



**CENTRAL TEXAS
Regional Mobility Authority**

Workshop Special Meeting of the Board of Directors

9:00 a.m.
Wednesday, March 19, 2014

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

AGENDA

WORKSHOP ITEMS: Discussion but no action on the following:

1. Welcome and opening remarks
2. Update on the Mobility Authority Strategic Plan
3. Report on Mobility Authority Projects and Financials
4. Division Updates
5. Lunch/Community Roundtable
6. Update on Legislative and Regulatory Issues affecting the Mobility Authority
7. Discussion of Regional Solutions Addressing for Transportation Issues
8. Closing Comments and Feedback

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:

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

9. Discuss legal issues relating to governance and operations of the Mobility Authority under Chapter 370, Transportation Code, as authorized by §551.071 (Consultation With Attorney).
10. Discuss legal issues relating to development, 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:

11. Adjourn Meeting.

NOTES

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

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

Board Action Required: NO

Backup: NO



CENTRAL TEXAS
Regional Mobility Authority

AGENDA ITEM #2 SUMMARY

Update on the Mobility Authority Strategic Plan

Board Action Required: NO

Backup: Mobility Authority Strategic Plan



CENTRAL TEXAS
Regional Mobility Authority

MOBILITY 2025 THE STRATEGIC PLAN

INTRODUCTION



The Central Texas Regional Mobility Authority is authorized by the Texas Legislature under Chapter 370 of the Transportation Code. Formed in 2002 as the State's first regional mobility authority, the Central Texas Regional Mobility Authority represents the Legislature's vision to give local communities greater flexibility to develop and implement innovative transportation programs. With the support and guidance of Travis and Williamson counties, the Mobility Authority has evolved into a vibrant, agile, highly effective organization. The Mobility Authority's first project, 183A, continues to exceed original traffic and revenue expectations. As a result, the Mobility Authority invested an additional \$105 million to extend 183A 7 years ahead of original plans. The Mobility Authority has also invested more than \$426 million on constructing its second project, the Manor Expressway, which is scheduled to open in phases between 2012 and 2014. Perhaps the most high profile project currently being pursued by the Mobility Authority is the MoPac Improvement Project, which would involve the construction of Express Lanes on an 11-mile stretch of MoPac between Lady Bird Lake in downtown Austin and Parmer Lane.

To build on our previous success and continue to plan strategically for the region's mobility future, the following strategic plan represents the Mobility Authority's long-term vision, initiatives, goals and objectives as it continues to evolve as a leading regional mobility provider in the state.

POSITIONING FOR 2025

Austin is consistently ranked as one of the best places to live in the United States and has experienced tremendous growth in the past two decades. With a vibrant economy, great climate and plentiful cultural and social opportunities, there is no expectation that this will change anytime soon. In fact, the Austin area population is projected to grow to 2 million by 2015 and over 2.5 million by 2025. With this level of sustained growth, the region has to anticipate, plan and implement a wide-range of integrated transportation solutions to ensure Central Texas retains the high quality of life currently enjoyed. Mobility is a key component for the region's future.

In addition, it is important to recognize that mobility in general is facing a major transformation in the next 20 years. Not only will there be more people to serve, but every aspect of moving people and goods will change. An increasing percentage of the population will be retired and on fixed incomes. The gas tax, the primary source of funding for transportation, will continue to diminish. There will be tougher air quality requirements, stricter environmental standards to comply with and significant changes to our carbon based economy. These are a few examples of factors the Mobility Authority must consider in developing a long-term mobility strategy.

To frame this Strategic Plan, the Mobility Authority desires to articulate an envisioned future that conveys a concrete, yet unrealized vision for the region's mobility by the year 2025. It consists of our positioning statement, which represents a clear and compelling catalyst that serves as a focal point for our effort, the intersection of what we are passionate about, what we do best and how we can marshal the resources to accomplish the vision. It also includes a visualization of what the year 2025 will be like when the vision is achieved.

CORE IDEOLOGY

The Mobility Authority's core ideology describes our consistent identity that transcends all changes related to our relevant environment. Our core ideology consists of two notions: core purpose (our reason for being) and core values (the essential and enduring principles that guide our organization).

CORE PURPOSE

Be the provider of high quality regional mobility services in Central Texas.

CORE VALUES

Integrity

Demonstrated by honest communication, transparent transactions, ethical decisions and forthright behavior.

Accountability

Demonstrated in fiscal responsibility, commitment to our customers and constituents and collaboration with local and regional partners.

Credibility

Demonstrated in an earned reputation for fairness, dependability and dedication to public service.

Innovation

Demonstrated in visionary leadership, entrepreneurial spirit and tolerance for honest mistakes.

VISUALIZATION – WHAT DOES 2025 MOBILITY LOOK LIKE?



POSITIONING STATEMENT

The Central Texas Regional Mobility Authority will be the driving force for significant improvement and sustainable mobility in Central Texas by 2025.

The following are descriptive statements of how the world could be different for key stakeholders as a result of the Mobility Authority attaining its vision. These descriptions are classified by the Mobility Authority's four strategic initiatives.

ECONOMIC VITALITY

- Local businesses recognize greater efficiency and profitability due to greater reliability of the transportation network.
- Central Texans benefit from a financially sustainable transportation system, which provides increased resources to meet mobility needs.

REGIONAL MOBILITY

- Central Texans enjoy greater access to a wide range of transportation modes.
- Emergency services reduce response times and increase the health and welfare of Central Texas citizens.
- Travelers benefit from increased safety as they travel through Central Texas.
- Drivers' benefit from reduced auto insurance rates directly attributed to less congestion, greater mobility and safety.
- Citizens of Central Texas enjoy a greatly enhanced quality of life as a result of certainty of travel times due to multi-modal options.

SUSTAINABILITY

- The environment is protected through sustainable air and water quality initiatives and the proactive mitigation of congestion.
- Residents of Central Texas benefit from the Mobility Authority's use of sustainable materials and construction methods.
- Residents and businesses of Central Texas have affordable choices for mobility due to financially sustainable construction and maintenance of facilities.

INNOVATION

- Transportation infrastructure users benefit from pioneering and innovative financing mechanisms.
- Implementing new technology and social media increases transportation choices, improves decision making and drives efficiency.
- Nationwide toll system interoperability improves mobility across the country.
- Residents of Central Texas benefit from more efficient government services as a result of a collaborative and cooperative "business model."
- All individuals and organizations that interact with the Mobility Authority and its contractors receive a prompt, courteous and forthright response that exceeds expectations.

THE PLAN

The following represents the Mobility Authority's proposed long-term goals and objectives for the next five years. Set in context of 4 major strategic initiatives, achievement of these goals will move the Mobility Authority towards realization of its purpose and vision.

INITIATIVE: ECONOMIC VITALITY

A strong, reliable and efficient mobility network is a significant component to a successful regional economy. Residents and businesses alike will benefit with new opportunities for economic expansion while improving mobility in the area.

Goal: Develop projects and programs that support federal, state, regional and local economic development strategies.

OBJECTIVE: Adopt a process to evaluate projects based on their relative value in providing greater mobility given available resources.

OBJECTIVE: Develop programs that ensure consistent and predictable travel times.

Goal: Lead regional efforts to increase transportation capacity particularly in congested areas and desired development zones.

OBJECTIVE: Develop transportation project priorities based on current and future housing and employment centers.

Goal: Partner with regional entities to facilitate economic development initiatives driven by mobility and transportation.

OBJECTIVE: Continue involvement in regional planning activities with community partners.

INITIATIVE: REGIONAL MOBILITY

Central Texas will benefit from greater access to a regionally integrated network of transportation modes that provide safe, reliable, efficient and affordable travel.

Goal: Advocate and/or develop reliable, efficient modes of regional transportation options.

OBJECTIVE: Develop a planning and financing process that results in the creation of a short and long-range Capital Improvement Program.

OBJECTIVE: Be on the forefront of emerging technology, so as to implement more efficient modes of transportation that provide greater mobility options.

THE PLAN

INITIATIVE: REGIONAL MOBILITY (CONTINUED)

Goal: Provide highly reliable and appropriately maintained regional roadway network.

OBJECTIVE: Design and construct transportation facilities that provide for reliability and safety.

OBJECTIVE: Develop and implement reliable and efficient maintenance strategies that continue to protect the initial investment.

OBJECTIVE: Facilitate driver roadside assistance program.

OBJECTIVE: Identify opportunities and efficiencies to develop a consistent and seamless toll road network in Central Texas.

INITIATIVE: SUSTAINABILITY

Central Texans will experience a better quality of life due to the Mobility Authority's planning, implementation, operations and maintenance of transportation facilities using efficient and environmentally sustainable methods.

Goal: Define, use and advocate for environmentally sound design and construction methods for Mobility Authority projects.

OBJECTIVE: Identify and implement innovative techniques to encourage sustainable, cost-effective design.

OBJECTIVE: Encourage and increase scientific advancements of material usage.

OBJECTIVE: Consider innovative land use and mitigation options.

Goal: Build and maintain assets for long-term preservation and reliability.

OBJECTIVE: Identify opportunities for and encourage increased use of sustainable materials and innovative construction methods on all projects.

OBJECTIVE: Develop methods to analyze costs from a long-term sustainability perspective.

Goal: Increase public awareness of environmental benefits related to improved mobility systems.

OBJECTIVE: Include environmental benefits in all presentations and communications regarding Mobility Authority activities.

OBJECTIVE: Highlight Mobility Authority's sustainability achievements.

THE PLAN

INITIATIVE: INNOVATION

The Mobility Authority is a solution-oriented, regional transportation leader and service provider that fosters a high level of trust from the public, elected officials and users of the transportation system through its innovative practices, transparent processes and open communication.

Goal: Advocate for increased transportation management and funding options.

OBJECTIVE: Work closely with elected officials to educate and enact legislation that ensures flexible options to achieve regional mobility, including funding mechanisms and efficient construction methodologies.

OBJECTIVE: Explore and utilize public private partnership (P3) opportunities.

OBJECTIVE: Lead efforts to increase all levels of funding for regional mobility.

Goal: Implement the most efficient and cost effective management of transportation facilities in Central Texas while providing a great customer experience.

OBJECTIVE: Explore expansion of toll tag interoperability and toll tag uses.

OBJECTIVE: Effectively increase use of technology to support traffic management.

OBJECTIVE: Maintain leadership in utilizing innovative and industry best practices.

OBJECTIVE: Preserve and maintain system assets to ensure long-term financial sustainability of the system.

Goal: Increase Mobility Authority communication and accessibility.

OBJECTIVE: Proactively outreach to the community and engage the public in regional transportation issues.

OBJECTIVE: Enhance Mobility Authority's financial and operations reporting.



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CENTRAL TEXAS
Regional Mobility Authority

AGENDA ITEM #3 SUMMARY

Report on Mobility Authority Projects and Financials

Board Action Required: NO

Backup: See attached

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

Manor Expressway - Phase 2 (CDA Project)

UNDER CONSTRUCTION

Current Phase

Description: Construct a controlled access facility with three tolled lanes in each direction and three-lane, non-tolled frontage roads; includes 10-foot shared use path

Limits: US 183 easterly to east of SH 130; approximately 6.2 miles

Jurisdiction: Travis County; City of Austin; City of Manor

Mobility Authority Role: Development and construction of facility; tolled main lanes will be owned, operated, and maintained by the Mobility Authority

Environmental: Environmental Assessment approved March 9, 2009; Re-Evaluation approved December 16, 2010

Right of Way: Obtained possession or acquired 75 of 75 parcels (6 parcels awaiting closure)

Utilities: Mobility Authority has completed relocation of 5 utilities; Design-Build Developer responsible for all remaining relocations

Start: February 23, 2011 (best value selection); June 29, 2011 (notice to proceed)

Finish: February 2014 (contractual substantial completion)

Estimate: \$250.8m (utility relocation, construction, and construction oversight)

Funding: TxDOT (\$126.7m); toll revenue bonds; Mobility Authority

Designer/Plans: Michael Baker Jr.: completed 2012

Public Involvement: Hotline and construction activity updates (RJW Group Solutions)

Current Status: Focus remains on completing utility relocations and frontage road construction that will open up significant work area for main lane and bridge construction

Overall Project

Delivery Method: Design-Build, Central Texas Mobility Constructors (CTMC - Webber LLC and Texas Sterling Construction Company), \$207.3m (bid price) including \$4.5m for Manor Expressway Shared Use Path

Agreements: **Anticipated:** none; **Executed:** PDA (February 9, 2011); FAA for P.E. (\$2.2m) and constr (\$126.7m) (February 9, 2011); FPAA for P.E. and constr (April 5, 2011)

Comments: Project funded by toll revenue bonds, State Infrastructure Bank (approximately \$32m, paid off by bond funds), and TxDOT (estimated \$129m Category 2 UTP allocation)

Project Manager: Aaron Autry, Atkins

**Central Texas Regional Mobility Authority
Project Status Summary - February 2014**

MoPac Improvement Project (Express Lanes)

UNDER CONSTRUCTION

Current Phase

Description: Design-Build widening of MoPac to accommodate one express lane in each direction; includes connections to downtown at the Cesar Chavez interchange, soundwalls, bike and pedestrian improvements, and aesthetic improvements

Limits: Parmer Lane southerly to Cesar Chavez Street; approximately 11.0 miles

Jurisdiction: Travis County; City of Austin

Mobility Authority Role: Final design and construction through a Design-Build contract including design and construction oversight as well as construction materials acceptance

Environmental: Environmental Assessment approved August 23, 2012

Right of Way: None

Utilities: Design-Build Contractor responsible for relocations; anticipated relocations include Austin Energy distribution and transmission, COA waterlines, gas, AT&T, and cable

Start: April 18, 2013

Finish: Substantial completion: October 20, 2015

Estimate: \$195m (design, construction, oversight, public involvement, tolls/cameras, and contingencies)

Funding: CAMPO/TxDOT (\$199.5m, of which \$1.9m allocated to preliminary engineering)

Designer/Plans: CH2M HILL Design-Build Contractor

Public Involvement: **Current events:** Continue to update the public on upcoming construction through project website, social media outlets (over 1,000 followers on Twitter), Highway Advisory Radio (800 AM) and the 24/7 Project Hotline (512 270-5000); stakeholder and elected officials outreach continuing; community outreach continuing; **Upcoming events:** Outreach to public regarding soundwall construction and tree removal and landscaping; community event sponsorship

Current Status: Final design of all project segments (1,2, 3, and 4) is underway; tree surveys are continuing as are permitting/agreements with utilities and railroads; 5th street change order in final execution - several other owner-directed changes are currently being evaluated and priced; construction activities in January include: pavement restriping to narrow mainlanes (US 183 to Enfield), removal of trees; installation of tree protection and erosion control measures, and installation of concrete traffic barrier and temporary lighting

Overall Project

Delivery Method: Design-Build, CH2M HILL, \$136.6m (bid price)

Agreements: **Anticipated:** none; **Executed:** TxDOT-FHWA Oversight Agreement; Design-Build Agreement (April 2013); PDA (March 2013); Sec 129 MOU (September 2012); FAA for P.E. (\$1.9m) (February 9, 2011) and constr (\$197.6m) (September 13, 2012); FPAA for P.E. (August 31, 2011) and constr (September 24, 2012); COA Financial Support Agreement (September 2012); ILA for Great Northern soundwalls (September 2012)

Comments: Anticipated design-build duration of 2½ years; \$204m current project estimate; project federally funded via CAMPO & TxDOT (estimated \$70m Category 2 and \$130m Category 12 UTP allocations)

Project Manager: Paul Petrich, HNTB

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

US 183 / 183A Intersection Improvements

DESIGN PHASE

Current Phase

Description: Design of at-grade intersection improvements including pavement widening, drainage improvements, signal adjustments, and minor new road construction; work being completed by HNTB/Baker Aicklen for Mobility Authority

Limits: Intersection of US 183 and 183A

Jurisdiction: Williamson County; City of Leander

Mobility Authority Role: Final design, utility adjustments, construction, and construction oversight

Environmental: Programmatic Categorical Exclusion approved February 7, 2012 (paid for by E2M Partners)

Right of Way: Acquisition by City of Leander; 4 of 7 parcels acquired

Utilities: Minor relocation needed (Pedernales Electric Company)

Start: March 2012

Finish: June 2014

Estimate: \$380k (final design)

Funding: Mobility Authority (\$230k); E2M Partners (\$150k)

Designer/Plans: Baker-Aicklen

Public Involvement: None at this time

Current Status: City of Leander is finalizing ROW acquisition; condemnation has been initiated by City of Leander for last three parcels; the City estimates condemnation to be complete by March 2014; after ROW is acquired by the City, it will be transferred to TxDOT/CTRMA and coordination will occur with the Developer (Crescent) and City of Leander on financing prior to coordinating with TxDOT on a letting date

Overall Project

Delivery Method: Design-Bid-Build

Agreements: **Anticipated:** ILA with City of Leander for transfer of Developer funds; **Executed:** TxDOT Pass-Through Finance Agreement (January 19, 2012); E2M Partners (January 11, 2012); Leander has a Development Agreement with Crescent Development

Comments: Construction must commence by January 10, 2015 per Pass-Through Finance Agreement; anticipate design-bid-build letting in August 2014; anticipate construction duration of less than 1 year; \$4.44m project estimate; project funded by Mobility Authority (\$150k for design from 183A Phase 2 constr contingency; \$1.65m for constr to be reimbursed by TxDOT Pass-Through Finance 2013-2025; \$200k for constr oversight; additional \$1.04m contribution); E2M Partners (\$75k for environmental; \$150k for design); Crescent Leander Development (\$1.0m for constr; \$175k for constr oversight)

Project Manager: Kris Keith, HNTB

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

Maha Loop / Elroy Road - Phase 1

ENVIRONMENTAL PHASE

Current Phase

Description: Develop environmental document for new 3-lane rural arterial including a continuous center turn lane; design will be compatible with the ultimate 5-lane urban arterial

Limits: Pearce Lane to SH 71; approximately 2.0 miles

Jurisdiction: Travis County

Mobility Authority Role: Plan, design, utility adjustment, construction, and construction oversight

Environmental: Environmental Evaluation conducted by Travis County (Atkins)

Right of Way: Travis County will acquire the necessary easements; none have been acquired to date and acquisition will not begin until 30% design is complete; all expected to be donations

Utilities: Texas Gas needs to be encased; Waterline valves need to be adjusted

Start: November 2013

Finish: April 2014 (Environmental)

Estimate: \$225k (survey, geotechnical, and environmental)

Funding: Travis County

Designer/Plans: RS&H; Bury (Quality Assurance)

Public Involvement: Commensurate with County processes

Current Status: Surveying for the project is complete; geotechnical boring is complete; existing and proposed conditions modeling of Dry Creek completed - landowners acknowledged impacts; Bridge layouts complete; bridge superstructure under design; 30% plans under internal review and to be submitted February; utility coordination underway; Preliminary pavement design being finalized

Overall Project

Delivery Method: Design-Bid-Build

Agreements: **Anticipated:** ILA; **Executed:** ILA executed November 15, 2013; Project budget approved November 26, 2013 (per ILA)

Comments: Letting in Spring 2014; anticipate construction duration of 1 year; \$16.6m project estimate; project funded by Travis County

Project Manager: Bubba Needham, Atkins

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

US 183 South Project (Bergstrom Expressway)

ENVIRONMENTAL PHASE

Current Phase

Description: Develop environmental document for mobility improvements to US 183; work being completed by TxDOT (in-house) and Atkins for Mobility Authority

Limits: US 290 southerly to SH 71; approximately 7.2 miles

Jurisdiction: Travis County; City of Austin

Mobility Authority Role: Assist TxDOT with environmental process, perform design schematic, design-build implementation, and oversight

Environmental: Environmental Assessment conducted by TxDOT (in-house); approval anticipated early 2015

Right of Way: Need to acquire 17 parcels, 7 easements, 21 Control of Access; 4 environmentally approved and available for acquisition

Utilities: TBD; Mobility Authority considering early relocations including AT&T switch and duct bank; relocation will require significant time (approx. 3 years)

Start: December 2011

Finish: Anticipate early 2015 environmental decision

Estimate: \$25.1m (environmental & schematic; T&R support; CDA procurement; ROW & utilities; legal and financial support)

Funding: TxDOT (\$4.4m - Category 2; \$10.2 TBD); CAMPO (\$10.5m - Category 7)

Designer/Plans: TBD

Public Involvement: Public Open House occurred September 2012; Context Sensitive Design workshops occurred March 2013 and October 2013; Public Hearing planned for April 2014; continuous public outreach with neighborhood businesses and neighborhood organizations

Current Status: Continuing TxDOT support of environmental document; development of design schematic and public outreach; early utility coordination & ROW acquisition

Overall Project

Delivery Method: TBD

Agreements: **Anticipated:** Funding Agreement for constr; FPAA for constr; **Executed:** FAA for P.E. (\$4.4m) (February 9, 2011); FPAA for P.E. (February 27, 2012); AFA for P.E. (\$6.5m) executed February 6, 2014

Comments: Anticipate design-build for construction of 6 tolled main lanes and 6 non-tolled frontage road lanes for entire project limits; letting in early 2016; anticipated construction duration of 4-5 years; project funded by Mobility Authority with bonds, TxDOT (estimated \$100m Category 2, \$20m Category 7, and \$26m Category 12 UTP allocations)

Project Manager: TW Lowe, Atkins

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

US 290 West / SH 71 West Project (Oak Hill Parkway)

ENVIRONMENTAL PHASE

Current Phase

Description: Develop environmental document for mobility improvements to existing US 290 West / SH 71 West interchange; work being completed by Rodriguez Transportation Group via a contract with TxDOT

Limits: US 290 West: RM 1826 easterly to Loop 1 (MoPac); approximately 3.6 miles; SH 71 West: Silvermine Drive easterly to US 290; approximately 1.2 miles

Jurisdiction: Travis County; City of Austin

Mobility Authority Role: Joint lead agency with TxDOT on environmental process

Environmental: Environmental Impact Statement being conducted by TxDOT (Rodriguez Transportation Group); approval anticipated late 2016

Right of Way: Need dependent on environmental process

Utilities: TBD

Start: October 2012 (published NOI)

Finish: Anticipate late 2016 environmental decision

Estimate: \$9.8m (environmental support and oversight; T&R support; legal and financial support)

Funding: TxDOT Toll Equity (\$3.1m for prelim T&R and GEC oversight thru FY 2014); TxDOT (\$4.5m for RTG Team)

Designer/Plans: TBD

Public Involvement: Public Workshops covering environmental, design alternatives, and bike/pedestrian facilities occurred between February and May; Public Open House #1 occurred November 2012; Public Open House #2/Virtual Open House occurred May 23rd; Public Workshop occurred September 30th; Public Open House #3 occurred October 22nd; Workshop to discuss western transition held February 4, 2014; Anticipated Public Funding Workshop in March

Current Status: Summary and analysis of public comments from the October 22nd Open House under revision to address TxDOT/CTRMA comments; newsletter posted on website; Modifying second screening criteria based upon comments to be more specific; Held internal workgroup meeting to begin developing materials for the funding workshop (TTI will assist)

Overall Project

Delivery Method: TBD

Agreements: **Anticipated:** FAA for constr (\$39.0m); FPAA for constr; **Executed:** FAA for P.E. (\$3.1m) (February 9, 2011); FPAA for P.E. (October 7, 2011)

Comments: Anticipate design-build letting in 2017; anticipated construction duration of 3-4 years; project funded by Mobility Authority, TxDOT (estimated \$50m Category 2, \$13m Category 12, and \$5m Prop 12 UTP allocations), and entity TBD

Project Manager: Bubba Needham, Atkins

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

SH 45 Southwest Project

ENVIRONMENTAL PHASE

Current Phase

Description: Develop environmental document for greenfield roadway facility (possibly tolled); work being completed by Rodriguez Transportation Group via a contract with TxDOT

Limits: Loop 1 South (MoPac) easterly to FM 1626; approximately 3.6 miles

Jurisdiction: Travis County; Hays County; City of Austin; (Consent Decree with Barton Springs-Edwards Aquifer Conservation District)

Mobility Authority Role: Assist TxDOT with environmental process, oversight, and construction (if tolled facility)

Environmental: State Environmental Impact Statement being conducted by TxDOT (Rodriguez Transportation Group); approval anticipated fall 2015

Right of Way: Need dependent on environmental process; Travis County purchased with voter-approved bonds which was deeded over to TxDOT

Utilities: TBD

Start: December 2011

Finish: Anticipate early 2015 environmental decision

Estimate: \$4.5m (environmental support, prelim T&R, and oversight)

Funding: TxDOT (\$2.0m) (needs to be converted from federal funds to state funds)

Designer/Plans: TBD

Public Involvement: TxDOT and the Mobility Authority continue to work together on the public involvement efforts; stakeholder outreach is ongoing; Public Open House #1 occurred October 8th; an Environmental Listening Workshop occurred on November 14th; Public Open House #2 is scheduled for December 10th; Circle C Stakeholder meeting held on January 16th

Current Status: Mobility Authority working closely with TxDOT on Community/Stakeholder Outreach and assisting TxDOT with Public Involvement

Overall Project

Delivery Method: TBD; Design-Build anticipated

Agreements: **Anticipated:** Project Agreement; Loan agreement with TxDOT; ILA's with Hays and Travis Counties; **Executed:** FAA for P.E. (\$2.0m) (February 9, 2011) (to be amended to remove federal funds); FPAA for P.E. (February 27, 2012) rescinded May 2013

Comments: Mobility Authority engaged with TxDOT; TxDOT moving forward with the environmental process; anticipate design-build of 2 main lanes in each direction; anticipated letting in mid 2015; anticipated construction duration of 2 years; project funding by state funds, and Hays & Travis County funds (amounts TBD)

Project Manager: Kris Keith, HNTB

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

MoPac South Project

ENVIRONMENTAL PHASE

Current Phase

Description: Develop environmental document for mobility improvements to the MoPac corridor; work being completed by Jacobs for Mobility Authority

Limits: Cesar Chavez Street southerly to Slaughter Lane; approximately 8.0 miles; Slaughter Lane and La Crosse Ave intersections; approximately 1.2 miles

Jurisdiction: Travis County; City of Austin; City of Rollingwood; (Consent Decree with Barton Springs-Edwards Aquifer Conservation District)

Mobility Authority Role: Environmental and final design; environmental only for Slaughter Lane and La Crosse Ave intersections

Environmental: Environmental Assessment being conducted by Jacobs - decision anticipated late 2015 with noise workshops in early 2016 (2-3 years); Categorical Exclusion for Slaughter Lane and La Crosse Ave intersections being conducted by Jacobs - approval anticipated July 2014 (1 year)

Right of Way: Need dependent on environmental process (none anticipated)

Utilities: TBD (relocations anticipated)

Start: April 2013

Finish: Anticipate environmental decision in late 2015 for Environmental Assessment and completion of noise workshops in early 2016; mid 2014 for Categorical Exclusion

Estimate: \$16.5m (preliminary engineering, environmental, and final design); \$1.2m (preliminary engineering and environmental) for Slaughter Lane and La Crosse Ave intersections

Funding: RIDER 42 (\$16.5m for Environmental Assessment); AFA (\$1.2m for Slaughter Lane and La Crosse Ave intersections for Categorical Exclusion)

Designer/Plans: TBD

Public Involvement: Enhanced public involvement plan has been implemented; maps, fact sheets, and Frequently Asked Questions are complete for newsletters and website; website is operational; A Stakeholder meeting for Circle C was held on January 15, 2014, and information about the studies was provided to the neighborhood; Context Sensitive Solutions process is being initiated and will correspond with future Public Workshops being planned for Spring; an e-newsletter is being prepared and will be distributed this winter

Current Status: Data collection for environmental study continuing; first round of public workshops are complete; Draft Purpose and Need statement is being refined; Preparation for the workgroup meeting to discuss alternatives is underway

Overall Project

Delivery Method: TBD; Design-Bid-Build anticipated

Agreements: **Anticipated:** PDA; **Executed:** AFA for Slaughter Lane and La Crosse Ave intersections for P.E. and environmental (\$1.2m) (April 23, 2013); AFA for P.E., environmental, and final design (\$16.5m) (July 27, 2012)

Comments: Anticipate design-bid-build letting in 2017; anticipated construction duration of 3 years

Project Manager: Loretta Schietinger, HNTB

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

183 North Project

ENVIRONMENTAL PHASE

Current Phase

Description: Develop environmental document for mobility improvements to US 183

Limits: RM 620 southerly to Loop 1 (MoPac); along MoPac from US 183 to RM 2222 (direct connector); approximately 7.8 miles

Jurisdiction: Williamson County; Travis County; City of Austin

Mobility Authority Role: Environmental process

Environmental: Environmental Assessment being conducted by CP&Y; approval anticipated 2016

Right of Way: Need dependent on environmental process

Utilities: TBD

Start: August 5, 2013

Finish: Anticipate 2016 environmental decision

Estimate: \$7.2m (preliminary engineering and environmental)

Funding: TxDOT (\$7.2m for environmental document, design schematic, and prelim T&R)

Designer/Plans: TBD

Public Involvement: The first Technical Work Group meeting was held on January 14, 2014; Public Meeting #1 is rescheduled for February 18 due to inclement weather

Current Status: Traffic data collection complete; schematic survey and constraints mapping underway; 183/Mopac Interchange analysis underway; Preliminary Purpose and Need Statement is under review by FHWA. Initial interchange configuration alternatives have been developed.

Overall Project

Delivery Method: TBD

Agreements: **Anticipated:** FPAA for constr; Potential agreement with Williamson County (from bonds); **Executed:** AFA for P.E. (\$7.2m) (July 27, 2012); FPAA for P.E. (August 10, 2012; September 19, 2012)

Comments: Anticipate design-build letting in 2016; anticipate construction duration of 3 years

Project Manager: Mike Hutchison, HNTB

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

SH 71 Express Project

ENVIRONMENTAL PHASE

Current Phase

Description: Develop environmental document and schematic for mobility improvements to SH 71

Limits: Presidential Blvd easterly to SH 130; approximately 4.0 miles

Jurisdiction: Travis County; City of Austin

Mobility Authority Role: Assist TxDOT with environmental process and oversight

Environmental: Environmental Assessment conducted by TxDOT (Atkins); approval of draft document anticipated mid 2014

Right of Way: 53 parcels total (19 have been acquired); 3 relocations completed (31 remaining)

Utilities: Relocations will be responsibility of Design-Build Contractor; TxDOT responsible for coordination (Alpheus, AT&T, AT&T Long Distance, Austin Energy, COA Water & Wastewater, Enterprise Gas, GAATN, Kinder Morgan Gas, Level 3, Phillips 66, Qwest, Texas Gas, Time Warner, Time Warner Telecom, and XO Communications)

Start: April 2013 (ENV)

Finish: Anticipate mid 2014 environmental decision

Estimate: \$89.0m (TxDOT preliminary engineering and environmental); \$2.4m (Mobility Authority support)

Funding: TxDOT (see comments below)

Designer/Plans: Design-Build TBD

Public Involvement: Public Open House #1 occurred August 13th; Context Sensitive Solution workshop held on August 29th; Second Context Sensitive Solution workshop held on November 19th; Public Hearing is planned for March 2014

Current Status: EA has been submitted to TxDOT; 100% schematic was submitted in November; TxDOT issued RFQ for Design-Build procurement on November 15th; TxDOT issued design-build RFP January 31, 2014

Overall Project

Delivery Method: Design-Build

Agreements: **Anticipated:** Project Agreement (PA) between CTRMA and TxDOT, Loan Agreement between CTRMA and TxDOT, and Federal Project Authorization Agreement (FPAA) between TxDOT and FHWA; **Executed:** Project Agreement December 11, 2013

Comments: Anticipate design-build for construction of one tolled lane each direction with overpasses at FM 973 and SH 130; Realign FM 973 to eliminate offset; includes paved, 10-ft usual width shared use paths along both sides of the corridor connecting with bicycle/pedestrian facilities under development in the Bergstrom Expressway project as well as Travis County's Onion Creek Greenway Trail (southern path on airport property through partnership with ABIA); letting anticipated in late 2014; construction duration approx 2 years; funded by TxDOT (\$1m Design & Environmental funds, \$20m Federal right of way funds, \$59m SH 130 toll road revenue, \$61m Strategic Priority)

Project Manager: Mark Tomlinson, Atkins

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

Manor Expressway - Phase 1 (Interchange Project)

OPEN TO TRAFFIC

Description: Construct four direct connectors at US 290 and US 183 intersection for movements to and from US 290 east with US 183 north and south

Limits: Intersection of US 290 and US 183

Jurisdiction: Travis County; City of Austin

Mobility Authority Role: Construction, and construction oversight

Environmental: Environmental Assessment approved March 9, 2009; Re-Evaluation approved December 16, 2010

Right of Way: None

Utilities: None

Start: January 12, 2010 (advertise); April 27, 2010 (notice to proceed)

Finish: Opened November 30, 2012; Final Acceptance on April 12, 2013

Estimate: \$67.5m (utility relocation, construction, and construction oversight)

Funding: American Recovery and Reinvestment Act 2009 (\$59.5m); bond funds (\$8.0m)

Designer/Plans: Jacobs: completed 2009

Delivery Method: Design-Bid-Build, Webber LLC, \$52.6m (bid price)

Agreements: **Anticipated:** none; **Executed:** PDA (October 5, 2009)

Comments: \$73.4m total project estimate; project funded by American Recovery and Reinvestment Act 2009 (\$59.5m); bond funds (\$13.9m); additional \$5.0m contingency for Phase 1 included in Manor Expressway bond sale

Project Manager: Aaron Autry, Atkins

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

183A – Phase 1

OPEN TO TRAFFIC

Description: Construction of main lanes and non-tolled frontage roads in each direction with signalized intersections

Limits: US 183/SH 45 Interchange northerly to the South San Gabriel River; approximately 4.1 miles of tolled main lanes and 7.5 miles of non-tolled frontage roads

Jurisdiction: City of Austin; City of Cedar Park; City of Leander; Williamson County

Mobility Authority Role: Implementation of design-build contract

Environmental: Environmental Impact Statement approved July 19, 2001; Re-Evaluations approved October 12, 2006 and May 16, 2008

Right of Way: Acquired by WilCo and donated to Mobility Authority

Utilities: Atmos Energy, Austin Energy, Cox Communications, Grande Communications, High Gabriel Water Supply Corporation, LCRA, PEC, SBC, TWC

Start: February 2, 2004 (advertise); December 10, 2004 and March 3, 2005 (notices to proceed)

Finish: Opened March 3, 2007

Final Project Cost: \$237.5m (excluding financing costs)

Funding: TxDOT; Federal sources; local sources; toll revenue bonds

Designer/Plans: URS

Delivery Method: Design-Build, HCC, \$178.3m

Agreements: **Anticipated:** none; **Executed:** FAA (May 30, 2003); Oversight Agmt (July 3, 2003); CDA (November 29, 2004); ILA (February 2, 2005); FAA (February 3, 2005); TIFIA Agmt (March 1, 2005); Section 129 Agmt (March 14, 2005); PDA (March 14, 2005); ILA (March 17, 2005); CDA Amdmt No. 1 (April 27, 2005); Cap Metro License Agmt

Comments: N/A

Project Manager: Richard Ridings, HNTB

**Central Texas Regional Mobility Authority
Project Status Summary - February 2014**

183A – Phase 2

OPEN TO TRAFFIC

Description: Extend existing main lanes north with three tolled lanes in each direction and all electronic toll collection facilities; includes shared use path

Limits: North of Hero Way southerly to RM 1431; approximately 5.1 miles; shared use path approximately 4.6 miles

Jurisdiction: Williamson County; City of Cedar Park; City of Leander

Mobility Authority Role: Implementation of modified design-bid-build contract

Environmental: Environmental Impact Statement approved July 19, 2001 (TxDOT); Statement of Continuous Activity approved August 18, 2009; Re-Evaluation approved March 1, 2010 (Mobility Authority); Environmental Assessment for San Gabriel Pkwy approved November 19, 2010 (WilCo)

Right of Way: 4 of 4 easements acquired

Utilities: Pedernales Electric Company

Start: March 2010 (advertise); March 24, 2010 and November 24, 2010 (notices to proceed)

Finish: Opened April 6, 2012; Final Acceptance on April 1, 2013

Estimate: \$105.0m

Funding: Toll revenue bonds

Designer/Plans: Rodriguez Transportation Group: completed 2009

Delivery Method: Design-Bid-Build, Webber LLC, \$75.8m including \$2.5m for 183A Phase 2 Shared Use Path

Agreements: N/A

Comments: N/A

Project Manager: Kris Keith, HNTB



CTRMA Summary of Projects

March 13, 2014

The following is a brief summary of CTRMA Projects.

Manor Expressway (290 East Toll Project) – Phase II

<i>Limits:</i>	US 183 to SH 130	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	3 tolled lanes in each direction and 3-lane, non-tolled frontage roads	<i>Developer:</i> \$219 <i>Total Project:</i> \$331 (excludes finance costs)
<i>Tentative Completion Date:</i>	May 2014 (pending change order execution)	
<i>Description:</i>	The project will improve the existing 4 lane divided roadway with signalized intersections to a 6 lane controlled access facility with grade separations and access roads. Project will be developed through a Design/Build CDA. Project length is approximately 6.2 miles.	

Maha Loop/Elroy Road – Phase I

<i>Limits:</i>	Pearce Lane to SH 71	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	3-lane rural arterial including a continuous center turn lane	<i>Construction:</i> \$13.7 <i>Total Project:</i> \$16.6 (excludes finance costs)
<i>Tentative Letting Date:</i>	May 2014	
<i>Description:</i>	The project consists of a new 3-lane rural arterial including a continuous center turn lane; design will be compatible with the ultimate 5-lane urban arterial. Project length is approximately 2.0 miles.	

US 183 / 183A Intersection Improvements

<i>Limits:</i>	Intersection of US 183 and 183A	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	At-grade intersection improvements	<i>Construction:</i> \$3.6 <i>Total Project:</i> \$4.0 (excludes finance costs)
<i>Tentative Letting Date:</i>	August 2014	
<i>Description:</i>	The project consists of at-grade intersection improvements including pavement widening, drainage improvements, signal adjustments, and minor new road construction.	

SH 71 Express Project

<i>Limits:</i>	Presidential Blvd easterly to SH 130	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	1 tolled lane each direction with overpasses at FM 973 and SH 130; Realign FM 973; add 10-ft shared use path	<i>Developer:</i> \$109 <i>Total Project:</i> \$140 (excludes finance costs)
<i>Tentative Letting Date:</i>	2014	
<i>Description:</i>	The project consists of the addition of one tolled lane each direction with overpasses at FM 973 and SH 130; realign FM 973 to eliminate offset; includes paved, 10-ft usual width shared use paths along both sides of the corridor connecting with bicycle/pedestrian facilities under development in the Bergstrom Expressway Project as well as Travis County's Onion Creek Greenway Trail. Project length is approximately 4.0 miles. Effort being led by TxDOT. Mobility Authority will operate and maintain the facility.	

MoPac Improvement Project (Express Lanes)

<i>Limits:</i>	Parmer Lane southerly to Cesar Chavez Street	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	1 express lane in each direction	<i>Developer:</i> \$137 <i>Total Project:</i> \$200 (excludes finance costs)
<i>Tentative Completion Date:</i>	October 2015	
<i>Description:</i>	The project includes widening the existing roadway to accommodate one express lane in each direction. The project includes 2 direct connectors at the Cesar Chavez interchange. Project is being developed through a Design/Build CDA. Project length is approximately 11.0 miles.	

SH 45 Southwest

<i>Limits:</i>	Loop 1 South (MoPac) easterly to FM 1626	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	2 main lanes in each direction (subject to environmental clearance)	<i>Developer:</i> \$81 <i>Total Project:</i> \$100 (excludes finance costs)
<i>Tentative Letting Date:</i>	2015	
<i>Description:</i>	The proposed project according to the CAMPO Plan consists of 4 main lanes and includes an overpass at Bliss Spillar Road. Project length is approximately 3.6 miles.	

US 183 South Project (Bergstrom Expressway)

<i>Limits:</i>	US 290 southerly to SH 71	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	3 tolled lanes in each direction and 3-lane, non-tolled frontage roads (subject to environmental clearance)	<i>Developer:</i> \$575 <i>Total Project:</i> \$653 (excludes finance costs)
<i>Tentative Letting Date:</i>	2015	
<i>Description:</i>	The proposed project will improve the existing 4 lane divided roadway with signalized intersections to a 6-lane controlled access facility with grade separations and access roads. Project length is approximately 7.2 miles.	

183 North Mobility Project

<i>Limits:</i>	RM 620 southerly to Loop 1 (Mopac); along MoPac from US 183 to RM 2222 (direct connector)	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	1-2 express lane(s) in each direction (subject to environmental clearance)	<i>Developer:</i> \$158 <i>Total Project:</i> \$193 (excludes finance costs)
<i>Tentative Letting Date:</i>	2016	
<i>Description:</i>	The proposed project according to the CAMPO Plan would add express lanes. Project length is approximately 7.8 miles.	

MoPac South Environmental Study

<i>Limits:</i>	Cesar Chavez Street southerly to Slaughter Lane	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	1-2 express lane(s) in each direction (subject to environmental clearance)	<i>Construction:</i> \$245 <i>Total Project:</i> \$290 (excludes finance costs)
<i>Tentative Letting Date:</i>	2017	
<i>Description:</i>	The proposed project according to the CAMPO Plan would add express lanes. Project length is approximately 8 miles.	

Oak Hill Expressway (US 290 West – The “Y” at Oak Hill)

<i>Limits:</i>	RM 1826 easterly to Loop 1	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	2 tolled lanes in each direction and 2-lane, non-tolled frontage roads (subject to environmental clearance)	<i>Developer:</i> \$396 <i>Total Project:</i> \$570
<i>Tentative Letting Date:</i>	2017	
<i>Description:</i>	The proposed project according to the CAMPO plan would improve the existing 4-lane divided roadway with signalized intersections to a 4-lane controlled access facility with grade separations and access roads. Project length is currently expected to be about 4 miles.	

Oak Hill Expressway (SH 71 West – The “Y” at Oak Hill)

<i>Limits:</i>	Silvermine Drive easterly to US 290	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	Add frontage roads and rebuild existing mainlanes (subject to environmental clearance)	<i>Developer:</i> \$48 <i>Total Project:</i> \$78
<i>Tentative Letting Date:</i>	2017	
<i>Description:</i>	The proposed project according to the CAMPO plan would add frontage roads and rebuild the existing mainlanes. Project length is currently expected to be 1.2 miles.	

NOTE: THE INFORMATION CONTAINED IN THIS
SUMMARY IS PRELIMINARY AND SUBJECT TO CHANGE

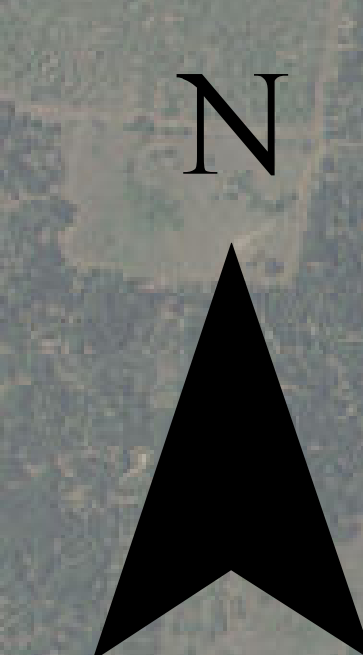
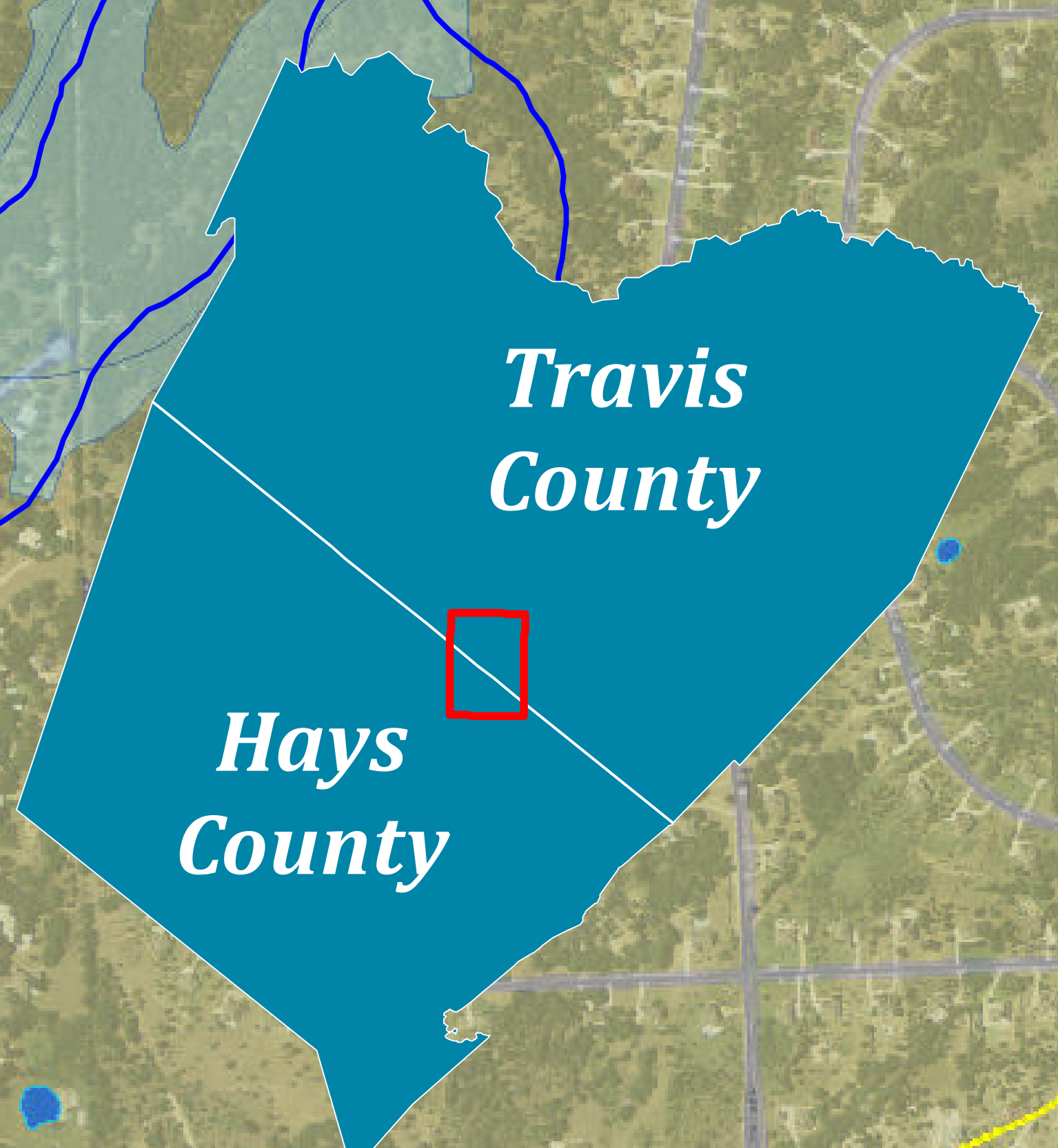
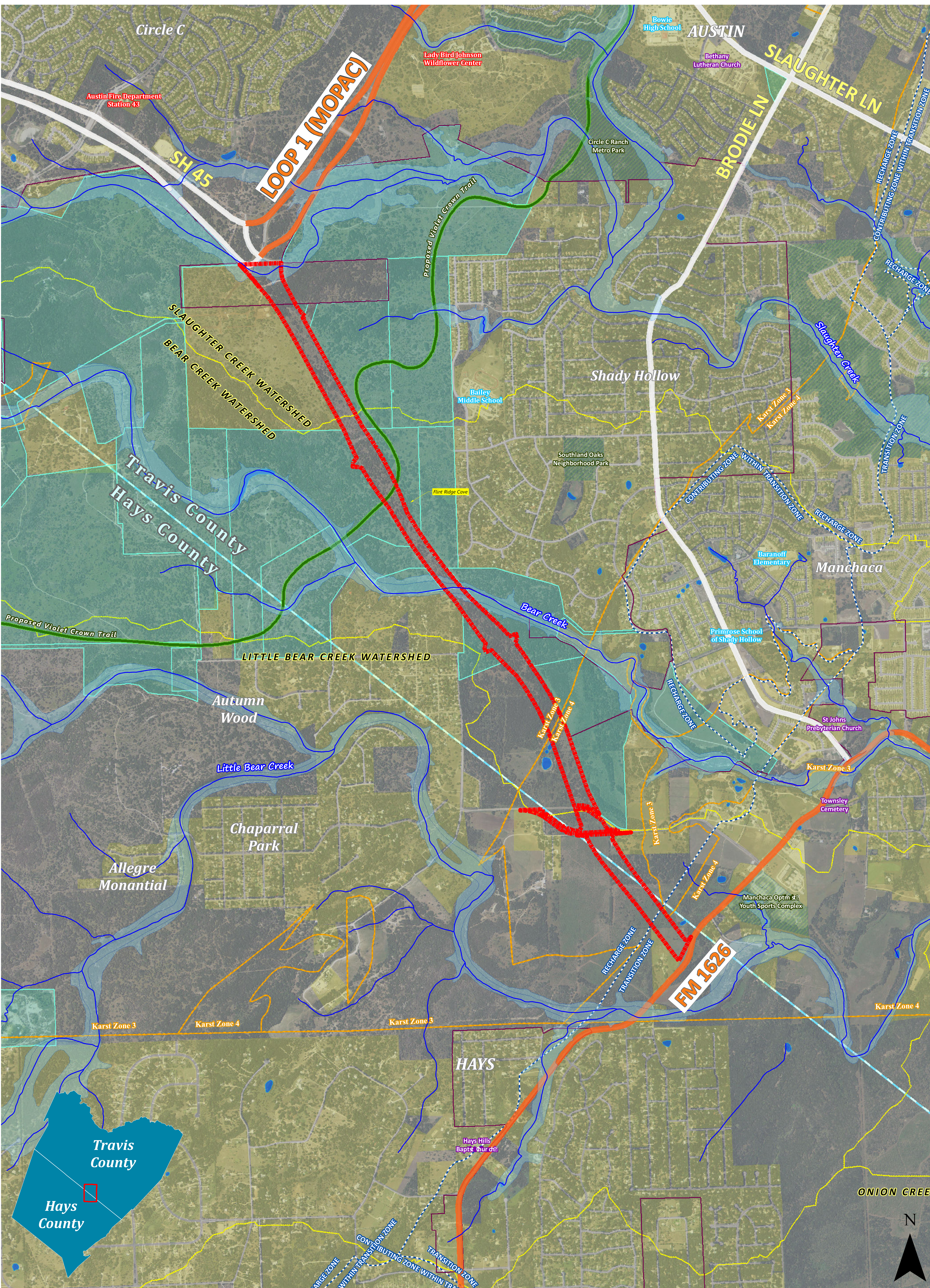
PRESENT AND FUTURE

- 12/2008** CAMPO received notification that projects in the short-term Transportation Improvement Program (TIP) needed to be fiscally constrained by about \$70 million. SH 45SW was not going to be environmentally cleared (1989 EIS had expired) and set for construction prior to the end of 2008-2011. The SH 45SW Committee was assembled and tasked with examining ways to bring the project to construction as quickly as possible. The committee was chaired by Travis County Judge Sam Biscoe.
- 6/2009** SH 45SW Committee Members Recommendations were presented to CAMPO Board
- 5/2010** CAMPO adopts 2035 Plan with SH 45SW as a 4-lane tolled freeway
- 7/19/2013** Revised Notice of Intent (NOI) published in Texas Register. The revision indicated that the new EIS would be prepared “in conjunction with the CTRMA”
- 10-12/2013** Open Houses held for the new EIS. In December 2013, the build alternative is presented as a four-lane divided toll road with limited access and no frontage roads; no build alternative is also carried forward as the baseline to indicate the consequences if no action is taken.
- 2/2014** SH 45SW added to CAMPO’s proposed TIP amendments.
- 3-6/2014** TxDOT enters into agreement with the Mobility Authority for gap funding
- 3/11/2014** Interlocal Agreement (ILA) on meeting agendas for Travis and Hays County Commissioners Courts for approval
- 3/17/2014** Public Hearing on the proposed TIP
- 4/14/2014** CAMPO Policy Board meeting to approve the 2015-2018 TIP
- 07/2014** Public Hearing on the new Draft EIS
- 12/2014** Environmental decision anticipated for SH 45SW
- Spring 2015** If build alternative is approved, Mobility Authority awards contract and begins construction

PAST

- 5/22/1985** Minute Order (MO) 83158, passed May 22, 1985 with SH 45 Outer Parkway designated by the Texas Transportation Commission (TTC)
- 7/3/1985** Commissioners Court Resolution passed and the SH 45 Outer Parkway TTC MO provisions were accepted by Travis County
- 12/1986** SH 45 Outer Parkway included in Austin Transportation Study's (now CAMPO) Regional Plan
- 10/14/1987** Travis County Commissioners Court Proclamation passed, including a request for Texas Turnpike Authority (TTA) to undertake SH 45 Outer Parkway Project
- 8/18/1989** Final Environmental Impact Statement (EIS) was approved for the SH 45 Project (with limits of IH 35 South to US 290 West)
- 11/22/1989** Contract let for SH 45 from Loop 1 to RM 1826
- 12/12/1989** Construction began on SH 45 between Loop 1 and RM 1826
- 1/23/1990** The U.S. District Court for the Western District issued a Consent Decree and Partial Final Judgment as conclusion to a lawsuit filed by Save Barton Creek Association, et al., as Plaintiffs, and Barton Springs-Edwards Aquifer Conservation District, as Intervenor, versus the Federal Highway Administration, et al. (including TxDOT), as Defendants and MoPac South Corporation, as Intervenor. The Consent Decree is a settlement and compromise of disputed claims between TxDOT and Save Barton Creek Association and Barton Springs-Edwards Aquifer Conservation District.
- 11/1997** Travis County voters approved \$3.3 million of Travis County Road Bonds to purchase SH 45SW ROW between Loop 1 and FM 1626
- 4/2003** Travis County completed the SH 45SW ROW purchase, transferring the ROW parcels to the State of Texas
- 7/2004** The CAMPO Transportation Policy Board adopted SH 45SW as a toll-financed project to construct a six lane facility with one non-tolled lane in each direction
- 7/2004** Shady Hollow residents petition the Travis County Commissioners Court to close Brodie Lane off from FM 1626. Brodie remains open, but County Commissioners pledge to support getting relief by getting TxDOT to construct SH 45SW as promised.
- 4/2006** Travis County discusses to temporarily close Brodie Lane to thru traffic. The Commissioners Court recommended no closure of Brodie Lane and requested that Travis County work to expedite improvements to SH 45SW, FM 2304, Frate Barker and FM 1626.

SH 45SW ENVIRONMENTAL STUDY





CENTRAL TEXAS
Regional Mobility Authority

AGENDA ITEM #4 SUMMARY

Division Updates

Board Action Required: NO

Backup: NO



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #5 SUMMARY

Lunch/Community Roundtable

Board Action Required: NO

Backup: NO



CENTRAL TEXAS
Regional Mobility Authority

AGENDA ITEM #6 SUMMARY

Updated on Legislative and Regulatory Issues affecting the Mobility Authority

Board Action Required: NO

Backup: NO



CENTRAL TEXAS
Regional Mobility Authority

AGENDA ITEM #7 SUMMARY

Discussion of Regional Solutions Addressing Transportation Issues

Board Action Required: NO

Backup: See attached

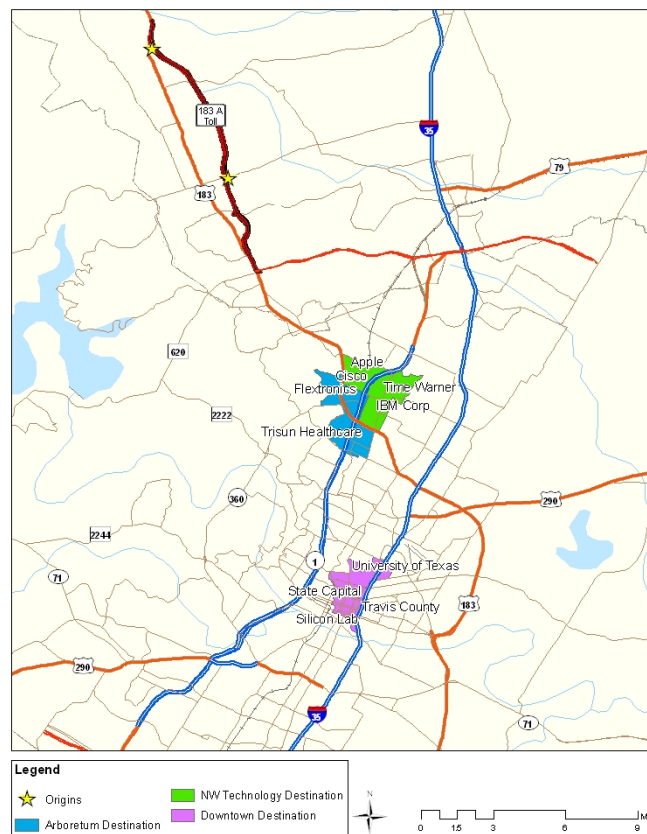
REAL-TIME RIDESHARING TECHNOLOGY PROJECT

FHWA – VALUE PRICING PILOT PROGRAM

PROJECT DESCRIPTION

This project is going to examine whether the Central Texas Regional Mobility Authority, can utilize a location-based mobile application (Carma) to match commuters with empty seats in private vehicles to increase carpooling and encourage additional use of 183A and 290 toll roads. This program will also be testing real-time ridesharing as a reliable and low-cost method to automatically verify vehicle occupancy for toll pricing incentives.

Origin and Destination Centers



The project is divided by four tasks: Pre-implementation, Recruitment, Implementation and Final analysis. The study is funded at \$959,008 and is anticipated to extend over a two year period beginning with planning through final evaluation. An Advanced Funding Agreement (AFA) for this Project was approved on May 7, 2013.

CURRENT ACTIVITIES

The Mobility Authority has completed Task 1 (Pre-Implementation) and is working on Task 2 (Recruiting) and the following activities have been accomplished:.

- Completed scoping requirements and design of the interface between the Carma Real-time Ridesharing (RTR) software and the back office tolling system.
- Completed hosting and support of the Carma software as required for vehicle occupancy testing activities.
- Completed the design to test efficacy of the Carma application with respect to vehicle occupancy.
- Field and engineering support in relation to vehicle occupancy testing activities.
- Completed training of the team in the use of the Carma product.
- Support of the development of the detailed project implementation plan.
- Participated in bi-weekly conference calls with the project team to discuss: project outreach, recruiting efforts, data transfer logistics, toll reimbursement process.
- Identify those organizations with potential to become the first adopters of the Real-time Ridesharing program.
- Successful PR launch on February 18th.

UPCOMING ACTIVITIES

- Continue work to recruit current toll and non-tolled road users to enroll in the program.
- Evaluating local media and advertising to get the word out in the Leander/Cedar Park area.
- On-the-ground outreach, talking to local neighborhoods, employers, organizations along the 183A and 290 corridor.
- Ongoing engagement and management of the current Carma user base.

SCHEDULE

- Employee/ Partner Outreach: January – March.
- Neighborhood Outreach: February – March.
- Public Relations Activities: February – April.
- Advertising and Social Media: February – Ongoing.

2013								2014												2015					
May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr		
	Pre-Implementation																								
			Recruiting																						
			Implementation																						
																			Analysis & Reporting						

HIGHWAY EMERGENCY RESPONSE OPERATORS (HERO)

PROJECT DESCRIPTION

HERO is a program designed to maintain full roadway capacity for the hundreds of thousands of travelers during periods of high traffic volume through the removal of disabled vehicles and debris from the roadway lanes and shoulders that interfere with normal traffic flow.

The project is currently funded at \$4,890,000 for a period of three years ending in July, 2015.

ACTIVITIES

- Besides the hundreds of thousands of traveling motorists who benefit from the maintained roadway capacity during peak traffic periods, HERO provides approximately 900 direct motor assists per month.
- Direct assists by HERO patrols include
 - Tow vehicles from mainlane traffic or shoulders to a safe location
 - Change flat tires
 - Give battery boosts
 - Supply gas and water
 - Assist in accident mitigation and clearing

PATROL AREA

- IH 35 from SH 130 in Georgetown at the north end to Yarrington Road in Hays County (53 Miles)
 - Patrol Zone #1 from SH 130 in Georgetown to FM 3406
 - Patrol Zone #2 from FM 3406 to US 183
 - Patrol Zone #3 from US 183 to SH 71 (two vehicles)
 - Patrol Zone #4 from SH 71 to Yarrington Road
- US 183 from IH 35 to Hero Way (two vehicles)

HOURS OF OPERATION

- Patrols are conducted during two shifts between the hours of 6:00 a.m. and 8:00 p.m.

STATISTICS

(For CY 2013)

Zone	Assists	
	#	%
Zone 1: (I-35) SH 130 to FM 3406	1,177	12%
Zone 2: (I-35) FM 3406 to US 183	2,630	26%
Zone 3: (I-35) US 183 to US 290W/SH 71E	2,299	23%
Zone 4: (I-35) US 290W / SH 71E to Yarrington Rd	1,195	12%
Zone 5: (US 183) I-35 to Lakeline Blvd	2,736	27%

Debris	Disabled Vehicle	Abandoned Vehicle	Single-Vehicle Accident	Multi-Vehicle Accident	Fire
1,792	6,747	1,092	40	354	12

Disabled Vehicle Breakdown						
Change Tire	Fuel	Jump Start	Add Fluid	Minor Mechanical	Other	Move to Safe Location
2,113	1,860	555	220	611	830	558

183A VARIABLE TOLL PILOT PROJECT

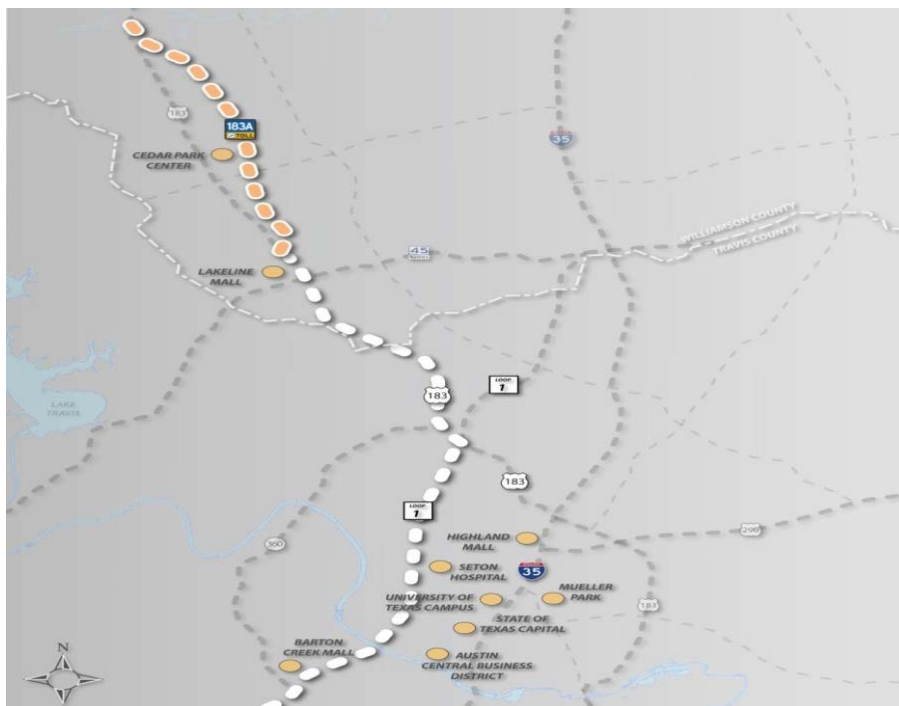
FHWA – VALUE PRICING PILOT PROGRAM

PROJECT DESCRIPTION

The Project is going to examine whether the Central Texas Regional Mobility can implement variable (time-of-day) pricing to indirectly affect traffic congestion on the broader highway network of both tolled and non-tolled lanes. This program is focused on converting the existing flat toll price on southbound 183A to a variable time of day pricing in an attempt to improve downstream traffic at the 183A/US183 merge during peak travel times. The project will:

- Study the effect of discounted tolls on weekdays just prior to and immediately after historically high traffic times, as it relates to downstream congestion. Rates will be reduced during non-peak traffic to
 - entice commuters to change their travel times to the less congested periods and
 - entice additional users to the toll road by typically non-users thereby mitigating the loss of revenue caused by the reduction.

Identification of facilities, systems or areas that are covered



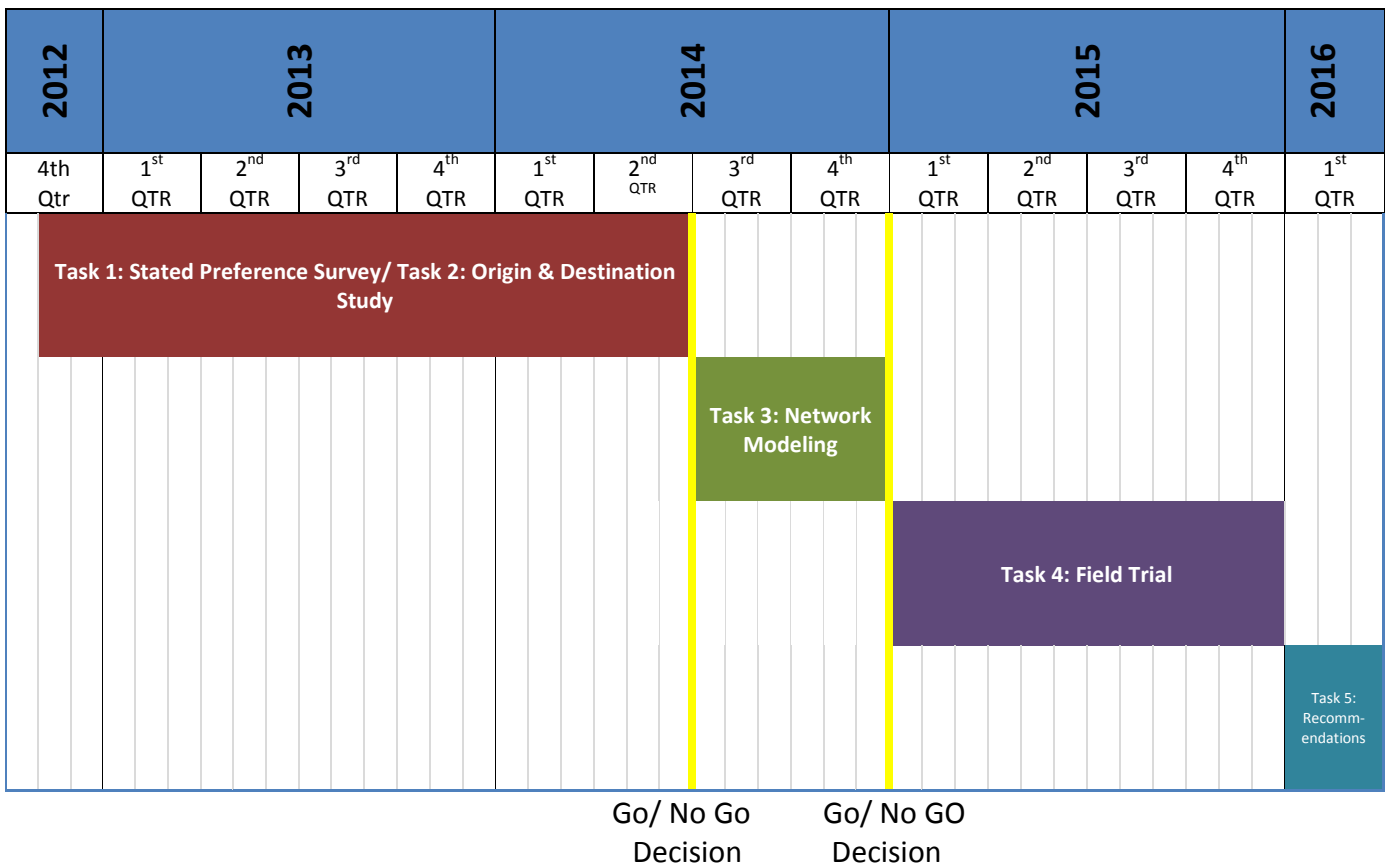
This project is divided into five tasks: Stated Preference Survey, Origin and Destination Study, Network Modeling, Field Trials and Final Analysis. The study is funded at \$1,525,530 and is anticipated to extend over a 29 month period beginning with planning through final evaluation. An Advanced Funding Agreement (AFA) for this Project was approved on September 19, 2012. The AFA contains the scope for the Project.

CURRENT ACTIVITIES

The Mobility Authority is currently working on Task 1 (Stated Preference Survey) and Task 2 (Origin & Destination Study) and the following activities have been accomplished.

- Using video license plate collection methods over a five-day period, the Mobility Authority collected vehicle license plate data at the southbound entrance ramp to US Highway 183, north of Lakeline Mall Drive, and on the US 183 to Loop 1 southbound direct connector in Austin, Texas. Additionally, license plate data was collected electronically over the same five-day period from the southbound 183A Mainlane Gantries at Park Street and near Lakeline Mall Drive.
- The license plate data is also being analyzed to determine how many vehicles utilize US 183/183A and also continue southeast to use MoPac. This will allow the Mobility Authority to better understand if a large enough target audience is available to change their travel habits to reduce peak congestion.
- Prepared a comparison of vehicles traveling on US Highway 183 versus 183A utilizing previously collected license plate data to establish a target audience for the Stated Preference Survey.
- Finalized contract and Permission-Use Agreement with Rand.
- Had conference call with Rand and Stantec regarding Regional Traffic Model.
- Finalized Stated Preference Survey questions and logic
- Completed coding of Stated Preference Survey.
- Selection of Survey Sample from population of corridor users identified in LPR Study.
- Finalized survey instrument.
- Updated the project schedule.

SCHEDULE





CENTRAL TEXAS
Regional Mobility Authority

AGENDA ITEM #8 SUMMARY

Closing Comments and Feedback

Board Action Required: NO

Backup: NO



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #9 SUMMARY

EXECUTIVE SESSION

Executive Session:

Discuss legal issues relating to governance and operations of the Mobility Authority under Chapter 370, Transportation Code, as authorized by §551.071 (Consultation With Attorney).



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #10 SUMMARY

EXECUTIVE SESSION

Executive Session:

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