August 2013.
- The first Open House was held on October 7 at Bailey Middle School. Over 240 citizens attended, including Travis County Commissioner Gerald Daugherty. A Virtual Open House launched concurrently on the project website. Official comment period ends on October 18. The next Open House is anticipated in January.
- An Environmental Listening Workshop will be held on November 14 at Elm Grove Elementary.

SCHEDULE

The environmental process is anticipated to take two years.





**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #17 SUMMARY

Executive Director's Report.

Department: Administrative

Associated Costs: None

Funding Source: None

Board Action Required: No

Description of Matter:

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

A. Project Status Updates.

Attached documentation for reference:

Executive Director's Report

Contact for further information:

Mike Heiligenstein, Executive Director



CENTRAL TEXAS
Regional Mobility Authority

REPORT TO THE BOARD OF DIRECTORS

OCTOBER 30, 2013

Mike Heiligenstein – Executive Director

MoPac Improvement Project

- The MoPac Improvement Project remains on schedule.
- Executive Level Partnering Meeting was held Oct. 9.



- The Design/Builder continues to work on final design and submitted the first Final (100%) Design Package for Segment 2B this month.
- Construction agreements for work on or around UPRR, Capital Metro, and various utilities are underway.
- The mobile app launched for iPhones this month.
- “A Better MoPac is Just Around the Corner” was an advertising wrap around the *Austin American Statesman* on Oct 27.
- “Meet the Contractor” Open House will be held on Nov. 12.
- CH2M Hill is readying resources for full construction launch this December.

MoPac South and MoPac Intersection Environmental Studies

Jacobs continues environmental assessment preparation, primarily data collection and public involvement activities, as well as schematic efforts. There are ongoing environmental submittals to TxDOT. Ongoing coordination is occurring between the teams of MoPac South, 183 North, SH 45SW, and Oakhill Parkway, regarding approach to traffic modeling and agency coordination. Stakeholder outreach continues in advance of public events this fall. A Store Front “Meet and Greet” Event for the Intersections Study was held on Oct. 24, and was attended by over 150 citizens. An Open House for the MoPac South Environmental Study will be held Nov. 7th at Bowie High School.



- Groundbreaking Ceremony occurred on Oct 18, featuring Chairman Ray Wilkerson, Chairman Ted Houghton with the Texas Transportation Commission, Austin Mayor Lee Leffingwell, Travis County Judge Sam Biscoe and Chairman Will Conley of the CAMPO Policy Board.

US 183 North Mobility Study

CP&Y continues EA preparation, primarily data collection and public involvement activities, as well as schematic efforts. Stakeholder outreach launches this fall/winter. The first Open House will be held in January 2014.

SH 45 SW Environmental Study



The first Open House was held on October 7 at Bailey Middle School. Over 240 citizens attended, including Travis County Commissioner Gerald Daugherty. A Virtual Open House launched concurrently on the project website. The next Open House is anticipated in January.

Manor Expressway Phase II Project

Central Texas Mobility Constructors (CTMC) has been focused on completion of the frontage roads and intersections. The majority of the frontage road work has been completed; however, CTMC will continue to focus on the remaining frontage road elements still outstanding. One of these outstanding items is the final asphalt surface course. CTMC will continue to place the final asphalt placement on the frontage roads and intersections. Nighttime lane closures will continue for this activity. The Giles Road/Johnny Morris Road intersection remains closed to northbound and southbound traffic. Due to inclement weather over the past month, the re-opening of this intersection is now scheduled for the end of October.

CTMC's construction focus has started shifting to main lane construction. Concrete pavement has been completed on the main lanes from the western project limits to the Giles Road/Johnny Morris Road intersection. Main lane concrete pavement has been completed through the SH 130 interchange. CTMC will continue to progress the main lane concrete paving over the next few months.

US 183 Bergstrom Expressway Project

Public involvement activities continue and the team has completed the second round of stakeholder and public outreach meetings. The team continues to coordinate and support TxDOT with the Environmental activities and completed the second Context Sensitive Solutions (CSS) Open House on Oct. 10th, at Southwest Key. The CSS presentation of final results and the Public Hearing are scheduled for mid 2014.

The team continues to coordinate with TxDOT, FHWA and other agencies in support of the schematic development, utility coordination and advanced funding agreements. As part of the advanced funding agreement, we are looking to expedite the relocation of utilities that have the potential to impact the construction schedule. The results of the latest design led to a significant cost savings to the project in the range of \$50 to \$75M, and the team continues to work to establish the best project financing and delivery approach.

US 290W/SH 71W Oak Hill Parkway Project

Being in the preliminary stages of the environmental documentation process, the team continues outreach to the affected neighborhoods, property owners and business owners to get their input on the concepts brought forth to date. Refinements have been made to many of the concepts based on this valuable feedback.

On September 30, a Design and Evaluation Workshop was held at Covington Middle School to introduce three new concepts (Concept F established in collaboration with Fix 290, TMS (Transportation Systems Management) and TDM (Transportation Demand Management) and to seek comments on all of the concepts developed to date. Attendees were allowed to participate in an instant feedback survey concerning the new concepts.

The second Open House was held on Oct. 22 at Covington Middle School. The preliminary screening criteria that will be used to narrow the concepts were also introduced at this public meeting for comment. We will continue outreach efforts through the end of the year as we refine and begin to narrow the alternatives for more detailed analysis.



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #18 SUMMARY

EXECUTIVE SESSION

Executive Session:

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



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #19 SUMMARY

EXECUTIVE SESSION

Executive Session:

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