



**CENTRAL TEXAS
Regional Mobility Authority**

Regular Meeting of the Board of Directors

9:00 a.m

Wednesday, February 25, 2015

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.

Regular Items

Items to discuss, consider, and take appropriate action.

3. Approve the minutes for the January 28, 2015, Regular Board Meeting.
4. Accept the financial statements for January 2015.
5. Discuss concepts of proposed improvements and change orders for the MoPac Improvement Project.
6. Approve an amendment to the contract with CP&Y Inc. for preliminary engineering and environmental services on the 183 North Mobility project.
7. Approve separate procurements for construction inspection services, on-site materials testing services, surveying services, and public involvement services for the Bergstrom Expressway Project.
8. Approve procurement at the best value for the Mobility Authority of maintenance services for Mobility Authority roadways and related facilities and for adjacent Texas Department of Transportation roadways.

9. Authorize negotiation of an agreement with the Texas Department of Transportation relating to maintenance of state highway assets adjacent to Mobility Authority toll lanes.

Briefings and Reports

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

10. Update on the MoPac Improvement Project.
11. Executive Director's Report.
 - A. Project Updates
 - B. Electronic tolling and customer service
 - C. Board of Directors and public communication
 - D. Loop 1 South Update
 - E. Expansion of the Carma Carpooling program
 - F. Metropia update
 - G. Green Mobility Project implementation
 - H. Upcoming briefing on data used for Mobility Authority traffic and revenue studies

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:

12. 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).
13. Discuss legal issues related to legislation proposed to the 84th Texas Legislature that could affect the Mobility Authority or its operations, as authorized by §551.071 (Consultation With Attorney).

Reconvene in Open Session.

14. Report on legislative issues and possible action to revise the Mobility Authority legislative program for the 84th Texas Legislature.
15. Adjourn Meeting.

Notes

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

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

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

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

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

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



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 January 28, 2015,
Regular Board Meeting.

Department: Law
Funding Source: None
Board Action Required: Yes (by Motion)
Description of Matter:

Approve the Minutes for the January 28, 2015, Regular Board Meeting

Reference: Draft Minutes, January 28, 2015, Regular Board Meeting
Contact: Andrew Martin, General Counsel

MINUTES

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

Wednesday, January 28, 2015
9:00 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 January 23, 2015 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.

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

2. Opportunity for Public Comment.

No public comments were given.

Chairman Ray Wilkerson presented Items 3 through 8 for Board consideration as the consent agenda:

- 3. Approve a supplement to the work authorization with HNTB Corporation for the development of the 183A/US 183 Intersection Project.**
- 4. Approve a supplement to the work authorization with HNTB Corporation for the development of the SH 45 SW Project.**
- 5. Approve an extension of the work authorization with HNTB Corporation for oversight of the US 183 North Project.**
- 6. Approve an extension of the work authorization with HNTB Corporation for oversight of the MoPac Improvement Project.**
- 7. Approve an extension of the work authorization with HNTB Corporation for oversight of the Value Pricing Pilot Project Program.**
- 8. Approve an extension of the agreement with Crosswind Communications, LLC, for communication, public outreach, public involvement, and marketing services and advice.**

Mr. David Singleton moved for approval of the consent agenda, and Mr. Bob Bennett seconded the motion. The motion carried unanimously, 7-0, and the resolutions for Items 3 through 8 passed on the consent agenda were approved as drafted.

9. Approve the minutes for the December 17, 2014, Regular Board Meeting.

Chairman Ray Wilkerson presented for Board consideration the minutes for the December 17, 2014 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.

10. Approve the financial statements for December 2014.

Mr. Bill Chapman presented this item. There was nothing unusual to report on the December 2014 financial statements.

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

11. Authorize an application to the Texas Department of Transportation for a State Infrastructure Bank loan and a toll equity grant for the Bergstrom Expressway Project.

Mr. Bill Chapman presented this item. This resolution will authorize the Executive Director to prepare and submit the appropriate applications to the Texas Department of Transportation for a loan from the State Infrastructure Bank and a toll equity grant to fund the development and construction of the Bergstrom Expressway Project.

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.

12. Authorize an application to the Texas Department of Transportation for a toll equity grant and gap loan for the SH 45 SW Project.

Mr. Bill Chapman presented this item. This resolution will authorize the Executive Director to prepare and submit the appropriate applications to the Texas Department of Transportation for a toll equity grant and a gap loan to fund development and construction of the SH 45 SW Project.

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.

13. Authorize a procurement for independent auditing services.

Mr. Bill Chapman presented this item. The resolution authorizes procurement of independent auditing services by issuance of a request for qualifications from auditing firms. After reviewing and analyzing the responses to the RFQ, staff will make a recommendation to the Board for board action to award a contract for auditing services.

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

14. Report on legislative issues and possible action to revise the Mobility Authority legislative program for the 84th Texas Legislature.

Mr. Andy Martin and Mr. Brian Cassidy presented this item. Bills have been introduced to make mandatory the program to provide free tolls to disabled and certain other veterans and to expand eligibility for those free tolls to include all vehicles issued military-related license plates.

Mr. Cassidy reported that Lieutenant Governor Patrick has reappointed Robert Nichols as Senate Chair of Transportation and named the members of the Senate Transportation Committee. The Speaker of the House has not yet appointed House committees.

The Board took no action on this item.

15. Approve an agreement with the Texas Department of Transportation for construction of improvements at the intersection of SH 71 and the Maha Loop/Elroy Road Project.

Mr. Wes Burford presented this item. The advance funding agreement is an instrument to allow the Mobility Authority's contractor permission to work inside the Texas Department of Transportation's right of way on SH 71 for construction of turn lanes and traffic signal work.

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.

Executive Session Pursuant to Government Code, Chapter 551

Chairman Wilkerson announced in open session at 9:17 a.m. that the Board would recess the open meeting and reconvene in Executive Session to deliberate the following items:

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

19. 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).

20. Discuss legal issues related to legislation proposed to the 84th Texas Legislature that could affect the Mobility Authority or its operations, as authorized by §551.071 (Consultation With Attorney).

The Board reconvened in open meeting at 9:57 a.m., and Chairman Wilkerson announced that no action was taken in Executive Session.

Briefing and discussion on the following:

16. Quarterly update on each Mobility Authority transportation project under construction and development.

The MoPac Improvement Project update was presented by Paul Petrich, Project Manager for Oversight with HNTB Corporation. The permitting process with utilities and railroads continues. There have been recent updates with Union Pacific regarding agreements including construction and maintenance agreements and the Project team is still waiting on the right of entry agreements in order to be on their property doing work. The 42" waterline final plans are being approved by the City of Austin. The Project team is waiting on a site permit that is required before any work can begin. The Project requires easement negotiation because it crosses Camp Mabry as well as Westminster Manor. The City of Austin is working on obtaining the easements. The Project team is monitoring and coordinating with them on easement acquisitions.

The Project team received a revised schedule from the design build contractor in early January. There is a change in the critical path on the project. Segment 3 from 2222 to Enfield which encompasses the waterline is now on the critical path. There are opportunities for acceleration of work by considering seasonal rainout dates. All activities in segments 1, 2, and 4 are shown to be finishing in early fall 2015.

Change orders are expected and are currently being negotiated with the design build contractor. The overall impact of the change orders that will impact the substantial completion date will be brought before the Board as soon as they are negotiated.

Mr. Armbrust suggested the Board call a special meeting if needed to discuss the change orders. Mr. Wilkerson suggested making sure the public is aware of all change orders and major enhancements to the Project and why the Mobility Authority is doing the enhancements.

Dan Reynolds, Interim Project Manager for the project and Senior Vice President with CH2M Hill, addressed the Board regarding the project and discussed their actions and plans. Bridge construction, pavement construction, retaining wall construction and sound wall installation have all begun and more work is expected with good weather forecasted. Undercrossing work is planned for the first week in March as soon as jack and bore operations are completed. Large guide signs from storage have been brought in and installed along the corridor. Getting out ahead of utility relocations has been the number one focus. The Project team hired utility relocation companies in order to get out ahead.

Mr. Heimsath asked about mass transit in the region and express buses in the managed lanes on MoPac and diamond lanes on 5th Street. Mr. Mario Espinoza, Deputy Executive Director, responded that the Mobility Authority has been meeting with the City of Austin and Capital Metro throughout this project and would continue to discuss transit issues with them.

The final bridge deck and approach slab was poured on South Tributary Bridge for the Maha Loop Project. All matting and seeding has been completed on the west ditch line. The first course of pavement has been completed and the final course of pavement is scheduled in mid-February. The project is on schedule for an early spring 2015 opening.

Installation of portable concrete traffic barriers were put in place for the US 183/183A intersection project. Road widening for deceleration lane to Bryson Ridge Trial Roadway occurred as well as driveway culvert installation.

The 183 North Project has its next technical working group scheduled for February 24, 2015, and the next open house is March 5, 2015.

The MoPac South Project has an open house scheduled for February 26, 2015.

The MoPac Intersections study was elevated from a categorical exclusion to an environmental assessment and the funding agreement with TxDOT to accommodate increased efforts has been executed. Release of the draft environmental assessment and public hearing is planned for spring 2015.

The final environmental impact statement for SH 45 SW was released on January 23, 2015. The Barton Springs/Edwards Aquifer Conservation District will vote on a revised consent decree with TxDOT on February 12, 2015. The project's record of decision is anticipated in February 2015.

There was a public hearing held on November 19, 2014 for the Bergstrom Expressway Project. The final environmental assessment was released on January 9, 2015. A record of decision is anticipated in February 2015.

A technical working group met on December 3, 2014 for the Oak Hill Parkway, and an open house was held on January 20, 2015.

The groundbreaking ceremony for SH 71 was held on January 27, 2015. Dan Freeman of Atkins was introduced as the project manager.

17. Executive Director's report.

Director Heiligenstein presented this item and discussed an infographic of Mobility Authority projects and funding. He also reported that the Mobility Authority is researching its participation in the Austin Community College industry scholarship fund.

Chairman Ray Wilkerson declared the meeting adjourned at 10:54 a.m. with unanimous consent.



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #4 SUMMARY

Accept the financial statements for January 2015.

Department: Finance

Funding Source: None

Board Action Required: Yes

Description of Matter:

Presentation and acceptance of the monthly financial statements for January 2015

Reference: Draft Resolution
Draft Financial Statements for January 2015

Contact: Bill Chapman, Chief Financial Officer
Cindy Demers, Controller

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

RESOLUTION NO. 15-___

ACCEPT THE FINANCIAL STATEMENTS FOR JANUARY 2015.

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 January 2015, and has caused Financial Statements to be prepared and attached to this resolution as Exhibit 1.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors accepts the Financial Statements for January 2015, attached as Exhibit 1.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of February, 2015.

Submitted and reviewed by:

Approved:

Andrew Martin, General Counsel

Ray A. Wilkerson
Chairman, Board of Directors

Exhibit 1

Financial Statements for January 2015

Central Texas Regional Mobility Authority

Balance Sheet

| | as of 01/31/2015 | as of 01/31/2014 | |
|---|-------------------------|-------------------------|--|
| Assets | | | |
| Current Assets | | | |
| Cash | | | |
| Regions Operating Account | \$ 1,143,273 | \$ 2,183,204 | |
| Cash In TexSTAR | 680,992 | 59,797 | |
| Regions Payroll Account | 312,680 | 268,027 | |
| Restricted Cash | | | |
| Fidelity Govt MMA | 237,507,791 | 111,369,656 | |
| Restricted Cash-TexStar | 8,102,865 | 7,667,953 | |
| Overpayments account | 68,437 | 27,323 | |
| Total Cash and Cash Equivalents | 247,816,038 | 121,575,960 | |
| Accounts Receivable | | | |
| Accounts Receivable | 264,892 | 9,469 | |
| Due From TTA | 335,793 | 140,441 | |
| Due From NTTA | 241,724 | 147,191 | |
| Due From HCTRA | 238,546 | 129,417 | |
| Due From TxDOT | 8,246,287 | 24,124,096 | |
| Interest Receivable | 103,840 | 186,488 | |
| Total Receivables | 9,431,082 | 24,737,102 | |
| Short Term Investments | | | |
| Certificates of Deposit | 5,000,000 | | |
| Agencies | 20,796,759 | 67,088,268 | |
| Total Short Term Investments | 25,796,759 | 67,088,268 | |
| Total Current Assets | 283,043,879 | 213,401,330 | |
| Total Construction In Progress | 106,627,465 | 383,175,404 | |
| Fixed Assets (Net of Depreciation) | | | |
| Computers | 65,574 | 94,168 | |
| Computer Software | 1,030,731 | 414,960 | |
| Equipment | 5,783 | 8,887 | |
| Autos and Trucks | 3,449 | 10,347 | |
| Buildings and Toll Facilities | 5,729,459 | 5,906,574 | |
| Highways and Bridges | 612,304,611 | 321,984,655 | |
| Communication Equipment | 457,602 | 653,717 | |
| Toll Equipment | 21,019,776 | 11,400,204 | |
| Signs | 11,575,697 | 8,687,412 | |
| Land Improvements | 12,559,399 | 7,015,272 | |
| Right of Way | 85,152,004 | 46,642,851 | |
| Leasehold Improvements | 179,309 | 176,490 | |
| Total Fixed Assets | 750,083,396 | 402,995,537 | |
| Other Assets | | | |
| Intangible Assets | 13,328,698 | 15,032,417 | |
| 2005 Bond Insurance Costs | 5,017,444 | 5,337,706 | |
| Prepaid Insurance | 60,446 | 62,206 | |
| Total Other Assets | 18,406,588 | 20,432,329 | |
| Total Assets | \$ 1,158,161,328 | \$ 1,020,004,600 | |

as of 01/31/2015

as of 01/31/2014

Liabilities**Current Liabilities**

| | | |
|--------------------------------|-----------|-----------|
| Accounts Payable | 1,924,094 | 743,452 |
| Construction Payable-Maha Loop | 7,460,143 | 1,534,166 |
| Overpayments | 70,214 | 28,767 |
| Interest Payable | 3,319,623 | 1,980,686 |
| TCDRS Payable | 39,918 | 45,181 |
| Due to Other Entities | 1,063,018 | 283,771 |

| | | | |
|----------------------------------|--|-------------------|------------------|
| Total Current Liabilities | | 13,877,011 | 4,616,023 |
|----------------------------------|--|-------------------|------------------|

Long Term Liabilities

| | | |
|----------------------------------|----------------|----------------|
| Accrued Vac & Sick Leave Payable | 189,089 | 189,089 |
| Total Long Term Payables | 189,089 | 189,089 |

Bonds Payable

| | | |
|--|--------------------|--------------------|
| Senior Lien Revenue Bonds | | |
| Senior Lien Revenue Bonds 2010 | 110,136,529 | 106,656,121 |
| Senior Lien Revenue Bonds 2011 | 308,361,083 | 307,675,269 |
| Senior Refunding Bonds 2013 | 182,555,000 | 185,810,000 |
| Sn Lien Rev Bnd Prem/Disc 2010 | 69,631 | 109,583 |
| Sn Lien Rev Bnd Prem/Disc 2011 | (3,494,777) | (3,636,153) |
| Sn Lien Rev Bnd Prem/Disc 2013 | 15,288,304 | 17,956,008 |
| Total Senior Lien Revenue Bonds | 612,915,770 | 614,570,828 |

| | | |
|-----------------------------------|--------------------|--------------------|
| Sub Lien Revenue Bonds | | |
| Subordinated Lien Bond 2011 | 70,000,000 | 70,000,000 |
| Sub Refunding Bnds 2013 | 102,530,000 | 103,960,000 |
| Sub Lien Bond 2011 Prem/Disc | (1,829,866) | (1,927,847) |
| Sub Refunding 2013 Prem/Disc | 3,502,585 | 4,000,013 |
| Tot Sub Lien Revenue Bonds | 174,202,719 | 176,032,166 |

Other Obligations

| | | |
|--------------------------------|------------------|------------------|
| 2011 Regions Draw Down Note | 1,730,258 | 3,049,820 |
| 2013 American Bank Loan | 5,300,000 | 5,300,000 |
| Total Other Obligations | 7,030,258 | 8,349,820 |

| | | |
|------------------------------------|--------------------|--------------------|
| Total Long Term Liabilities | 794,337,835 | 799,141,903 |
|------------------------------------|--------------------|--------------------|

| | | |
|--------------------------|--------------------|--------------------|
| Total Liabilities | 808,214,846 | 803,757,926 |
|--------------------------|--------------------|--------------------|

Net Assets

| | | |
|-------------------------|--------------------|--------------------|
| Contributed Capital | 35,847,060 | 18,734,896 |
| Net Assets Beginning | 263,492,791 | 153,684,998 |
| Current Year Operations | 50,606,631 | 43,826,780 |
| Total Net Assets | 349,946,482 | 216,246,674 |

| | | |
|---|-------------------------|-------------------------|
| Total Liabilities and Net Assets | \$ 1,158,161,328 | \$ 1,020,004,600 |
|---|-------------------------|-------------------------|

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

| Account Name | Budget Amount FY 2015 | Actual Year to Date 1/31/2015 | Percent of Budget | Actual Prior Yr to Date 1/31/2014 |
|---------------------------------|-----------------------------|-------------------------------------|-------------------------|---|
| Revenue | | | | |
| Operating Revenue | | | | |
| Toll Revenue-TxTag-183A | 22,080,350 | 14,957,911 | 67.74% | 13,697,117 |
| Toll Revenue-HCTRA-183A | 1,089,491 | 937,282 | 86.03% | 717,529 |
| Toll Revenue-NTTA-183A | 1,041,069 | 513,221 | 49.30% | 537,511 |
| Toll Revenue-TxTag-Manor | 8,341,268 | 4,450,443 | 53.35% | 1,246,369 |
| Toll Revenue-HCTRA Manor | 1,542,774 | 988,415 | 64.07% | 179,529 |
| Toll Revenue-NTTA-Manor | 401,121 | 189,862 | 47.33% | 54,431 |
| Video Tolls 183A | 8,414,300 | 3,914,731 | 46.52% | 3,270,682 |
| Video Tolls Manor Expressway | 4,548,325 | 1,351,518 | 29.71% | 428,155 |
| Fee revenue 183A | 2,660,832 | 1,159,305 | 43.57% | 1,289,896 |
| Fee revenue Manor Expressway | 1,520,242 | 509,072 | 33.49% | 299,810 |
| Total Operating Revenue | 51,639,772 | 28,971,759 | 56.10% | 21,721,029 |
| Other Revenue | | | | |
| Interest Income | 180,000 | 190,081 | 105.60% | 66,365 |
| Grant Revenue | 2,399,600 | 66,707,423 | 2780% | 43,958,191 |
| Misc Revenue | - | 15,959 | | 337,760 |
| Total Other Revenue | 2,579,600 | 66,913,463 | 2594% | 44,362,316 |
| Total Revenue | \$ 54,219,372 | \$ 95,885,222 | 176.85% | \$ 66,083,345 |
| Expenses | | | | |
| Salaries and Wages | | | | |
| Salary Expense-Regular | 2,286,142 | 1,368,951 | 59.88% | 1,312,328 |
| Part Time Salary Expense | 51,000 | - | 0.00% | - |
| Overtime Salary Expense | 3,000 | - | 0.00% | - |
| Salary Reserve | 40,000 | - | 0.00% | - |
| TCDRS | 334,167 | 182,056 | 54.48% | 182,336 |
| FICA | 104,780 | 47,131 | 44.98% | 46,989 |
| FICA MED | 33,417 | 19,964 | 59.74% | 19,187 |
| Health Insurance Expense | 223,733 | 117,233 | 52.40% | 107,617 |
| Life Insurance Expense | 5,903 | 2,543 | 43.08% | 1,466 |
| Auto Allowance Expense | 10,200 | - | 0.00% | 5,100 |
| Other Benefits | 190,809 | 101,586 | 53.24% | 64,162 |
| Unemployment Taxes | 12,960 | 3,243 | 25.02% | 155 |
| Total Salaries and Wages | 3,296,111 | 1,842,706 | 55.91% | 1,739,340 |

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

| Account Name | Budget Amount FY 2015 | Actual Year to Date 1/31/2015 | Percent of Budget | Actual Prior Yr to Date 1/31/2014 |
|---|-----------------------------|-------------------------------------|-------------------------|---|
| Administrative | | | | |
| Administrative and Office Expenses | | | | |
| Accounting | 5,000 | 4,674 | 93.48% | 7,943 |
| Auditing | 70,000 | 51,888 | 74.13% | 51,480 |
| Human Resources | 50,000 | 81,365 | 162.73% | 5,846 |
| IT Services | 63,000 | 35,746 | 56.74% | 21,367 |
| Internet | 6,700 | 824 | 12.30% | 686 |
| Software Licenses | 20,200 | 9,256 | 45.82% | 7,387 |
| Cell Phones | 12,100 | 7,141 | 59.02% | 7,001 |
| Local Telephone Service | 25,000 | 8,473 | 33.89% | 8,744 |
| Overnight Delivery Services | 1,700 | 44 | 2.62% | 165 |
| Local Delivery Services | 1,150 | - | 0.00% | - |
| Copy Machine | 8,000 | 6,304 | 78.80% | 4,377 |
| Repair & Maintenance-General | 500 | 842 | 168.34% | 921 |
| Meeting Facilities | 250 | - | 0.00% | - |
| Community Meeting/ Events | 5,000 | - | 0.00% | - |
| Meeting Expense | 17,700 | 5,022 | 28.37% | 3,341 |
| Public Notices | 2,000 | - | 0.00% | - |
| Toll Tag Expense | 1,550 | 792 | 51.09% | 141 |
| Parking | 3,400 | 1,818 | 53.47% | 1,677 |
| Mileage Reimbursement | 9,750 | 3,266 | 33.50% | 3,014 |
| Insurance Expense | 180,000 | 53,527 | 29.74% | 57,286 |
| Rent Expense | 490,000 | 221,193 | 45.14% | 210,574 |
| Legal Services | 320,000 | 89,614 | 28.00% | 94,618 |
| Total Administrative and Office Expenses | 1,293,000 | 581,789 | 45.00% | 486,568 |
| Office Supplies | | | | |
| Books & Publications | 6,650 | 1,666 | 25.06% | 1,373 |
| Office Supplies | 12,000 | 5,998 | 49.98% | 7,209 |
| Computer Supplies | 12,500 | 8,466 | 67.73% | 7,752 |
| Copy Supplies | 2,200 | 939 | 42.67% | 187 |
| Other Reports-Printing | 13,000 | 553 | 4.26% | 13 |
| Office Supplies-Printed | 2,700 | 1,073 | 39.73% | 484 |
| Misc Materials & Supplies | 3,500 | 538 | 15.36% | 1,122 |
| Postage Expense | 5,600 | 374 | 6.68% | 339 |
| Total Office Supplies | 58,150 | 19,607 | 33.72% | 18,479 |

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

| Account Name | Budget Amount FY 2015 | Actual Year to Date 1/31/2015 | Percent of Budget | Actual Prior Yr to Date 1/31/2014 |
|--|-----------------------------|-------------------------------------|-------------------------|---|
| Communications and Public Relations | | | | |
| Graphic Design Services | 50,000 | 3,521 | 7.04% | 11,819 |
| Website Maintenance | 65,000 | 2,865 | 4.41% | 17,847 |
| Research Services | 50,000 | 3,562 | 7.12% | 5,033 |
| Communications and Marketing | 150,000 | 53,184 | 35.46% | 94,254 |
| Advertising Expense | 260,000 | 52,073 | 20.03% | 33,411 |
| Direct Mail | 5,000 | 190 | 3.80% | - |
| Video Production | 30,000 | - | 0.00% | 5,050 |
| Photography | 10,000 | - | 0.00% | 1,125 |
| Radio | 10,000 | - | 0.00% | - |
| Other Public Relations | 27,500 | - | 0.00% | - |
| Promotional Items | 10,000 | 1,795 | 17.95% | 370 |
| Displays | 5,000 | - | 0.00% | - |
| Annual Report printing | 10,000 | - | 0.00% | 1,944 |
| Direct Mail Printing | 5,000 | - | 0.00% | - |
| Other Communication Expenses | 1,000 | 5,349 | 534.94% | 376 |
| Total Communications and Public Relations | 688,500 | 122,539 | 17.80% | 171,229 |
| Employee Development | | | | |
| Subscriptions | 1,850 | 937 | 50.67% | 108 |
| Memberships | 37,100 | 26,473 | 71.36% | 27,618 |
| Continuing Education | 5,550 | 3,520 | 63.42% | 596 |
| Professional Development | 12,200 | 3,000 | 24.59% | 501 |
| Other Licenses | 700 | 457 | 65.28% | 470 |
| Seminars and Conferences | 39,000 | 20,470 | 52.49% | 19,282 |
| Travel | 91,000 | 20,990 | 23.07% | 44,107 |
| Total Employee Development | 187,400 | 75,848 | 40.47% | 92,682 |
| Financing and Banking Fees | | | | |
| Trustee Fees | 16,000 | - | 0.00% | 5,913 |
| Bank Fee Expense | 10,000 | 3,135 | 31.35% | 3,291 |
| Continuing Disclosure | 8,500 | 15,647 | 184.08% | - |
| Arbitrage Rebate Calculation | 7,000 | 7,970 | 113.86% | 6,630 |
| Loan Fee Expense | 5,000 | - | 0.00% | - |
| Rating Agency Expense | 50,000 | 13,500 | 27.00% | 6,000 |
| Total Financing and Banking Fees | 96,500 | 40,252 | 41.71% | 21,834 |
| Total Administrative | 2,323,550 | 840,035 | 36.15% | 790,792 |

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

| Account Name | Budget Amount FY 2015 | Actual Year to Date 1/31/2015 | Percent of Budget | Actual Prior Yr to Date 1/31/2014 |
|---|-----------------------------|-------------------------------------|-------------------------|---|
| Operations and Maintenance | | | | |
| Operations and Mtce Consulting | | | | |
| General Engineering Consultant | 520,500 | - | 0.00% | 3,800 |
| GEC-Trust Indenture Support | 69,500 | 29,728 | 42.77% | 29,250 |
| GEC-Financial Planning Support | 47,000 | 5,436 | 11.57% | 36,715 |
| GEC-Toll Ops Support | 60,000 | 1,889 | 3.15% | 879 |
| GEC-Roadway Ops Support | 187,000 | 163,324 | 87.34% | 97,363 |
| GEC-Technology Support | 150,000 | - | 0.00% | 92,061 |
| GEC-Public Information Support | 1,000 | 679 | 67.85% | 461 |
| GEC-General Support | 225,000 | 191,185 | 84.97% | 128,107 |
| General System Consultant | 175,000 | 74,295 | 42.45% | 36,692 |
| Traffic and Revenue Consultant | 60,000 | 22,309 | 37.18% | 26,650 |
| Total Operations and Mtce Consulting | 1,495,000 | 488,846 | 32.70% | 451,978 |
| Road Operations and Maintenance | | | | |
| Roadway Maintenance | 700,000 | 386,674 | 55.24% | 24,071 |
| Landscape Maintenance | 250,000 | 121,908 | 48.76% | 65,292 |
| Signal & Illumination Maint | - | 43,211 | | 20,169 |
| Maintenance Supplies-Roadway | - | 153 | | - |
| Tools & Equipment Expense | 500 | - | 0.00% | 43 |
| Gasoline | 6,000 | 1,507 | 25.12% | 1,755 |
| Repair & Maintenance-Vehicles | 1,000 | 1,882 | 188.18% | 792 |
| Roadway Operations | 50,000 | - | 0.00% | - |
| Electricity - Roadways | 150,000 | 60,117 | 40.08% | - |
| Total Road Operations and Maintenance | 1,157,500 | 615,452 | 53.17% | 112,122 |
| Toll Processing and Collection Expense | | | | |
| Image Processing | 3,000,791 | 1,281,651 | 42.71% | 802,965 |
| Tag Collection Fees | 2,318,079 | 1,203,165 | 51.90% | 911,919 |
| Court Enforcement Costs | 45,000 | 13,955 | 31.01% | - |
| DMV Lookup Fees | 7,000 | 1,664 | 23.78% | - |
| Total Toll Processing and Collections | 5,370,870 | 2,500,435 | 46.56% | 1,714,884 |

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

| Account Name | Budget Amount FY 2015 | Actual Year to Date 1/31/2015 | Percent of Budget | Actual Prior Yr to Date 1/31/2014 |
|---|-----------------------------|-------------------------------------|-------------------------|---|
| Toll Operations Expense | | | | |
| Facility maintenance | - | 67 | | 5,577 |
| Emergency Maintenance | 10,000 | - | 0.00% | - |
| Generator Maintenance | 27,700 | 4,450 | 16.06% | - |
| Generator Fuel | 6,000 | - | 0.00% | 596 |
| Fire and Burglar Alarm | - | 247 | | - |
| Elevator Maintenance | 2,800 | - | 0.00% | - |
| Refuse | 800 | 398 | 49.81% | 255 |
| Pest Control | 1,600 | 896 | 56.00% | 512 |
| Custodial | 5,440 | 1,831 | 33.66% | 860 |
| Fiber Optic System | 40,000 | 46,299 | 115.75% | 42,099 |
| Water | 7,500 | 2,666 | 35.55% | 3,640 |
| Electricity | 30,000 | 10,166 | 33.89% | 58,200 |
| ETC spare parts expense | 130,000 | - | 0.00% | - |
| Repair & Maintenance Toll Equip | 5,000 | - | 0.00% | 170 |
| Law Enforcement | 257,500 | 124,940 | 48.52% | 177,531 |
| ETC Maintenance Contract | 1,368,000 | 682,808 | 49.91% | 322,958 |
| ETC Development | 125,000 | - | 0.00% | - |
| ETC Testing | 60,000 | - | 0.00% | - |
| Total Toll Operations | 2,077,340 | 874,768 | 42.11% | 612,398 |
| Total Operations and Maintenance | 10,100,710 | 4,479,500 | 44.35% | 2,891,382 |
| Other Expenses | | | | |
| Special Projects and Contingencies | | | | |
| HERO | 1,400,000 | 612,387 | 43.74% | 676,778 |
| Special Projects | 1,190,000 | 289,985 | 24.37% | 63,500 |
| Other Contractual Svcs | 130,200 | 29,563 | 22.71% | - |
| Contingency | 170,500 | - | 0.00% | 4,000 |
| Total Special Projects and Contingencies | 2,890,700 | 931,936 | 32.24% | 744,278 |
| Non Cash Expenses | | | | |
| Amortization Expense | 120,000 | 155,547 | 129.62% | 58,341 |
| Amort Expense - Refund Savings | 1,300,000 | 599,585 | 46.12% | 599,585 |
| Dep Exp- Furniture & Fixtures | 14,000 | - | 0.00% | - |
| Dep Expense - Equipment | 15,000 | 5,087 | 33.92% | 12,247 |

**Central Texas Regional Mobility Authority
Income Statement
All Operating Departments**

| Account Name | Budget Amount FY 2015 | Actual Year to Date 1/31/2015 | Percent of Budget | Actual Prior Yr to Date 1/31/2014 |
|------------------------------------|-----------------------------|-------------------------------------|-------------------------|---|
| Dep Expense - Autos & Trucks | 7,000 | 4,024 | 57.49% | 4,024 |
| Dep Expense-Buildng & Toll Fac | 200,000 | 103,317 | 51.66% | 103,317 |
| Dep Expense-Highways & Bridges | 19,000,000 | 9,690,966 | 51.01% | 5,253,632 |
| Dep Expense-Communic Equip | 200,000 | 114,401 | 57.20% | 114,401 |
| Dep Expense-Toll Equipment | 1,860,000 | 1,599,989 | 86.02% | 902,111 |
| Dep Expense - Signs | 350,000 | 188,050 | 53.73% | 141,615 |
| Dep Expense-Land Improvemts | 600,000 | 510,408 | 85.07% | 298,597 |
| Depreciation Expense-Computers | 28,000 | 15,952 | 56.97% | 13,614 |
| Total Non Cash Expenses | 23,694,000 | 12,987,325 | 54.81% | 7,501,484 |
| Total Other Expenses | 26,584,700 | 13,919,261 | 52.36% | 8,245,762 |
| Non Operating Expenses | | | | |
| Non Operating Expense | | | | |
| Bond issuance expense | 50,000 | 124,546 | 249.09% | 22,121 |
| Interest Expense | 44,384,714 | 24,026,542 | 54.13% | 8,517,168 |
| Community Initiatives | 65,000 | 46,000 | 70.77% | 50,000 |
| Total Non Operating Expense | 44,499,714 | 24,197,088 | 54.38% | 8,589,289 |
| Total Expenses | \$ 86,804,785 | \$ 45,278,591 | 52.16% | \$ 22,256,565 |
| Net Income | \$ (32,585,413) | \$ 50,606,631 | | \$ 43,826,780 |

Central Texas Regional Mobility Authority
Statement of Cash Flows - FY 2015
as of January 31, 2015

Cash flows from operating activities:

| | |
|---|-------------------|
| Receipts from Department of Transportation | \$ 58,893,099 |
| Receipts from toll fees | 29,758,862 |
| Receipts from other fees | - |
| Receipts from interest income | 269,767 |
| Receipts from other sources | 14,291,779 |
| Payments to vendors | (7,006,319) |
| Payments to employees and benefits | (1,857,661) |
| Net cash flows used in operating activities | <u>94,349,528</u> |

Cash flows from capital and related financing activities:

| | |
|---|---------------------|
| Payments on interest | (39,951,691) |
| Payment on Bonds/Notes | (4,794,562) |
| Acquisitions of property and equipment | (21,677) |
| Acquisitions of construction in progress | (45,900,569) |
| Reduction of Construction Payable (Maha Loop) | (5,301,788) |
| Proceeds from Loans and Notes | - |
| Net cash flows used in capital and related financing activities | <u>(95,970,287)</u> |

Cash flows from investing activities:

| | |
|---|-------------------|
| Purchase of investments | - |
| Proceeds from sale or maturity of investments | 28,084,000 |
| Net cash flows provided by investing activities | <u>28,084,000</u> |

| | |
|---|-----------------------|
| Net increase in cash and cash equivalents | 26,463,241 |
| Cash and cash equivalents at beginning of July 2014 | 221,352,797 |
| Cash and cash equivalents at end of January 2015 | <u>\$ 247,816,038</u> |

INVESTMENTS by FUND

| | | Balance | | |
|---|----------------------|--------------------------|----------------------|--------------------------|
| | | January 31, 2015 | | |
| Renewal & Replacement Fund | | | | |
| TexSTAR | 3,107.03 | | TexSTAR | 8,783,857.20 |
| Regions Sweep | 450,508.60 | | CD's | 5,000,000.00 |
| Agencies | | 453,615.63 | Regions Sweep | 229,127,632.14 |
| TxDOT Grant Fund | | | Agencies | 20,796,759.15 |
| TexSTAR | 82,209.16 | | | |
| Regions Sweep | 3,702,503.55 | | | |
| CD's | | | | |
| Agencies | 5,712,388.10 | 9,497,100.81 | | \$ 263,708,248.49 |
| Senior Debt Service Reserve Fund | | | | |
| TexSTAR | 590,136.71 | | | |
| Regions Sweep | 42,742,857.60 | | | |
| Agencies | 5,001,884.62 | 48,334,878.93 | | |
| 2010 Senior Lien DSF | | | | |
| Regions Sweep | 286,603.88 | | | |
| TexSTAR | - | 286,603.88 | | |
| 2011 Debt Service Acct | | | | |
| Regions Sweep | 6,377,373.70 | 6,377,373.70 | | |
| 2013 Sr Debt Service Acct | | | | |
| Regions Sweep | 1,101,608.17 | 1,101,608.17 | | |
| 2013 Sub Debt Service Account | | | | |
| Regions Sweep | 469,671.33 | 469,671.33 | | |
| 2010 Senior Lien DSRF | | | | |
| Regions Sweep | - | - | | |
| 2011 Sub Debt DSRF | | | | |
| Regions Sweep | 2,026,349.37 | | | |
| CD's | 5,000,000.00 | 7,026,349.37 | | |
| 2011 Sub DSF | | | | |
| Regions Sweep | 395,527.18 | 395,527.18 | | |
| Operating Fund | | | | |
| TexSTAR | 680,992.17 | | | |
| TexSTAR-Trustee | 2,469,853.40 | | | |
| Regions Sweep | - | 3,150,845.57 | | |
| Revenue Fund | | | | |
| TexSTAR | 1.00 | | | |
| Regions Sweep | 2,646,053.08 | 2,646,054.08 | | |
| General Fund | | | | |
| TexSTAR | 53.78 | | | |
| Regions Sweep | 18,835,430.96 | | | |
| Agencies | 5,003,535.44 | 23,839,020.18 | | |
| 2013 Sub Debt Service Reserve Fund | | | | |
| Regions Sweep | 3,331,249.60 | | | |
| Agencies | 5,078,950.99 | 8,410,200.59 | | |
| MoPac Construction Fund | | | | |
| Regions Sweep | 91,247,222.60 | 91,247,222.60 | | |
| 2010-1 Sub Lien Projects Fund | | | | |
| TexSTAR | 785,724.00 | | | |
| Regions Sweep | - | 785,724.00 | | |
| 2010 Senior Lien Construction Fund | | | | |
| TexSTAR | 1.19 | | | |
| Regions Sweep | 99,190.34 | 99,191.53 | | |
| 2011 Sub Debt Project fund | | | | |
| TexSTAR | 4,171,659.10 | | | |
| Agencies | | | | |
| Regions Sweep | 22,294,975.11 | 26,466,634.21 | | |
| 2011 Sr Financial Assistance Fund | | | | |
| Regions Sweep | 18,295,676.10 | 18,295,676.10 | | |
| 2011 Senior Lien Project Fund | | | | |
| TexSTAR | 119.66 | | | |
| Regions Sweep | 298,751.90 | | | |
| Agencies | | 298,871.56 | | |
| 45SW Trust Account Hays County | | | | |
| Regions Sweep | 500,203.60 | 500,203.60 | | |
| 45SW Trust Account Travis County | | | | |
| Regions Sweep | 14,025,875.47 | 14,025,875.47 | | |
| | | <u>\$ 263,708,248.49</u> | | |

CTRMA INVESTMENT REPORT

| Month Ending 1/31/2015 | | | | | | |
|---|-----------------------|--------------------------|------------------|------------------|----------------------|-----------------------|
| Balance 1/1/2015 | Additions | Discount Amortization | Accrued Interest | Withdrawals | Balance 1/31/2015 | Rate Jan 15 |
| Amount in Trustee TexStar | | | | | | |
| 2011 Sub Lien Construction Fund | 4,171,466.93 | | 192.17 | | 4,171,659.10 | 0.057% |
| 2011 Senior Lien Construction Fund | 119.66 | | | | 119.66 | 0.057% |
| 2010 Senior Lien Construction Fund | 1.19 | | | | 1.19 | 0.057% |
| 2010-1 Sub Lien Projects | 785,687.80 | | 36.20 | | 785,724.00 | 0.057% |
| General Fund | 53.78 | | | | 53.78 | 0.057% |
| Trustee Operating Fund | 3,369,707.32 | 1,100,000.00 | 146.08 | 2,000,000.00 | 2,469,853.40 | 0.057% |
| Renewal and Replacement | 3,106.97 | | 0.06 | | 3,107.03 | 0.057% |
| TxDOT Grant Fund | 82,205.36 | | 3.80 | | 82,209.16 | 0.057% |
| Revenue Fund | 1.00 | | | | 1.00 | 0.057% |
| Senior Lien Debt Service Reserve Fund | 590,109.52 | | 27.19 | | 590,136.71 | 0.057% |
| | 9,002,459.53 | 1,100,000.00 | | 405.50 | 2,000,000.00 | 8,102,865.03 |
| Amount in TexStar Operating Fund | | | | | | |
| | 680,960.03 | 2,000,000.00 | | 32.14 | 2,000,000.00 | 680,992.17 |
| Regions Sweep Money Market Fund | | | | | | |
| Operating Fund | 0.00 | 1,100,000.00 | | 1,100,000.00 | 0.00 | 0.100% |
| 45SW Trust Account Travis County | 14,826,182.61 | | 1,008.18 | 801,315.32 | 14,025,875.47 | 0.100% |
| 45SW Trust Account Hays County | 500,169.62 | | 33.98 | | 500,203.60 | 0.100% |
| 2010 Senior Lien Project Acct | 115,869.51 | | 7.87 | 16,687.04 | 99,190.34 | 0.100% |
| 2011 Sub Lien Project Acct | 22,615,464.64 | | 1,666.23 | 322,155.76 | 22,294,975.11 | 0.100% |
| 2011 Senior Lien Project Acct | 298,731.60 | | 20.30 | | 298,751.90 | 0.100% |
| 2011 Sr Financial Assistance Fund | 24,153,561.28 | | 1,614.82 | 5,859,500.00 | 18,295,676.10 | 0.100% |
| 2010 Senior DSF | 1,861,852.31 | 286,184.22 | 117.35 | 1,861,550.00 | 286,603.88 | 0.100% |
| 2011 Senior Lien Debt Service Acct | 8,950,026.06 | 6,373,346.51 | 607.38 | 8,946,606.25 | 6,377,373.70 | 0.100% |
| 2011 Sub Debt Service Fund | 2,364,471.96 | 393,394.57 | 160.65 | 2,362,500.00 | 395,527.18 | 0.100% |
| 2013 Senior Lien Debt Service Acct | 6,463,218.18 | 1,099,953.37 | 411.62 | 6,461,975.00 | 1,101,608.17 | 0.100% |
| 2013 Subordinate Debt Service Acct | 3,767,565.85 | 468,715.73 | 239.75 | 3,766,850.00 | 469,671.33 | 0.100% |
| TxDOT Grant Fund | 3,702,252.00 | | 251.55 | | 3,702,503.55 | 0.100% |
| Renewal and Replacement | 450,473.41 | | 35.19 | | 450,508.60 | 0.100% |
| Revenue Fund | 2,859,296.39 | 5,071,662.09 | 144.84 | 5,285,050.24 | 2,646,053.08 | 0.100% |
| General Fund | 17,785,186.39 | 2,473,335.36 | 1,099.07 | 1,424,189.86 | 18,835,430.96 | 0.100% |
| 2011 Sub Debt Service Reserve Fund | 2,026,211.70 | | 137.67 | | 2,026,349.37 | 0.100% |
| Senior Lien Debt Service Reserve Fund | 42,740,244.73 | | 2,612.87 | | 42,742,857.60 | 0.100% |
| 2013 Sub Debt Service Reserve Fund | 3,331,023.27 | | 226.33 | | 3,331,249.60 | 0.100% |
| MoPac Managed Lane Construction Fund | 92,417,104.33 | | 5,750.09 | 1,175,631.82 | 91,247,222.60 | 0.100% |
| | 251,228,905.84 | 17,266,591.85 | 0.00 | 16,145.74 | 39,384,011.29 | 229,127,632.14 |

CTRMA INVESTMENT REPORT

Rate
Jan 15

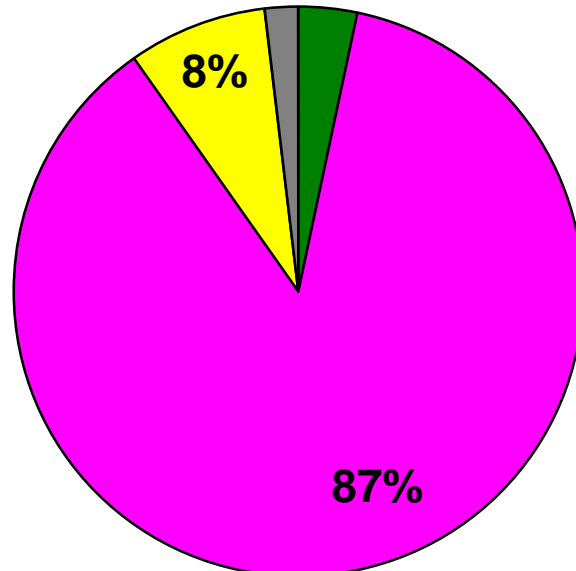
| Month Ending 1/31/2015 | | | | | |
|--|----------------------|--------------------------|------------------|----------------------|-----------------------|
| Balance 1/1/2015 | Additions | Discount Amortization | Accrued Interest | Withdrawals | Balance 1/31/2015 |
| Amount in Fed Agencies and Treasuries | | | | | |
| Amortized Principal | | | | | |
| 32,827,914.63 | | (20,107.35) | | 12,000,000.00 | 20,807,807.28 |
| 32,827,914.63 | 0.00 | | | | 20,807,807.28 |
| Certificates of Deposit | | | | | |
| 5,000,000.00 | | | | | 5,000,000.00 |
| 9,683,419.56 | 3,100,000.00 | | 437.64 | 4,000,000.00 | 8,783,857.20 |
| 251,228,905.84 | 17,266,591.85 | | 16,145.74 | 39,384,011.29 | 229,127,632.14 |
| 32,827,914.63 | | (20,107.35) | | 12,000,000.00 | 20,807,807.28 |
| Total Invested | 20,366,591.85 | (20,107.35) | 16,583.38 | 55,384,011.29 | 263,719,296.62 |

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

William Chapman, CFO

Cindy Demers, Controller

Allocation of Funds 3%



■ Total in Pools

■ Total in Money Market

■ Total in Fed Agencies

■ Total in CD's

Amount of investments As of January 31, 2015

| Agency | CUSIP # | COST | Book Value | Market Value | Yield to Maturity | Purchased | Matures | FUND |
|------------------------|-----------|--------------|---------------|---------------|-------------------|-----------|------------|------------------|
| Federal Home Loan Bank | 313378LX7 | 4,013,754.20 | 4,002,578.92 | 4,004,080.00 | 0.0267% | 1/9/2014 | 4/30/2015 | General |
| Federal Home Loan Bank | 313378M57 | 1,004,065.22 | 1,000,956.52 | 1,001,390.00 | 0.0028% | 1/9/2014 | 5/29/2015 | General |
| Freddie Mac | 3137EADD8 | 1,004,940.00 | 1,000,494.00 | 1,000,700.00 | 0.2290% | 12/3/2012 | 4/17/2015 | TxDOT Grant Fund |
| Northside ISD | 66702RAG7 | 1,057,700.00 | 1,001,923.33 | 1,001,050.00 | 0.3580% | 12/5/2012 | 2/15/2015 | TxDOT Grant Fund |
| Federal Home Loan Bank | 313371KG0 | 1,019,000.00 | 1,007,772.73 | 1,008,930.00 | 0.3912% | 1/9/2014 | 10/28/2015 | TxDOT Grant Fund |
| Fannie Mae | 3135G0QB2 | 1,001,990.00 | 1,000,814.09 | | 0.0381% | 1/9/2014 | 10/22/2015 | TxDOT Grant Fund |
| Fannie Mae | 3135G0QB2 | 1,703,383.00 | 1,701,383.95 | 2,705,481.00 | 0.0381% | 1/9/2014 | 10/22/2015 | TxDOT Grant Fund |
| Federal Home Loan Bank | 313371W51 | Matured | Matured | Matured | 0.2646% | 2/8/2013 | 12/12/2014 | Senior DSRF |
| Fannie Mae | 3135G0VA8 | 5,003,500.00 | 5,001,884.62 | 5,013,950.00 | 0.0468% | 1/23/2014 | 3/1/3016 | Senior DSRF |
| Federal Home Loan Bank | 31398A3T7 | 5,164,996.34 | 5,078,950.99 | 5,083,899.52 | 0.3660% | 1/9/2014 | 9/21/2015 | 2013 Sub DSRF |
| | | | 20,796,759.15 | 20,819,480.52 | | | | |

| Agency | CUSIP # | COST | Cumulative Amortization | 1/31/2015 | | Interest Income January 31, 2015 | | |
|------------------------|-----------|---------------|-------------------------|---------------|----------------|----------------------------------|--------------|-----------------|
| | | | | Book Value | Maturity Value | Accrued Interest | Amortization | Interest Earned |
| Federal Home Loan Bank | 313378LX7 | 4,013,754.20 | 11,175.28 | 4,002,578.92 | 4,000,000.00 | 1,766.67 | (859.64) | 907.03 |
| Federal Home Loan Bank | 313378M57 | 1,004,065.22 | 3,108.70 | 1,000,956.52 | 1,000,000.00 | 475.00 | (239.13) | 235.87 |
| Freddie Mac | 3137EADD8 | 1,004,940.00 | 4,446.00 | 1,000,494.00 | 1,000,000.00 | 416.67 | (164.67) | 252.00 |
| Northside ISD | 66702RAG7 | 1,057,700.00 | 55,776.67 | 1,001,923.33 | 1,000,000.00 | 2,500.00 | (1,923.33) | 576.67 |
| Federal Home Loan Bank | 313371KG0 | 1,019,000.00 | 11,227.27 | 1,007,772.73 | 1,000,000.00 | 1,208.33 | (863.64) | 344.69 |
| Fannie Mae | 3135G0QB2 | 1,001,990.00 | 1,175.91 | 1,000,814.09 | 1,000,000.00 | 416.67 | (90.45) | 326.22 |
| Fannie Mae | 3135G0QB2 | 1,703,383.00 | 1,999.05 | 1,701,383.95 | 1,700,000.00 | 708.33 | (153.77) | 554.56 |
| Federal Home Loan Bank | 313371W51 | Matured | Matured | Matured | 12,000,000.00 | 12,500.00 | (9,059.25) | 3,440.75 |
| Fannie Mae | 3135G0VA8 | 5,003,500.00 | 1,615.38 | 5,001,884.62 | 5,000,000.00 | 2,083.33 | (134.62) | 1,948.71 |
| Federal Home Loan Bank | 31398A3T7 | 5,164,996.34 | 86,045.35 | 5,078,950.99 | 5,026,000.00 | 8,376.67 | (6,618.87) | 1,757.80 |
| | | 20,973,328.76 | 176,569.61 | 20,796,759.15 | 32,726,000.00 | 30,451.67 | (20,107.37) | 10,344.30 |

January 31, 2015

Certificates of Deposit Outstanding

| Bank | CUSIP # | COST | Yield to Maturity | Purchased | Matures | January 31, 2015 Interest | FUND |
|--------------|----------|------------------|-------------------|-----------|----------|---------------------------|---------------|
| Compass Bank | CD 02636 | 5,000,000 | 0.35% | 2/5/2013 | 2/5/2015 | \$ 1,458.33 | 2011 Sub DSRF |
| | | <u>5,000,000</u> | | | | <u>\$ 1,458.33</u> | |

Travis County Escrow account

| Balance | | Accrued | | Balance |
|-----------------|-----------|-----------|---------------|-----------------|
| 1/1/2015 | Additions | Interest | Withdrawals | 1/31/2015 |
| \$ 9,322,432.80 | | \$ 632.56 | \$ 942,906.28 | \$ 8,380,159.08 |



Monthly Newsletter - January 2015

Performance

As of January 31, 2015

| | |
|---------------------------------------|--------------------|
| Current Invested Balance | \$5,795,866,262.14 |
| Weighted Average Maturity (1) | 49 Days |
| Weighted Average Maturity (2) | 77 Days |
| Net Asset Value | 1.000076 |
| Total Number of Participants | 791 |
| Management Fee on Invested Balance | 0.05%* |
| Interest Distributed | \$474,817.26 |
| Management Fee Collected | \$227,674.98 |
| % of Portfolio Invested Beyond 1 Year | 2.58% |
| Standard & Poor's Current Rating | AAAm |

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

January Averages

| | |
|--|--------------------|
| Average Invested Balance | \$5,361,234,470.49 |
| Average Monthly Yield, on a simple basis | 0.0542% |
| Average Weighted Average Maturity (1)* | 50 Days |
| Average Weighted Average Maturity (2)* | 77 Days |

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

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

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

Holiday Reminder

In observance of Presidents' Day, **TexSTAR will be closed Monday, February 16, 2015.** All ACH transactions initiated on Friday, February 13th will settle on Tuesday, February 17th.

Economic Commentary

Financial assets around the world had a volatile start to the year as multiple economic crosswinds buffeted the global markets in January. Early year risk aversion drove down Treasury yields to remarkably low levels as a poor earnings season hampered the performance of the S&P 500 Index, which had its worst monthly performance since January 2014. The volatility in financial markets saw investors move into U.S. Treasuries. The 10-year Treasury yield fell 53 basis points (bps) to 1.66%, the biggest monthly decline in over three years. The Federal Open Market Committee (FOMC) met on January 28th and maintained their policy rate between 0% and 0.25%. The statement was broadly neutral, acknowledging both the strengthening output and labor markets as well as the soft inflation outlook.

In response to the sharp decline in inflation and inflation expectations, the European Central Bank (ECB) embarked on a new chapter in its history by announcing a quantitative easing (QE) program to the tune of €60 billion a month, largely comprised of purchases of eurozone sovereign debt. The asset purchase program is scheduled to begin in March and last until September 2016, adding approximately €1.1 trillion to the ECB's balance sheet. Since the announcement, the euro has depreciated against other major currencies. It fell by 6.7% against the U.S. dollar in January.

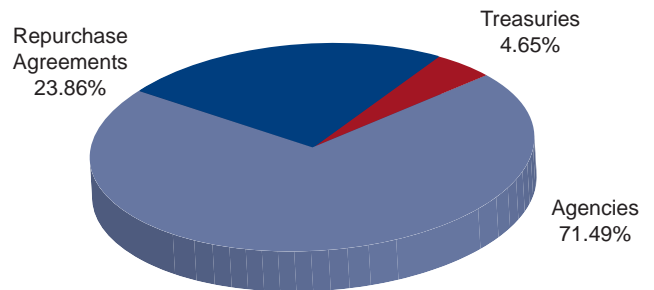
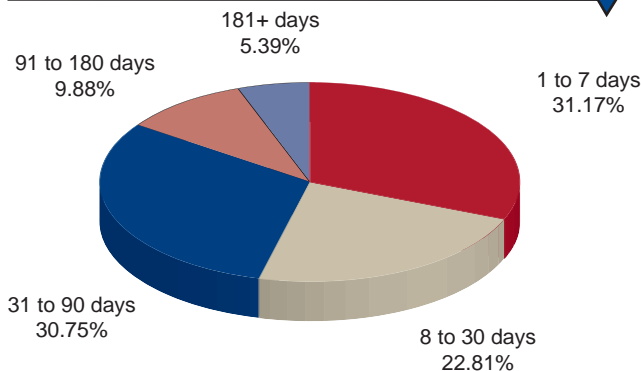
Growth in the U.S. is expected to expand in 2015, as the U.S. consumer gains momentum. Lower gasoline prices are expected to keep confidence high and spending strong. The consumer starts 2015 with a high savings rate, providing ample room to indulge after several years of belt-tightening. The foundations for an improving housing sector continue to mount. Improved real incomes, improved confidence amongst the under 35 year age group, looser lending standards and an uptick in household formations should lead to more housing activity in 2015. Outside of the U.S., growth remains sluggish, and the strengthening dollar will have an impact on export price competitiveness. The International Monetary Fund (IMF) has downgraded its forecast for global economic growth for 2015 by 0.3%, to 3.5%. The downgrade comes despite the economic boost provided by lower commodity prices. The IMF cited weaker investment outside the U.S. and growth fears in emerging markets such as Russia and China as the primary reasons for its action. The latest FOMC statement reiterated that the Fed will be "patient" before raising interest rates, but sent a mixed message on the factors that will determine liftoff: sounding more upbeat on the U.S. economy but also noting that "international developments" will be a factor in deciding the first rate hike. This has not changed expectations that the first rate hike will likely occur in the middle of this year. However, their decision will certainly depend on the data; and the impact of the U.S. dollar's appreciation on global growth will probably also be a factor.

This information is an excerpt from an economic report dated January 2015 provided to TexSTAR by JP Morgan Asset Management, Inc., the investment manager of the TexSTAR pool.

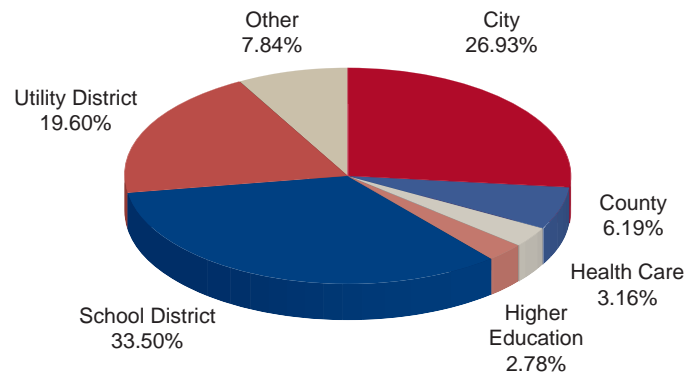
For more information about TexSTAR, please visit our web site at www.texstar.org.

Information at a Glance

Portfolio by Type of Investment As of January 31, 2015



Portfolio by Maturity As of January 31, 2015



Distribution of Participants by Type As of January 31, 2015

Historical Program Information

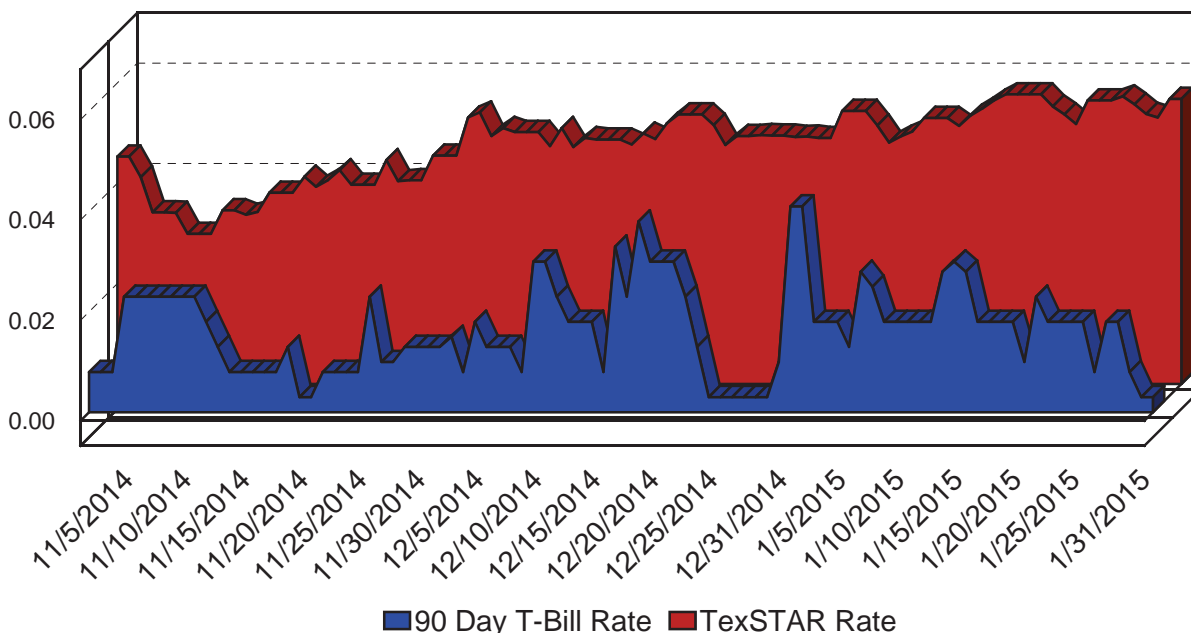
| Month | Average Rate | Book Value | Market Value | Net Asset Value | WAM (1)* | WAM (2)* | Number of Participants |
|--------|--------------|--------------------|--------------------|-----------------|----------|----------|------------------------|
| Jan 15 | 0.0542% | \$5,795,866,262.14 | \$5,796,287,813.37 | 1.000076 | 50 | 77 | 791 |
| Dec 14 | 0.0501% | 5,158,234,676.14 | 5,158,405,384.45 | 1.000037 | 51 | 80 | 790 |
| Nov 14 | 0.0387% | 4,453,961,626.26 | 4,454,149,924.27 | 1.000042 | 52 | 84 | 790 |
| Oct 14 | 0.0385% | 4,433,918,584.81 | 4,434,061,738.75 | 1.000043 | 50 | 82 | 788 |
| Sep 14 | 0.0317% | 4,479,282,436.21 | 4,479,598,265.68 | 1.000070 | 50 | 80 | 788 |
| Aug 14 | 0.0350% | 4,815,579,162.38 | 4,815,792,254.70 | 1.000043 | 52 | 83 | 788 |
| Jul 14 | 0.0323% | 4,816,487,266.54 | 4,816,599,027.29 | 1.000023 | 52 | 81 | 788 |
| Jun 14 | 0.0322% | 4,682,201,994.16 | 4,682,381,855.14 | 1.000038 | 50 | 76 | 788 |
| May 14 | 0.0273% | 5,188,136,060.86 | 5,188,307,944.39 | 1.000034 | 52 | 74 | 786 |
| Apr 14 | 0.0379% | 5,297,751,521.64 | 5,298,035,810.85 | 1.000053 | 51 | 71 | 784 |
| Mar 14 | 0.0400% | 5,447,221,784.71 | 5,447,546,676.56 | 1.000059 | 51 | 66 | 784 |
| Feb 14 | 0.0318% | 5,890,162,246.46 | 5,890,513,830.50 | 1.000066 | 49 | 65 | 783 |

Portfolio Asset Summary as of January 31, 2015

| | Book Value | Market Value |
|--------------------------------------|----------------------------|----------------------------|
| Uninvested Balance | \$ 268,607.74 | \$ 268,607.74 |
| Accrual of Interest Income | 5,037,561.27 | 5,037,561.27 |
| Interest and Management Fees Payable | (547,837.96) | (547,837.96) |
| Payable for Investment Purchased | (25,000,000.00) | (25,000,000.00) |
| Repurchase Agreement | 1,387,563,000.00 | 1,387,563,000.00 |
| Government Securities | 4,428,544,931.09 | 4,428,966,482.32 |
| Total | \$ 5,795,866,262.14 | \$ 5,796,287,813.37 |

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

TexSTAR versus 90-Day Treasury Bill



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

Daily Summary for January 2015

| Date | Mny Mkt Fund Equiv. [SEC Std.] | Daily Allocation Factor | TexSTAR Invested Balance | Market Value Per Share | WAM Days (1)* | WAM Days (2)* |
|-----------|--------------------------------|-------------------------|--------------------------|------------------------|---------------|---------------|
| 1/1/2015 | 0.0490% | 0.000001343 | \$5,158,234,676.14 | 1.000037 | 46 | 73 |
| 1/2/2015 | 0.0544% | 0.000001491 | \$5,163,686,551.74 | 1.000045 | 45 | 72 |
| 1/3/2015 | 0.0544% | 0.000001491 | \$5,163,686,551.74 | 1.000045 | 45 | 72 |
| 1/4/2015 | 0.0544% | 0.000001491 | \$5,163,686,551.74 | 1.000045 | 45 | 72 |
| 1/5/2015 | 0.0515% | 0.000001412 | \$5,235,547,277.93 | 1.000029 | 44 | 70 |
| 1/6/2015 | 0.0481% | 0.000001319 | \$5,239,005,589.23 | 1.000039 | 45 | 70 |
| 1/7/2015 | 0.0493% | 0.000001350 | \$5,206,267,263.89 | 1.000045 | 50 | 76 |
| 1/8/2015 | 0.0503% | 0.000001379 | \$5,177,399,606.99 | 1.000050 | 54 | 80 |
| 1/9/2015 | 0.0530% | 0.000001451 | \$5,317,433,122.94 | 1.000045 | 50 | 76 |
| 1/10/2015 | 0.0530% | 0.000001451 | \$5,317,433,122.94 | 1.000045 | 50 | 76 |
| 1/11/2015 | 0.0530% | 0.000001451 | \$5,317,433,122.94 | 1.000045 | 50 | 76 |
| 1/12/2015 | 0.0514% | 0.000001407 | \$5,266,015,336.09 | 1.000048 | 50 | 76 |
| 1/13/2015 | 0.0535% | 0.000001467 | \$5,314,051,739.05 | 1.000049 | 51 | 76 |
| 1/14/2015 | 0.0549% | 0.000001504 | \$5,312,718,154.37 | 1.000061 | 51 | 77 |
| 1/15/2015 | 0.0565% | 0.000001548 | \$5,254,640,493.70 | 1.000047 | 53 | 77 |
| 1/16/2015 | 0.0577% | 0.000001582 | \$5,286,045,379.29 | 1.000053 | 51 | 79 |
| 1/17/2015 | 0.0577% | 0.000001582 | \$5,286,045,379.29 | 1.000053 | 51 | 79 |
| 1/18/2015 | 0.0577% | 0.000001582 | \$5,286,045,379.29 | 1.000053 | 51 | 79 |
| 1/19/2015 | 0.0577% | 0.000001582 | \$5,286,045,379.29 | 1.000053 | 51 | 79 |
| 1/20/2015 | 0.0553% | 0.000001516 | \$5,284,395,852.44 | 1.000061 | 52 | 79 |
| 1/21/2015 | 0.0537% | 0.000001471 | \$5,374,903,842.58 | 1.000056 | 53 | 81 |
| 1/22/2015 | 0.0518% | 0.000001419 | \$5,451,002,578.71 | 1.000065 | 52 | 82 |
| 1/23/2015 | 0.0565% | 0.000001547 | \$5,449,578,041.57 | 1.000069 | 51 | 81 |
| 1/24/2015 | 0.0565% | 0.000001547 | \$5,449,578,041.57 | 1.000069 | 51 | 81 |
| 1/25/2015 | 0.0565% | 0.000001547 | \$5,449,578,041.57 | 1.000069 | 51 | 81 |
| 1/26/2015 | 0.0573% | 0.000001571 | \$5,526,815,922.67 | 1.000068 | 50 | 80 |
| 1/27/2015 | 0.0557% | 0.000001527 | \$5,607,691,248.82 | 1.000057 | 50 | 79 |
| 1/28/2015 | 0.0538% | 0.000001475 | \$5,602,569,293.32 | 1.000060 | 52 | 81 |
| 1/29/2015 | 0.0531% | 0.000001456 | \$5,659,002,519.14 | 1.000077 | 52 | 81 |
| 1/30/2015 | 0.0568% | 0.000001556 | \$5,795,866,262.14 | 1.000076 | 49 | 77 |
| 1/31/2015 | 0.0568% | 0.000001556 | \$5,795,866,262.14 | 1.000076 | 49 | 77 |
| Average | 0.0542% | 0.000001486 | \$5,361,234,470.49 | | 50 | 77 |

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



TexSTAR Board Members

| | | |
|----------------------------|--|--|
| <i>William Chapman</i> | <i>Central Texas Regional Mobility Authority</i> | <i>Governing Board President</i> |
| <i>Nell Lange</i> | <i>City of Frisco</i> | <i>Governing Board Vice President</i> |
| <i>Kenneth Huewitt</i> | <i>Houston ISD</i> | <i>Governing Board Treasurer</i> |
| <i>Michael Bartolotta</i> | <i>First Southwest Company</i> | <i>Governing Board Secretary</i> |
| <i>Joni Freeman</i> | <i>JP Morgan Chase</i> | <i>Governing Board Asst. Sec./Treas.</i> |
| <i>Eric Cannon</i> | <i>Town of Addison</i> | <i>Advisory Board</i> |
| <i>Nicole Conley</i> | <i>Austin ISD</i> | <i>Advisory Board</i> |
| <i>Pamela Moon</i> | <i>City of Lubbock</i> | <i>Advisory Board</i> |
| <i>Monte Mercer</i> | <i>North Central TX Council of Government</i> | <i>Advisory Board</i> |
| <i>Oscar Cardenas</i> | <i>Northside ISD</i> | <i>Advisory Board</i> |
| <i>Stephen Fortenberry</i> | <i>Plano ISD</i> | <i>Advisory Board</i> |
| <i>Becky Brooks</i> | <i>Government Resource Associates, LLC</i> | <i>Advisory Board</i> |

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



J.P.Morgan
Asset Management



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #5 SUMMARY

Discuss concepts of proposed improvements and change orders for the MoPac Improvement Project.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: TBD

Funding Source: Project Funds

Board Action Required: By motion, as appropriate

Description of Matter:

Discussion of the currently identified significant potential Owner-Directed Changes on the MoPac Improvement Project.

Reference: List of Potential Owner-Directed Change Orders

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

MoPac Improvement Project

Significant Potential Owner-Directed Changes

Structural Items

- **Structural Repair of Ramps at RM 2222 and Westover Road**

Reason for Change – Address existing issues now during project construction; limiting number of disruptions to traveling public. Repairs will address existing issues of settlement, movement, and separation that is occurring at these structures.

- **Pavement Repairs at Parmer Lane**

Reason for Change – Address existing issues now during project construction; limiting number of disruptions to traveling public. Repairs will address the issue of existing recurrent pavement failure at the north end of the project.

Operational Items

- **Widening of Northbound Exit Ramps at 35th Street and 45th Street**

Reason for Change – Address existing issues now during project construction; limiting number of disruptions to traveling public. Improve operations of intersections by providing additional vehicle storage and facilitating right-turn movements

- **5th Street Exit Ramp Reconfiguration**

Reason for Change - Improve operations by eliminating merge for express lane traffic; offer option of 5th Street or Cesar Chavez Street exits for express lane traffic.

- **Enfield Pedestrian Improvements**

Reason for Change – Provide wider sidewalks under MoPac to enhance connectivity and safety for pedestrians and bicyclists.

- **Windsor Road Yield to Pedestrians**

Reason for Change – Improve safety for pedestrians crossing the northbound entrance ramp to MoPac from westbound traffic on Windsor Road.

- **Bicycle / Pedestrian Improvements (RM 2222, Far West Blvd, COT Hwy, and Anderson Lane)**

Reason for Change – Improve safety and connectivity for bicyclists and pedestrians through the construction of bike lanes and refuge islands to provide separation from vehicular traffic.

- **Landscape and Hardscape Improvements (45th Street, Westover Road, Windsor Road, Enfield Road)**

Reason for Change – Improvements will provide better delineation of movements in the intersections; improving safety for pedestrians, bicyclists and motorists. The improvements will also significantly enhance the visual appearance of the corridor intersections and reduce future maintenance requirements and costs.

Aesthetic Items

- **Paint Traffic Barrier**

Reason for Change - Provide uniform visual appearance throughout the project corridor, consistent with sound walls and bridge structures.



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #6 SUMMARY

Approve an amendment to the contract with CP&Y Inc. for preliminary engineering and environmental services on the 183 North Mobility project.

Strategic Plan Relevance: Regional Mobility
Department: Engineering
Associated Costs: \$387,771.91
Funding Source: General Fund, Reimbursed with STP-MM Funds
Board Action Required: Yes

Description of Matter: On August 2, 2013, the Mobility Authority entered into a Master Contract and Work Authorization No. 1 with CP&Y Inc. for preliminary engineering and environmental services necessary to implement the 183 North Mobility Project. This amendment provides for extended and additional services to be delivered by the engineer that were not included in the original scope of work. The need for additional services is the result of the extension of the project study area and additional alternatives for analysis and evaluation, including two express lanes and additional general purpose lanes.

Reference: Draft Resolution
Contact: Wesley M. Burford, P.E. Director of Engineering

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

RESOLUTION NO. 15-___

**APPROVING AN AMENDMENT TO THE CONTRACT WITH
CP&Y INC. FOR PRELIMINARY ENGINEERING AND
ENVIRONMENTAL SERVICES ON THE 183 NORTH MOBILITY PROJECT.**

WHEREAS, by Resolution No. 13-023 dated March 27, 2013, the Board of Directors authorized the Executive Director to finalize and execute a professional services contract with CP&Y Inc. (“CP&Y”) for preliminary engineering and environmental services for development of the 183 North Mobility Project (the “Project”); and

WHEREAS, the scope of services needed for the Project has increased as a result of an extension of the project study area and alternatives for analysis and evaluation of the Project, including two express lanes and additional general purpose lanes; and

WHEREAS, the Executive Director and CP&Y have discussed and agreed to a proposed amendment to the contract for CP&Y to provide the expanded scope of services, a copy of which has been provided to the Board as agenda backup information for this resolution.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby authorizes the Executive Director to negotiate and execute an amendment to the contract with CP&Y Inc. in the form or substantially the form provided to the Board as agenda backup information, in an amount not to exceed \$387,771.91.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of February, 2015.

Submitted and reviewed by:

Approved:

Andrew Martin, General Counsel

Ray A. Wilkerson
Chairman, Board of Directors

**AMENDMENT NO. 1
TO THE
CONTRACT FOR ENGINEERING SERVICES**

This Amendment No. 1 to the Contract for Engineering Services (“Amendment No. 1”) is between the Central Texas Regional Mobility Authority (“Authority”) and CP&Y, Inc. (“Engineer”) and is effective on _____, 2015.

WHEREAS, the Authority and the Engineer entered into that certain Contract for Engineering Services effective August 2, 2013, (the “Contract”) and that certain Work Authorization No. 01 effective August 2, 2013, (which, together with the Contract, are referred to herein as the “Contract Documents”) wherein the Authority contracted with the Engineer for engineering services for the US 183 North Project; and

WHEREAS, the Authority and Engineer wish to amend the Contract Documents to establish terms and conditions for an additional scope of services to be provided by Engineer beyond the existing Contract Documents.

The Authority and Engineer hereby amend the Contract as follows:

PART I: In addition to the scope of services set forth in Work Authorization No. 1, the Engineer shall provide an additional scope of services as set forth in the attached Exhibit A – Amendment No. 1.

PART II: The maximum amount payable for services provided under the Contract Documents, including this Amendment No. 1, is increased by **\$387,771.91**, from **\$3,909,455.74** to **\$4,297,227.65**, as such additional costs are shown in the fee schedules in the attached Exhibit D.

This Amendment No. 1 shall become effective on the date of final execution of the parties hereto. All other terms and conditions of the Contract Documents not hereby amended are to remain in full force and effect.

IN WITNESS WHEREOF, this Amendment No. 1 is executed in duplicate counterparts and hereby accepted and acknowledged below.

THE ENGINEER

**CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY**

(Signature)

(Signature)

J.J. Roohms

Mike Heiligenstein

Chief Operating Officer

Executive Director

(Date)

(Date)

EXHIBIT A
AMENDMENT NO. 1

Central Texas Regional Mobility Authority

183 North Mobility Project
SH 45/RM 620 South to MoPac

ADDITIONAL SERVICES TO BE PROVIDED BY THE ENGINEER

I. INTRODUCTION

The ENGINEER shall perform additional work beyond the scope defined in the original contract consisting of alternatives development and evaluation, environmental studies, public involvement, preliminary engineering, design, hydraulic studies, and schematic development for the Central Texas Regional Mobility Authority's (Mobility Authority) proposed 183 North Mobility Project (Project) located in Williamson and Travis Counties, Texas. Work to be performed under this contract shall be in compliance with applicable environmental laws, rules and regulations governing the development of transportation projects including but not limited to 23 CFR 771, the Federal Highway Administration's (FHWA) Technical Advisory 6640.A, the Texas Department of Transportation's (TxDOT) Environmental and Public Involvement rules, and TxDOT and/or FHWA guidance in effect at the time of contract execution.

The Project Limits were originally defined as being along US 183 from the SH 45/RM 620 interchange south to the MoPac interchange. As the project has progressed, it has become necessary to extend the study area at both ends of the project. At the north end, the limits now extend along US 183 to 4,000 feet north of the SH 45/RM 620 interchange as well as about 1.2 miles along RM 620 west to the Lake Creek Parkway / Great Valley Drive intersection. The extension of the project limits west along RM 620 will also involve the acquisition of additional right-of-way beyond what was anticipated in the original scope. At the south end of the project, the limits now extend along US 183 to 3,000 feet south of the MoPac interchange.

The original Project scope assumed that only one additional lane would be added along US 183. Following preliminary alternative investigations, it was determined that the preferred alternative would include two express lanes in each direction while also maintaining the desire to minimize impacts to the existing corridor features, especially bridges and retaining walls. In addition, after work had already begun on the draft environmental assessment and technical reports, it was determined that an additional general purpose lane would be investigated from McNeil Drive to MoPac and implemented into the preferred alternative.

Given the above revisions to the project scope, the ENGINEER shall complete the following additional tasks:

- Update the investigation and documentation of appropriate environmental components to the Environmental Assessment (EA)
- Reassessment and expansion of the pertinent hydrologic and hydraulic engineering, including the improvements required to meet water quality regulations
- Revision and expansion of the geometric schematic for the preferred alternative

II. ROUTE AND DESIGN STUDIES

A. ALTERNATIVES DEVELOPMENT AND ANALYSIS

Task 1: Data Collection

Gather and review information from TxDOT for the design plans of the SH 45 existing interchange and ultimate schematic and for 183A for use in place of ground survey that was only obtained to 1,000 feet north of SH 45.

Task 2: Preliminary Alternatives Development

- a. The ENGINEER shall investigate alternatives for the SH 45 / RM 620 interchange with US 183. Upon selection of the preferred alternative, the ENGINEER shall prepare preliminary configuration layouts for the conceptual design.
- b. The ENGINEER shall investigate additional alternatives for the MoPac / US 183 interchange to connect the 183 North Express Lanes to the Loop 1 Express Lanes, including the transition to MoPac south of US 183. The ENGINEER shall prepare detailed diagrams of these alternatives for evaluation and traffic modeling microsimulations beyond those identified in the original scope.
- c. The ENGINEER shall investigate the options for adding a T-Ramp from the CapMetro Pavilion Park & Ride to the 183 North Express Lanes and prepare a feasibility analysis, conceptual layout, and cost estimate for up to three (3) T-Ramp configurations.
- d. The ENGINEER shall investigate the feasibility of adding a fourth general purpose (GP) lane where only three GP lanes currently exist on US 183 from McNeil Drive to Braker Lane / MoPac and prepare conceptual layouts.

Task 3: Engineering Technical Memos

- a. The ENGINEER shall prepare an engineering technical memo outlining potential alternatives for improvements to the Loop 360 / US 183 interchange and revise it up to two (2) times based on additional feedback from project stakeholders.

- b. The ENGINEER shall re-evaluate the MoPac Improvement Project ingress / egress configuration near RM 2222 to accommodate the 183 North Express Lane connection and transition. The ENGINEER shall then prepare an engineering technical memo justifying the configuration of the proposed addition of an auxiliary lane on the Loop 1 Express Lanes to accommodate traffic to / from the 183 North Express Lanes.

Deliverables

- Conceptual layouts and typical sections of the Preliminary Alternatives (hard copies and electronic files)
- Engineering Technical Memos

B. PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST

The ENGINEER shall develop preliminary opinions of probable construction cost ("Estimates") for the two revised lane configurations using the most current relevant industry unit prices. Estimates will not be exhaustively developed by individual bid items, but by groupings of similar items by major category as appropriate for planning level cost comparative analysis.

C. DESIGN SCHEMATICS

For the Preferred Alternative, the ENGINEER shall:

- a. For the extension of the project limits to 4,000 feet north of SH 45 and to 3,000 feet south of MoPac, the ENGINEER will develop the geometric design that will include the refinement of the proposed typical sections and a fully calculated geometric design that includes all necessary horizontal and vertical alignments.
- b. For the addition of a fourth GP lane where only three GP lanes currently exist on US 183 from McNeil Drive to Braker Lane / MoPac, the ENGINEER will develop the geometric design that will include the refinement of the proposed typical sections and a fully calculated geometric design that includes all necessary horizontal and vertical alignments.
- c. The ENGINEER shall coordinate the additional design exceptions necessary for the revised lane configurations (SH 45 interchange, two Express Lanes in each direction, fourth general purpose lane, and MoPac transition) with the Mobility Authority, TxDOT, and FHWA, as appropriate. This includes providing a formal justification request package for each exception and preparation and attendance at up to four (4) coordination meetings.
- d. The ENGINEER will prepare a geometric schematic plan and profile drawing in accordance with the Chapter 1, Section 3, of the State's *Roadway Design Manual*. The limits of the geometric schematic shall be based on the revised logical termini with appropriate transitions on each end of US 183, MoPac,

and to westbound RM 620. The ENGINEER shall deliver 3 copies of the schematic design to the Mobility Authority for approval.

- e. The ENGINEER will develop up to three (3) concepts for the termination of the northbound US 183 direct connect ramp to westbound RM 620. The concepts will account for an extension of the SH 45 Toll Road to the west, include overpasses at Pecan Park Boulevard and Ridgeline Boulevard and connect to westbound RM 620.
- f. Develop preliminary cross sections at 200' increments and at critical locations along RM 620 and direct connect ramps.
- g. Perform design of potential alternate wishbone ramp concept between Anderson Mill Road and McNeil Drive (northbound and southbound directions) including revised bridge locations for the wishbone structures.
- h. Perform basic preliminary engineering to determine general bent placements and structure depths for bridge widening and/or new bridges at the following locations:

The RM 620 structures including the following:

1. Direct Connect ramps for the northbound US 183 to westbound RM 620 movement and the eastbound RM 620 to southbound US 183 movement. Two activities comprise this task:
 - The coordination of a SH 45 Toll Road extension with respect to alignment, grade, and future connectivity; and,
 - The interim connection between the westbound SH 45/RM 620, the new northbound to westbound direct connect ramp, and the transition to westbound RM 620.

Deliverables

- Geometric schematic for preferred alternative utilizing the TxDOT Austin District Schematic Checklist (in both DGN and PDF formats).
- Preliminary design cross sections in both electronic and roll format.

III. SOCIAL, ECONOMIC AND ENVIRONMENTAL STUDIES AND PUBLIC INVOLVEMENT

The ENGINEER shall provide environmental and public involvement services necessary to produce an EA for the Project.

A. ENVIRONMENTAL ANALYSIS FOR INCLUSION IN THE EA

Task 1: Analysis of Social and Economic Conditions (including relocations and disproportionate impacts):

The Community Impact Assessment and technical report has been completed and was undergoing internal review. The Community Impact Assessment and technical report will be updated to address the displacement on RM 620 and the changes in mobility and access due to the additional general purpose lane.

Task 2: Traffic Noise Analysis

Noise modeling for the proposed facility was approximately 75% complete (all x,y input was complete but z value were still lacking). Horizontal modeling of the proposed facility will be updated to address the additional general purpose lane.

Task 3: Historic Resource Studies

A Project Coordination Request (PCR) was completed for the proposed project, reviewed by the GEC and comments addressed. Additional historic resource studies will need to be performed and the PCR will need to be updated to address the following:

- 1) The addition of a fourth traffic lane could result in the need for additional temporary and permanent easements as well as detention ponds. The APE would need to be extended to cover these additional areas and incorporated into the PCR documentation.
- 2) The extension of the projects limits to the west along RM 620 requires additional survey, evaluation and PCR update.

Task 4: Initial Assessment of Hazardous Materials

- 1) The ENGINEER will order and review Hazardous Materials database searches to cover the ASTM search distance for each of the additional drainage easements/detention ponds and/or additional project area for a potential added 4th lane on US 183 between McNeil Drive and Braker Ln. / MoPac. Historical topographic maps and aerial photographs will be reviewed. Sites of potential concern to the site will be identified.
- 2) The ENGINEER will conduct a site reconnaissance of the additional project area to identify current land use in the vicinity of the project and identify potential environmental concerns within those areas.

- 3) The ENGINEER will prepare one hazardous materials technical report that covers the additional project area. The technical report will summarize the information from the database searches, historical sources, site reconnaissance, and additional data provided by the Mobility Authority (geotechnical boring reports, as-built plans, and etc.). Interviews with property owners/operators will not be provided and the report will not constitute a Phase I Environmental Site Assessment to ASTM Standard E1527-13.

Deliverables

- One Hazardous Materials Technical Report that covers the additional drainage easements/detention ponds and potential right-of-way.
- TxDOT Hazardous Materials ISA form.

B. PUBLIC INVOLVEMENT

The ENGINEER shall perform public involvement activities in accordance with 43 TAC §2.40 – 2.50 as well as with the current version of TxDOT’s environmental procedures manual.

Task 1: Stakeholder Engagement

- a. The ENGINEER shall make all arrangements for the rescheduling of one (1) Open House. Each Open House shall be coordinated and held in accordance with the following:
 1. The ENGINEER shall secure the meeting/hearing location, date and time (includes securing A/V equipment, chairs/tables, podium, etc.) In the interest of the community outreach and cost, the ENGINEER should ideally pursue non-commercial, community sites for the Public Meetings/Hearings when possible.
 2. The ENGINEER shall prepare and publish legal notices, Display Advertisements, and online advertisements for each meeting/hearing. The ENGINEER shall prepare and distribute meeting notices for distribution to the contacts on project databases. Postcards will be mailed to the households in the surrounding area prior to the first Open House and the Public Hearing. The ENGINEER shall provide the Mobility Authority draft copies of legal notices, display ads, and online advertisements at least three (3) weeks prior to first publication date.
 3. The ENGINEER shall prepare meeting/hearing handouts, agendas, name tags, sign-in sheets, speaker cards, comment cards and Power Point presentations with accompanying speech. The Power Point presentation and accompanying speech will be limited to the Public Hearing. Up to four (4) different line diagrams and up to 20 exhibit boards shall be prepared by the ENGINEER per meeting/hearing.
 4. The ENGINEER shall provide a translator (if needed), audio/video equipment (projector, screen, microphones, podium, etc.) (if needed).

5. The ENGINEER shall provide a court reporter for each Public Meeting/Hearing.
6. The ENGINEER shall compile and prepare responses to comments at each Public Meeting/Hearing.
7. The ENGINEER shall make up to four (4) rounds of revisions on all meeting materials. The ENGINEER shall obtain the Mobility Authority's approval on all materials prior to production or publication.
8. The ENGINEER shall arrange up to four (4) pre-meetings (a pre-meeting prior to each series of public meeting or hearing) with the Mobility Authority and TxDOT to review all exhibits and other materials to be used at public meetings or hearings.
9. The ENGINEER shall provide personnel to staff up to four (4) meetings/hearings including three (3) public involvement and coordination staff to perform registration, make presentations, and answer questions.
10. The ENGINEER shall develop and submit to the Mobility Authority Public Meeting/Hearing Summary Reports for up to four (4) meetings and a Summary and Analysis of each public hearing that document the activities for each series of meetings/hearings conducted. These reports shall contain the outreach, notifications, and contacts conducted prior to the meetings/hearings; meeting/hearing details such as presentations, attendance, and pertinent details regarding the meeting/hearing; and a comment and response section that documents comments received before, during and after the meeting/hearing, and a response to each. The Public Meeting Summary Report and Public Hearing Summary and Analysis shall be sufficiently detailed to provide a full record of officially submitted comments from the meetings/hearings.

IV. DRAINAGE & WATER QUALITY

A. WATER QUALITY

The ENGINEER shall evaluate BMPs, perform loading calculations, and develop conceptual water quality plans associated for the following:

Task 1: SH 45 Interchange Design and RM 620 West Improvements

Develop water quality controls for RM 620 direct connects and RM 620 West improvements. This includes re-calculating loads and load removal for existing S183/SH45 BMPs for the direct connects. New or expanded BMPs will also be evaluated, in particular, the RM 620 West improvements.

Task 2: Two Lane in Each Direction Express Lanes

Develop water quality controls to account for additional volume related to the additional lanes, including additional consideration of innovative BMPs for this layout.

Task 3: Add Fourth General Purpose Lane Northbound and Southbound from MoPac to McNeil Drive

Develop additional water quality controls to account for additional volume related to the additional lanes and to account for additional space constraints. Due to the space constraints and additional impervious cover, more complex and alternative BMP systems will need to be evaluated.

Task 4: Calculate 85% Load Removal, Estimate Additional Pond Volumes and Areas

Develop enhanced water quality controls achieve 85% load removal instead of the 80% removal currently required by TCEQ. This task will involve alternative loading calculations and consideration of significantly larger BMPs and BMPs with higher efficiencies.

For the overall project, including any of the approved scope additions, it is intended that only a single overall water quality plan will be developed. Detailed loading calculations will be performed for this plan.

Exhibit D

**183N Managed Lanes
RM 620/SH45 to Mopac
CTRMA**

| Task Description | Total Cost |
|--|----------------------|
| <u>TOTAL LABOR COSTS</u> | |
| II. Project Management and Administration | |
| CP&Y, Inc. | \$ - |
| <i>II. Project Management and Administration Subtotal</i> | |
| \$ - | |
| II. Route and Design Studies | |
| CP&Y, Inc. | \$ 186,600.38 |
| HDR Engineering | \$ 100,632.62 |
| <i>II. Route and Design Studies Subtotal</i> | |
| \$ 287,233.00 | |
| III. Social, Economic and Environmental Studies and Public Involvement | |
| CP&Y, Inc. | \$ 14,107.85 |
| HDR Engineering | \$ 10,605.68 |
| Nancy Ledbetter & Associates | \$ 12,570.35 |
| <i>III. Social, Economic and Environmental Studies and Public Involvement Subtotal</i> | |
| \$ 37,283.88 | |
| IV. Drainage & Water Quality | |
| CP&Y, Inc. | \$ 5,912.49 |
| CRESPO | \$ 51,984.91 |
| <i>IV. Drainage & Water Quality Subtotal</i> | |
| \$ 57,897.40 | |
| <u>LABOR SUMMARY</u> | |
| CP&Y, Inc. | \$ 206,620.72 |
| CRESPO | \$ 51,984.91 |
| HDR Engineering | \$ 111,238.29 |
| Nancy Ledbetter & Associates | \$ 12,570.35 |
| SUBTOTAL LABOR EXPENSES | |
| \$ 382,414.28 | |
| <u>EXPENSES</u> | |
| HDR Engineering | \$ 1,793.00 |
| Nancy Ledbetter & Associates | \$ 3,204.63 |
| Rifeline | \$ 360.00 |
| EXPENSES Subtotal | |
| \$ 5,357.63 | |
| <u>PROJECT SUMMARY</u> | |
| TOTAL LABOR COSTS | |
| \$ 382,414.28 | |
| TOTAL EXPENSE COST | |
| \$ 5,357.63 | |
| <u>CP&Y, Inc. TOTAL</u> | |
| CP&Y, Inc. | \$ 206,620.72 |
| <u>SUBCONSULTANTS TOTAL</u> | |
| CRESPO | \$ 51,984.91 |
| HDR Engineering | \$ 113,031.29 |
| Nancy Ledbetter & Associates | \$ 15,774.98 |
| Rifeline | \$ 360.00 |

Exhibit D

| |
|--|
| 183N Managed Lanes RM 620/SH45 to Mopac CTRMA |
|--|

| Task Description | Total Cost |
|---------------------------------|----------------------|
| <i>TOTAL LABOR COSTS</i> | |
| GRAND TOTAL | \$ 387,771.91 |

Exhibit D

183N Managed Lanes
RM 620/SH45 to Mopac
CTRMA

Fee Schedule/Budget for CP&Y, Inc.

Labor Anticipated to Complete

| Task Description | Project Manager | Sr Engineer | Project Engineer | Design Engineer | EIT | Sr CADD Tech | CADD Tech | Sr Env Specialist | Env Specialist | Sr Arch Historian | Biologist | GIS Analyst | Administration | Total Labor Hours | Total Direct Labor Costs |
|---|-----------------|--------------|------------------|-----------------|--------------|--------------|--------------|-------------------|----------------|-------------------|-----------|-------------|----------------|-------------------|--------------------------|
| Base Salary Rate | \$62.40 | \$60.32 | \$47.84 | \$38.48 | \$31.20 | \$32.24 | \$28.08 | \$43.00 | \$27.04 | \$31.20 | \$28.08 | \$26.00 | \$27.04 | | |
| Audited Overhead Rate | 1.7349 | 1.7349 | 1.7349 | 1.7349 | 1.7349 | 1.7349 | 1.7349 | 1.7349 | 1.7349 | 1.7349 | 1.7349 | 1.7349 | 1.7349 | | |
| Profit | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | | |
| | \$191.14 | \$184.77 | \$146.54 | \$117.87 | \$95.57 | \$98.75 | \$86.01 | \$131.71 | \$82.83 | \$95.57 | \$86.01 | \$79.64 | \$82.83 | | |
| II. Route and Design Studies | | | | | | | | | | | | | | | |
| A. Alternatives Development and Analysis | | | | | | | | | | | | | | | |
| Task 1: Data Collection | | | | | | | | | | | | | | | |
| Coordination of 183A and SH 45 Existing Documents, Designs | 0 | 2 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | \$ 2,013.31 |
| Task 2: Preliminary Alternatives Development | | | | | | | | | | | | | | | |
| a. SH 45 / RM 620 Interchange Alternatives and Preliminary Design Concepts | 8 | 12 | 24 | 24 | 32 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | \$ 16,106.45 |
| b. MoPac Level of Design, Number of Alternatives, Direct Connectors w/ Diagrams | 8 | 12 | 24 | 32 | 40 | 16 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | \$ 18,502.03 |
| c. T-Ramp to Pavilion P&R Concept, Feasibility & Cost Estimate (up to 3 configurations) | 4 | 8 | 16 | 24 | 32 | 16 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | \$ 13,086.49 |
| d. Addition of Fourth GP Lane (MoPac to McNeil Dr) Preliminary Investigation / Concepts | 8 | 12 | 20 | 24 | 32 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | \$ 15,520.30 |
| Task 3: Engineering Technical Memos | | | | | | | | | | | | | | | |
| a. Loop 360 Interchange Alternative Designs and Tech Memo | 4 | 4 | 8 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | \$ 4,192.26 |
| b. Re-evaluation of MIP Ingress/Egress; MoPac Auxiliary Lane Tech Memo | 4 | 4 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | \$ 3,618.85 |
| B. Preliminary Opinion of Probable Construction Cost | | | | | | | | | | | | | | | |
| Develop preliminary cost estimates for two (2) revised lane configurations | 2 | 2 | 8 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | \$ 5,339.08 |
| C. Design Schematics | | | | | | | | | | | | | | | |
| a. Extension of Project Limits to 4000' north of SH 45 and to 3000' south of MoPac | 4 | 4 | 20 | 24 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | \$ 8,792.29 |
| b. Addition of Fourth GP Lane (MoPac to McNeil Dr) | 8 | 28 | 64 | 80 | 80 | 64 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 384 | \$ 44,636.79 |
| c. Expanded Design Exception Effort | 12 | 24 | 60 | 80 | 120 | 40 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 376 | \$ 43,808.53 |
| d. Prepare geometric schematic plan and profile to include update RM 620/SH 45 direct | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | \$ 1,325.21 |
| e. Develop geometric design concepts for termination at RM 620 (up to 3 concepts) | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | \$ 1,325.21 |
| f. Develop preliminary cross sections at 200' increments and at critical locations | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | \$ 1,325.21 |
| g. Perform design of potential alternate wishbone ramp concept | 2 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | \$ 3,032.70 |
| h. Perform basic preliminary engineering for bent placement and structure depths for | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | \$ 3,975.64 |
| | | | | | | | | | | | | | | 1,534 | \$ 186,600.38 |
| III. Social, Economic and Environmental Studies and Public Involvement | | | | | | | | | | | | | | | |
| A. Environmental Analysis for Inclusion in the EA | | | | | | | | | | | | | | | |
| Task 1: Analysis of Social and Economic Conditions | | | | | | | | | | | | | | | |
| Community Impact Assessment Revisions | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 0 | 0 | 8 | 0 | 23 | \$ 2,085.60 |
| Task 2: Traffic Noise Analysis | | | | | | | | | | | | | | | |
| Noise Modeling Updates | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 24 | 0 | 76 | \$ 9,235.82 |
| Task 3: Historic Resources Studies | | | | | | | | | | | | | | | |
| Historic Project Coordination Request Revisions | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 18 | 0 | 8 | 0 | 30 | \$ 2,786.43 |
| | | | | | | | | | | | | | | 129 | \$ 14,107.85 |
| VI. Drainage & Water Quality | | | | | | | | | | | | | | | |
| A. Water Quality | | | | | | | | | | | | | | | |
| Task 1: Interchange and SH 45 / RM 620 Design | | | | | | | | | | | | | | | |
| Task 2: Two Lane in Each Direction Express Lanes | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | \$ 2,000.56 |
| Task 3: Add Fourth GP Lane from MoPac to McNeil Dr | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | \$ 955.68 |
| Task 4: Calculate 85% Load Removal, Estimate Additional Pond Volumes/Areas | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | \$ 955.68 |
| | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | \$ 2,000.56 |
| | | | | | | | | | | | | | | 36 | \$ 5,912.49 |
| SUBTOTALS | | | | | | | | | | | | | | | |
| HOURS SUB-TOTALS | 77 | 156 | 312 | 324 | 374 | 168 | 168 | 48 | 14 | 18 | 0 | 40 | 0 | 1,699 | \$ 206,620.72 |
| SUBTOTAL | \$ 14,717.53 | \$ 28,823.41 | \$ 45,719.90 | \$ 38,189.11 | \$ 35,742.56 | \$ 16,590.66 | \$ 14,449.93 | \$ 6,322.21 | \$ 1,159.56 | \$ 1,720.23 | \$ - | \$ 3,185.61 | \$ - | | \$ 206,620.72 |

Exhibit D

**183N Managed Lanes
RM 620/SH45 to Mopac
CTRMA**

Fee Schedule/Budget for Crespo Consulting Services, Inc.

| Task Description | Principal Engineer | Senior Engineer | Hydrologist/Env. Scientist | Engineer Associate | Planner | GIS/Water Resources Specialist | Total Labor Hours | Total Direct Labor Costs |
|--|--------------------|-----------------|----------------------------|--------------------|-----------|--------------------------------|-------------------|--------------------------|
| Base Salary Rate | \$51.48 | \$40.46 | \$31.10 | \$26.78 | \$26.78 | \$20.80 | | |
| Audited Overhead Rate | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | | |
| Profit | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | | |
| | \$161.44 | \$126.87 | \$97.52 | \$83.98 | \$83.98 | \$65.23 | | |
| <i>IV. Drainage & Water Quality</i> | | | | | | | | |
| A. Water Quality | | | | | | | | |
| Task 1: Interchange and SH 45 / RM 620 Design | 44 | - | - | 66 | 2 | 78 | 190 | \$ 17,902.04 |
| Task 2: Two Lane in Each Direction Express Lanes | 20 | - | - | 40 | 1 | 38 | 99 | \$ 9,150.79 |
| Task 3: Add Fourth GP Lane from MoPac to McNeil Dr | 36 | - | - | 64 | 1 | 60 | 161 | \$ 15,184.45 |
| Task 4: Calculate 85% Load Removal, Estimate Additional Pond Volumes/Areas | 20 | - | - | 44 | 1 | 42 | 107 | \$ 9,747.63 |
| | - | - | - | - | - | - | | \$ - |
| | | | | | | | 557 | \$ 51,984.91 |
| SUBTOTALS | | | | | | | | |
| HOURS SUB-TOTALS | 120 | 0 | 0 | 214 | 5 | 218 | 557 | \$ 51,984.91 |
| SUBTOTAL | \$ 19,372.95 | \$ - | \$ - | \$ 17,972.17 | \$ 419.91 | \$ 14,219.88 | | \$ 51,984.91 |

Exhibit D

**183N Managed Lanes
RM 620/SH45 to Mopac
CTRMA**

Fee Schedule/Budget for HDR Engineering, Inc.

| Task Description | Project Manager | Senior Env Manager | Senior Project Engineer | Senior Design Engineer | Project Engineer | Design Engineer | Env Specialist | EIT | Senior CAD | Admin | Total Labor Hours | Total Direct Labor Costs |
|--|-----------------|--------------------|-------------------------|------------------------|------------------|-----------------|----------------|--------------|--------------|---------|-------------------|--------------------------|
| Base Salary Rate | \$77.00 | \$72.00 | \$67.00 | \$57.00 | \$46.00 | \$43.00 | \$41.00 | \$41.00 | \$36.00 | \$29.00 | | |
| Audited Overhead Rate | 1.5788 | 1.5788 | 1.5788 | 1.5788 | 1.5788 | 1.5788 | 1.5788 | 1.5788 | 1.5788 | 1.5788 | | |
| Profit | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | | |
| | \$222.40 | \$207.95 | \$193.51 | \$164.63 | \$132.86 | \$124.20 | \$118.42 | \$118.42 | \$103.98 | \$83.76 | | |
| <i>III. Route and Design Studies</i> | | | | | | | | | | | | |
| C. Design Schematics | - | - | - | - | - | - | - | - | - | - | | |
| c. Coordinate additional design exceptions | - | - | 2 | - | - | 16 | - | - | - | - | 18 | \$ 2,374.15 |
| d. Prepare geometric schematic plan and profile to include update RM 620/SH 45 direct connecting ramps and RM 620 extension west | - | - | 16 | - | - | 40 | - | - | 24 | - | 80 | \$ 10,559.46 |
| e. Develop geometric design concepts for termination at RM 620 (up to 3 concepts) | - | - | 16 | - | - | 56 | - | - | 10 | - | 82 | \$ 11,090.90 |
| f. Develop preliminary cross sections at 200' increments and at critical locations | - | - | 12 | 24 | - | 24 | - | 16 | - | - | 76 | \$ 11,148.67 |
| g. Perform design of potential alternate wishbone ramp concept | 8 | - | 12 | 24 | 48 | - | - | 64 | - | - | 156 | \$ 22,008.51 |
| h. Perform basic preliminary engineering for bent placement and structure depths for added structures (50% more) | 8 | - | - | 52 | 40 | 52 | - | 124 | 64 | - | 340 | \$ 43,450.92 |
| | - | - | - | - | - | - | - | - | - | - | | \$ - |
| | - | - | - | - | - | - | - | - | - | - | | \$ - |
| | | | | | | | | | | | 752 | \$ 100,632.62 |
| <i>IV. Social, Economic and Environmental Studies and Public Involvement</i> | | | | | | | | | | | | |
| A. Environmental Analysis for Inclusion in the EA | | | | | | | | | | | | |
| Task 4: Initial Assessment of Hazardous Materials | - | - | - | - | - | - | - | - | - | - | | \$ - |
| 1) Review Hazardous Materials Database Searches and Historical Data | - | 4 | - | - | - | - | 20 | - | - | - | 24 | \$ 3,200.19 |
| 2) Conduct Site Reconnaissance | - | 2 | - | - | - | - | 16 | - | - | - | 18 | \$ 2,310.60 |
| 3) Prepare Technical Report and TxDOT ISA Form | - | 4 | - | - | - | - | 24 | 12 | - | - | 40 | \$ 5,094.88 |
| Task 5: Visual Impacts | - | - | - | - | - | - | - | - | - | - | | \$ - |
| | - | - | - | - | - | - | - | - | - | - | | \$ - |
| | - | - | - | - | - | - | - | - | - | - | | \$ - |
| | | | | | | | | | | | 82 | \$ 10,605.68 |
| SUBTOTALS | | | | | | | | | | | | |
| HOURS SUB-TOTALS | 16 | 10 | 58 | 100 | 88 | 188 | 60 | 216 | 98 | 0 | 834 | \$ 111,238.29 |
| SUBTOTAL | \$ 3,558.33 | \$ 2,079.54 | \$ 11,223.76 | \$ 16,463.06 | \$ 11,691.66 | \$ 23,348.66 | \$ 7,105.11 | \$ 25,578.40 | \$ 10,189.77 | \$ - | | \$ 111,238.29 |

Exhibit D

**183N Managed Lanes
RM 620/SH45 to Mopac
CTRMA**

Fee Schedule/Budget for Nancy Ledbetter & Associates, Inc.

| Task Description | Project Adviser | Public Outreach Project Manager | Senior Public Involvement Specialist | Public Involvement Specialist | Graphic Artist | Admin | Total Labor Hours | Total Direct Labor Costs |
|---|-----------------|---------------------------------|--------------------------------------|-------------------------------|----------------|---------|-------------------|--------------------------|
| Base Salary Rate | \$63.84 | \$48.74 | \$37.32 | \$29.46 | \$29.46 | \$22.05 | | |
| Audited Overhead Rate | 1.45 | 1.45 | 1.45 | 1.45 | 1.45 | 1.45 | | |
| Profit | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | | |
| | \$175.18 | \$133.75 | \$102.41 | \$80.85 | \$80.85 | \$60.51 | | |
| <i>IV. Social, Economic and Environmental Studies and Public Involvement</i> | | | | | | | | |
| B. Public Involvement | | | | | | | | |
| Task 1: Stakeholder Engagement | - | - | - | - | - | - | | \$ - |
| a. Reschedule Open House #1 | 2 | 18 | 87 | 12 | - | - | 119 | \$ 12,570.35 |
| | | | | | | | 119 | \$ 12,570.35 |
| SUBTOTALS | | | | | | | | |
| HOURS SUB-TOTALS | 2 | 18 | 87 | 12 | 0 | 0 | 119 | \$ 12,570.35 |
| SUBTOTAL | \$ 262.77 | \$ 2,407.50 | \$ 8,909.67 | \$ 990.41 | \$ - | \$ - | | \$12,570.35 |

Exhibit D

**183N Managed Lanes
RM 620/SH45 to Mopac
CTRMA**

CP&Y, Inc.

| Expense Item | Unit | Unit Cost | Amount | Total Cost |
|--|---------|--------------|--------|-------------|
| CADD Plotting | sf | \$ 1.50 | | \$ - |
| Mylar Plots | lf | \$ 6.00 | | \$ - |
| Digital Ortho Plotting | lf | \$ 2.00 | | \$ - |
| 11" X 17" Mylar | sheet | \$ 1.00 | | \$ - |
| 8 1/2" X 11" B/W Paper Copies | sheet | \$ 0.10 | | \$ - |
| 11" X 17" B/W Paper Copies | sheet | \$ 0.15 | | \$ - |
| 8 1/2" X 11" Color Paper Copies | sheet | \$ 1.00 | | \$ - |
| 11" X 17" Color Paper Copies | sheet | \$ 1.80 | | \$ - |
| Fax Copies | sheet | \$ 0.10 | | \$ - |
| Film and Development | roll | \$ 8.00 | | \$ - |
| 4 X 6 Digital Color Prints | picture | \$ 0.50 | | \$ - |
| Oversized Digital Color Prints | picture | \$ 50.00 | | \$ - |
| Standard Postage | letter | \$ 0.44 | | \$ - |
| Express Mail (Standard) | each | \$ 15.00 | | \$ - |
| Express Mail (Oversized) | each | \$ 30.00 | | \$ - |
| Deliveries | each | \$ 25.00 | | \$ - |
| Airfare | each | \$ 200.00 | | \$ - |
| Rental Car | day | \$ 80.00 | | \$ - |
| Lodging | day | \$ 85.00 | | \$ - |
| Meals | day | \$ 36.00 | | \$ - |
| Mileage | mile | \$ 0.550 | | \$ - |
| GPS Rental | day | \$ 80.000 | | \$ - |
| HazMat Database Search | each | \$ 1,500.000 | | \$ - |
| | | | | \$ - |
| Miscellaneous Project Related Expenses | NA | at cost | NA | \$ - |
| | | | | \$ - |
| SUBTOTAL DIRECT EXPENSES | | | | \$ - |

Exhibit D

**183N Managed Lanes
RM 620/SH45 to Mopac
CTRMA**

HDR Engineering

| Expense Item | Unit | Unit Cost | Amount | Total Cost |
|--|---------|--------------|--------|--------------------|
| CADD Plotting | sf | \$ 1.50 | 500 | \$ 750.00 |
| Mylar Plots | lf | \$ 6.00 | | \$ - |
| Digital Ortho Plotting | lf | \$ 2.00 | | \$ - |
| 11" X 17" Mylar | sheet | \$ 1.00 | | \$ - |
| 8 1/2" X 11" B/W Paper Copies | sheet | \$ 0.10 | 100 | \$ 10.00 |
| 11" X 17" B/W Paper Copies | sheet | \$ 0.15 | | \$ - |
| 8 1/2" X 11" Color Paper Copies | sheet | \$ 1.00 | | \$ - |
| 11" X 17" Color Paper Copies | sheet | \$ 1.80 | | \$ - |
| Fax Copies | sheet | \$ 0.10 | | \$ - |
| Film and Development | roll | \$ 8.00 | | \$ - |
| 4 X 6 Digital Color Prints | picture | \$ 0.50 | | \$ - |
| Oversized Digital Color Prints | picture | \$ 50.00 | | \$ - |
| Standard Postage | letter | \$ 0.44 | | \$ - |
| Express Mail (Standard) | each | \$ 15.00 | | \$ - |
| Express Mail (Oversized) | each | \$ 30.00 | | \$ - |
| Deliveries | each | \$ 25.00 | 0 | \$ - |
| Airfare | each | \$ 200.00 | | \$ - |
| Rental Car | day | \$ 80.00 | | \$ - |
| Lodging | day | \$ 85.00 | | \$ - |
| Meals | day | \$ 36.00 | | \$ - |
| Mileage | mile | \$ 0.550 | 60 | \$ 33.00 |
| GPS Rental | day | \$ 80.000 | | \$ - |
| HazMat Database Search | each | \$ 250.000 | 4 | \$ 1,000.00 |
| | | | | \$ - |
| Miscellaneous Project Related Expenses | NA | \$ 1,000.000 | | \$ - |
| | | | | \$ - |
| SUBTOTAL DIRECT EXPENSES | | | | \$ 1,793.00 |

Exhibit D

**183N Managed Lanes
RM 620/SH45 to Mopac
CTRMA**

Nancy Ledbetter & Associates

| Exp | Unit | Unit Cost | Amount | Total Cost |
|---|---------------|--------------|--------|-------------|
| CADD Plotting | sf | \$1.50 | | \$ - |
| Mylar Plots | lf | \$6.00 | | \$ - |
| Digital Ortho Plotting | lf | \$2.00 | | \$ - |
| 11" X 17" Mylar | sheet | \$1.00 | | \$ - |
| 8 1/2" X 11" B/W Paper Copies | sheet | \$0.10 | 1,278 | \$ 127.80 |
| 11" X 17" B/W Paper Copies | sheet | \$0.15 | | \$ - |
| 8 1/2" X 11" Color Paper Copies | sheet | \$1.00 | | \$ - |
| 11" X 17" Color Paper Copies | sheet | \$1.80 | | \$ - |
| Fax Copies | sheet | \$0.10 | | \$ - |
| Film and Development | roll | \$8.00 | | \$ - |
| 4 X 6 Digital Color Prints | picture | \$0.50 | | \$ - |
| Oversized Digital Color Prints | picture | \$50.00 | | \$ - |
| Standard Postage | letter | \$0.45 | | \$ - |
| Express Mail (Standard) | each | \$15.00 | | \$ - |
| Express Mail (Oversized) | each | \$30.00 | | \$ - |
| Deliveries | each | \$25.00 | | \$ - |
| Airfare | each | \$200.00 | | \$ - |
| Rental Car | day | \$80.00 | | \$ - |
| Lodging | day | \$85.00 | | \$ - |
| Meals | day | \$36.00 | | \$ - |
| Mileage | mile | \$ 0.550 | | \$ - |
| GPS Rental | day | \$ 80.000 | | \$ - |
| HazMat Database Search | each | \$ 250.000 | | \$ - |
| Newspaper Advertisement-2/3/14, 2/8/14 | | | | \$ 1,826.98 |
| Arsenal - 2/4/14 | | | | \$ 169.85 |
| KUT Radio Spot - 2/23/14 | | | | \$ 1,080.00 |
| Newspaper Advertisement-Display (Ahora Si x 1) | per pub | \$ 1,000.000 | | \$ - |
| Newspaper Advertisement-Display (Hill Country News x 1) | per pub | \$ 600.000 | | \$ - |
| Court Reporter | event | \$ 800.000 | | \$ - |
| Law Enforcement/Uniform Officer | hour/officer | \$ 200.000 | | \$ - |
| Translator (English to Spanish or Sign Language) | hour | \$ 200.000 | | \$ - |
| Custodian for Public Meeting | hour/custodia | \$ 50.000 | | \$ - |
| Sound Technician for Public Meeting | event | \$ 800.000 | | \$ - |
| Public Meeting Facility Rental | event | \$ 800.000 | | \$ - |
| Audio - Visual Equipment Rental | event | \$ 200.000 | | \$ - |
| Public Notices - Mass Mailing | per mailing | \$ 800.000 | | \$ - |
| Public Notices - Mass eMailing | month | \$ 50.000 | | \$ - |
| Refreshments for public meeting | event | \$ 100.000 | | \$ - |
| Public Meeting Supplies | event | \$ 200.000 | | \$ - |
| Survey Monkey | month | \$ 30.000 | | \$ - |
| Miscellaneous Project Related Expenses | NA | at cost | NA | \$- |

SUBTOTAL DIRECT EXPENSES

\$3,204.63

Exhibit D

**183N Managed Lanes
RM 620/SH45 to Mopac
CTRMA**

Rifeline, LLC

| Expense Item | Unit | Unit Cost | Amount | Total Cost |
|--|-------------|------------------|---------------|-------------------|
| CADD Plotting | sf | \$ 1.50 | | \$ - |
| Mylar Plots | lf | \$ 6.00 | | \$ - |
| Digital Ortho Plotting | lf | \$ 2.00 | | \$ - |
| 11" X 17" Mylar | sheet | \$ 1.00 | | \$ - |
| 8 1/2" X 11" B/W Paper Copies | sheet | \$ 0.10 | | \$ - |
| 11" X 17" B/W Paper Copies | sheet | \$ 0.15 | | \$ - |
| 8 1/2" X 11" Color Paper Copies | sheet | \$ 1.00 | | \$ - |
| 11" X 17" Color Paper Copies | sheet | \$ 1.80 | | \$ - |
| Fax Copies | sheet | \$ 0.10 | | \$ - |
| Film and Development | roll | \$ 8.00 | | \$ - |
| 4 X 6 Digital Color Prints | picture | \$ 0.50 | | \$ - |
| Oversized Digital Color Prints | picture | \$ 50.00 | | \$ - |
| Standard Postage | letter | \$ 0.44 | | \$ - |
| Express Mail (Standard) | each | \$ 15.00 | | \$ - |
| Express Mail (Oversized) | each | \$ 30.00 | | \$ - |
| Deliveries | each | \$ 25.00 | | \$ - |
| Airfare | each | \$ 200.00 | | \$ - |
| Rental Car | day | \$ 80.00 | | \$ - |
| Lodging | day | \$ 85.00 | | \$ - |
| Meals | day | \$ 36.00 | | \$ - |
| Mileage | mile | \$ 0.550 | | \$ - |
| GPS Rental | day | \$ 80.000 | | \$ - |
| HazMat Database Search | each | \$ 250.000 | | \$ - |
| Online ad design & placement | each | \$ 2,400.000 | | \$ - |
| Passenger Mini Bus | hr | \$ 120.000 | 3 | \$ 360.00 |
| Miscellaneous Project Related Expenses | NA | at cost | NA | \$ - |
| SUBTOTAL DIRECT EXPENSES | | | | \$ 360.00 |



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #7 SUMMARY

Approve separate procurements for construction inspection services, on-site materials testing services, surveying services, and public involvement services for the Bergstrom Expressway Project.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: Four separate contracts would range in cost from \$1M to \$20M

Funding Source: Project Budget – (TxDOT, CTRMA Bonds, TIFIA Loan)

Board Action Required: Yes

Description of Matter: The Bergstrom Expressway Project is the single largest infrastructure project the Mobility Authority has undertaken to date and likely will be for some time. The size of this project, diversity of oversight activities and strong desire by the Mobility Authority Board for wide participation in Authority activities compel staff to undertake a process of increasing participation in the assignment of oversight team members.

Several areas under the umbrella oversight activities lend themselves to very open procurements without compromising the integrity of the special institutional knowledge and molding of specific oversight culture of our Atkins GEC oversight management function. Specifically, construction inspection (professional services), on-site materials testing (professional services), surveying (professional services) and public involvement (goods and services) are activities that comprise the greatest opportunity for expanded participation on this particular project.

Reference: Draft Resolution

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

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

RESOLUTION NO. 15-___

**APPROVING SEPARATE PROCUREMENTS FOR CONSTRUCTION
INSPECTION SERVICES, ON-SITE MATERIALS TESTING SERVICES,
SURVEYING SERVICES, AND PUBLIC INVOLVEMENT SERVICES FOR
THE BERGSTROM EXPRESSWAY PROJECT.**

WHEREAS, the Bergstrom Expressway Project is the largest transportation project undertaken by the Mobility Authority to date; and

WHEREAS, successful oversight of the numerous and complex activities needed to successfully complete the Bergstrom Expressway Project will require the efforts of many firms providing specialized services to the Mobility Authority; and

WHEREAS, the Executive Director recommends that the Mobility Authority procure contracts for construction inspection services, on-site materials testing services, surveying services, and public involvement services necessary for completion of the Bergstrom Expressway Project.

NOW THEREFORE, BE IT RESOLVED that the Executive Director is authorized and directed to procure separate professional services contracts for construction inspection services, on-site materials testing services, surveying services, and a contract for public involvement services at the best value for the Mobility Authority, all in connection with the Bergstrom Expressway Project, each procurement to be in accordance with the procurement policies established by Chapter 4 of the Mobility Authority Policy Code and this resolution.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of February, 2015.

Submitted and reviewed by:

Approved:

Andrew Martin, General Counsel

Ray A. Wilkerson
Chairman, Board of Directors



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #8 SUMMARY

Approve procurement at the best value for the Mobility Authority of maintenance services for Mobility Authority roadways and related facilities and for adjacent Texas Department of Transportation roadways.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: Between \$14M to \$18M

Funding Source: O&M Fund from respective corridors on the system

Board Action Required: Yes

Description of Matter: Staff requests Board approval to issue a procurement and receive proposals, consistent with Mobility Authority Procurement Policy, for a performance based maintenance contract for Mobility Authority roadways and related facilities as well as adjacent roadways and facilities owned by the Texas Department of Transportation. The Mobility Authority highway corridors maintained under this contract will be 183A, Manor Expressway, MoPac Improvement Project, 71 Express Project, and SH 45 SW.

After completing an evaluation of the responses to the request for proposals, the Executive Director will bring a recommendation to the Board for its consideration and action to award a contract to the proposer that provides the best value to the Mobility Authority, based on the criteria and weighting established in the procurement documents.

Reference: Draft Resolution

Contact: Ginny Burcham, Manager of Construction and Maintenance

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

RESOLUTION NO. 15-__

**APPROVING PROCUREMENT AT THE BEST VALUE FOR THE MOBILITY
AUTHORITY OF MAINTENANCE SERVICES FOR MOBILITY AUTHORITY
ROADWAYS AND RELATED FACILITIES AND FOR ADJACENT TEXAS
DEPARTMENT OF TRANSPORTATION ROADWAYS.**

WHEREAS, most current and future Mobility Authority roadways are adjacent to roadways and facilities operated and maintained by the Texas Department of Transportation (“TxDOT”); and

WHEREAS, much of the maintenance for Mobility Authority roadways is provided through an interlocal agreement with TxDOT for maintenance services using TxDOT vendors under TxDOT’s maintenance contracts; and

WHEREAS, with the opening of the Manor Expressway and the addition of the MoPac Improvement Project, the 71 Express Project, and SH 45 SW as Mobility Authority roadways, staff recommends procuring a performance based maintenance service contract managed by the Mobility Authority to maintain both Mobility Authority and adjacent TxDOT assets; and

WHEREAS, the Executive Director recommends that the Mobility Authority procure a contract to provide performance based maintenance services for Mobility Authority road corridors at the best value for the Mobility Authority.

NOW THEREFORE, BE IT RESOLVED that the Executive Director is authorized and directed to procure a performance based maintenance contract for existing and future Mobility Authority roadways and related facilities and for adjacent Texas Department of Transportation roadways, at the best value for the Mobility 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 25th day of February, 2015.

Submitted and reviewed by:

Approved:

Andrew Martin, General Counsel

Ray A. Wilkerson
Chairman, Board of Directors



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #9 SUMMARY

Approve an agreement with the Texas Department of Transportation relating to maintenance of state highway assets adjacent to Mobility Authority toll lanes.

Strategic Plan Relevance: Regional Mobility; Innovation

Department: Engineering

Associated Costs: N/A

Funding Source: N/A

Board Action Required: Yes

Description of Matter: In connection with procurement of a performance based maintenance contract as described under Agenda Item No. 8, staff recommends entering into an agreement with the Texas Department of Transportation (TxDOT) under which the Mobility Authority will provide various maintenance and operational services for TxDOT roadways and facilities adjacent to Mobility Authority facilities in the 183A, Manor Expressway, MoPac Improvement Project, and 71 Express corridors. The proposed agreement would be for a 5-yr term scheduled to begin on September 1, 2015, and would provide for TxDOT's payment to the Mobility Authority for its proportionate share of maintenance services. Services under this ILA would include routine maintenance activities such as asphalt and concrete pavement repairs, cleaning and sweeping roadway facilities, mowing and roadside vegetation maintenance, and the repair of signing, striping, lighting, guardrail, and safety appurtenances. In addition, the agreement would require our contractor to maintain all environmental sensitive areas and perform emergency and incident maintenance items.

The proposed resolution authorizes and directs the Executive Director to negotiate an agreement with TxDOT. A proposed final agreement will be brought back to the Board for its consideration and action.

Reference: Draft Resolution

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

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

RESOLUTION NO. 15-___

**AUTHORIZING NEGOTIATION OF AN AGREEMENT WITH THE TEXAS
DEPARTMENT OF TRANSPORTATION RELATING TO MAINTENANCE OF STATE
HIGHWAY ASSETS ADJACENT TO MOBILITY AUTHORITY TOLL LANES.**

WHEREAS, the Mobility Authority anticipates procuring a performance based maintenance contract to maintain current and future Mobility Authority facilities on 183A, the Manor Expressway, the MoPac Improvement Project, the 71 Express Project, and SH 45 SW; and

WHEREAS, where the Texas Department of Transportation has state highway facilities adjacent to Mobility Authority toll lanes, the best interests of both the Mobility Authority and TxDOT may be advanced if the Mobility Authority maintains those TxDOT facilities; and

WHEREAS, the Executive Director recommends negotiating an agreement with TxDOT to provide maintenance to adjacent TxDOT facilities with TxDOT to pay its proportionate share of the Mobility Authority's cost to provide that maintenance.

NOW THEREFORE, BE IT RESOLVED that the Board hereby authorizes and directs the Executive Director to negotiate and present to the Board for its consideration and action an agreement between the Mobility Authority and TxDOT for the Mobility Authority to maintain all highway facilities in the 183A, Manor Expressway, MoPac Improvement Project, and 71 Express Project highway corridors.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of February, 2015.

Submitted and reviewed by:

Approved:

Andrew Martin. General Counsel

Ray A. Wilkerson
Chairman, Board of Directors



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #10 SUMMARY

Update 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 a construction status update of the MoPac Improvement Project.

Reference documentation: None

Contact for further information:

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



AGENDA ITEM #11 SUMMARY

Executive Director's Report.

CENTRAL TEXAS Regional Mobility Authority

Strategic Plan Relevance: Regional Mobility

Department: Executive

Associated Costs: N/A

Funding Source: N/A

Board Action Required: No

Description of Matter:

Executive Director's Monthly report

- A. Project Updates
- B. Electronic tolling and customer service
- C. Board of Directors and public communication
- D. Loop 1 South Update
- E. Expansion of the Carma Carpooling Program
- F. Metropia update
- G. Green Mobility Project implementation
- H. Upcoming briefing on data used for Mobility Authority traffic and revenue studies

Reference documentation:

Executive Director's report

Contact for further information: Mike Heiligenstein, Executive Director

BUILDING at TOWN CENTER

In 2014 the Town Center shopping plaza grew from anchor tenant Costco, which opened in November 2013, to include 10 new restaurants and five other new businesses. In 2015 the plaza will open two new restaurants, Lupe Tortilla and PDQ, and is building a new strip in front of At Home for restaurants or retail.

- 1 Costco**
Opened Nov. 22, 2013
Costco debuted as Town Center's anchor retailer and includes a gas station next to Toll 183A.
- 2 In-N-Out Burger**
Opened April 10, 2014
- 3 905 E. Whitestone Blvd.**
Opened March–June 2014
Pieology Pizzeria, Ste. A
Care Spot Express Healthcare, Ste. B
Verts Kebap, Ste. C
Town Center Dental, Ste. D
Jersey Mike's Subs, Ste. E
Sushi Fever, Ste. F
Expert Nail Salon, Ste. G
Zoës Kitchen, Ste. H

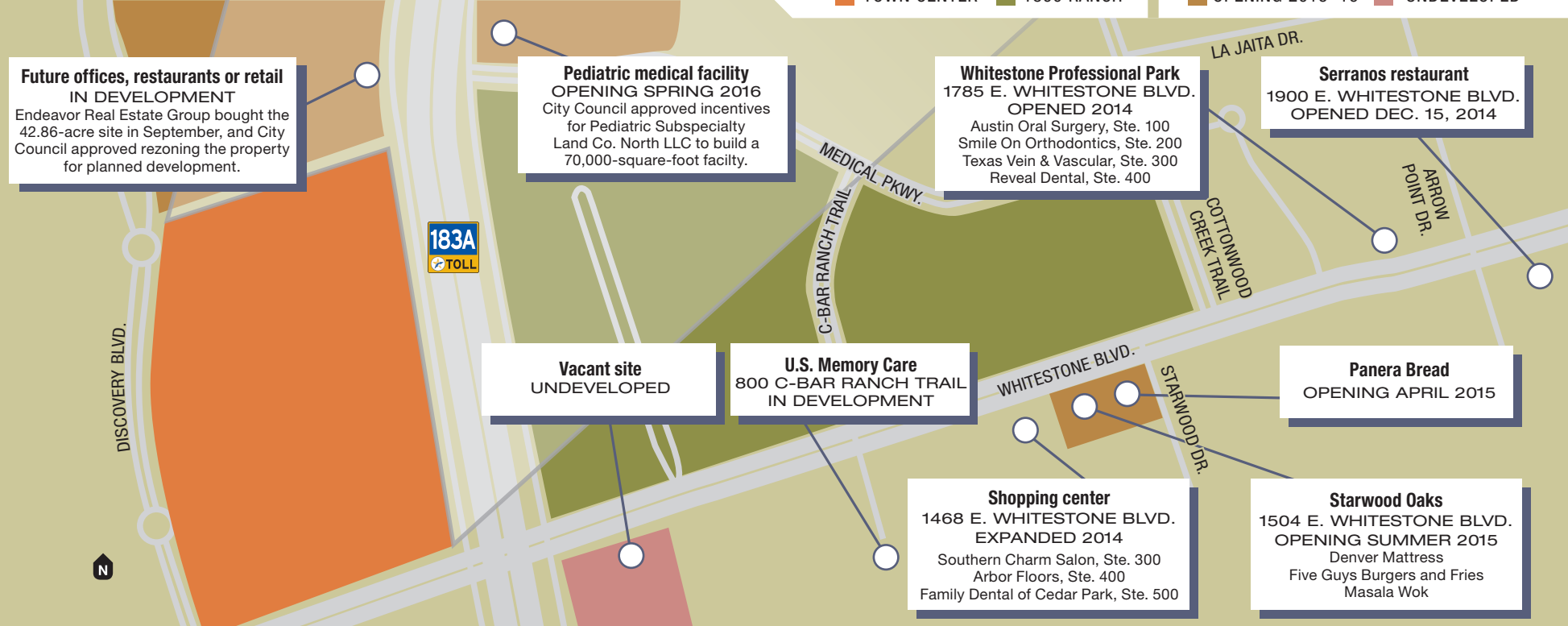
- 4 909 E. Whitestone Blvd.**
Opened Aug.–Nov. 2014
Chipotle Mexican Grill, Ste. A
Smoothie King, Ste. B
Menchie's Frozen Yogurt, Ste. C
Sleep Number, Ste. D
- 5 BJ's Brewhouse**
Opened Sept. 29, 2014
- 6 At Home: The Home Décor Superstore**
Opened Oct. 22, 2014
- 7 4701 Toll 183A**
Opening winter–spring 2015
Mattress Pro, Ste. A (open)
Supercuts, Ste. B
TLC Pediatric Dentistry, Ste. C
Spa Organic Nail Salon Plus, Ste. D

- 8 Future retail**
Opening 2015
- 9 PDQ**
Opening Feb. 22, 2015
- 10 Lupe Tortilla**
Opening May 2015
- 11 Future restaurants or retail**
In development
- 12 SpringHill Suites by Marriott**
Begins construction in 2015



BUSINESS BOOMS AT TOLL 183A & WHITESTONE

Town Center's success has encouraged more health care clinics, restaurants and shops that sprang up near the intersection of Toll 183A and Whitestone. In mid-2015 developers will open the Starwood Oaks retail and restaurant strip at Starwood Drive and Whitestone, and the U.S. Memory Care assisted-living facility on C-Bar Ranch Trail. Cedar Park City Council also approved rezoning for a nearly 43-acre site north of Town Center.





PROJECT UPDATES

MoPac Improvement Project

- The Oversight Team is working with the Contractor on a revised project schedule that reflects the impacts of the numerous owner-directed change orders.
- Contractor is working to accelerate productivity by bringing on additional resources (self-performing and subcontractors) and assessing future opportunities to expedite delivery.
- The permitting process with utilities and railroads, as well as coordination with other local agencies, continues. The execution of several rights-of-entry agreements with the UPRR will allow work to begin in those areas. The relocation of the City of Austin 42" water line is a significant stand-alone activity within the Project. The team continues close coordination with the City as this part of the project moves from design to construction to prevent impacts to the overall Project schedule.
- Lane striping in the corridor is being evaluated on a weekly basis; comments received from the public have decreased significantly over the past several months. Contractor has submitted a work plan for addressing deficiencies.



- Illumination of the corridor is being evaluated nightly; areas for repair have been identified and a repair schedule implemented. Lighting of the ramps is the priority - the contractor has installed portable lights and generators at these areas until permanent repairs can be made. Maintenance of the lighting will be an on-going activity.

- The installation of sound wall columns and panels has begun on the wall near 10th Street. Construction of other sound walls will follow.



Workers pour the concrete deck for the expanded southbound bridge at Enfield (February 5, 2015).

- Boring activities for two large tunnels associated with drainage pipes for the under-crossings near downtown are complete. These tunnels are significant and time-consuming efforts. Work on a third tunnel has started and the effort is more than 50% complete; work on the fourth and final tunnel will commence shortly.
- Conduit construction for ITS wiring, which will service cameras and other detection equipment as well as the toll signage, continues.

183 North Mobility Project



- Technical Memoranda continues to be prepared for social, economic, and environmental impact evaluations.
- The Technical Working Group is meeting on February 24, 2015.
- Additional corridor improvements are being considered, including a consistent 4-lane section from McNeil to MoPac.
- Draft Design Exception package is being updated to reflect continuous 4-lane section throughout the corridor for reduced lane and shoulder widths.
- Initial Bicycle and Pedestrian accommodations continue to be evaluated and refined.
- Traffic analysis for operations and environmental evaluations continues.
- The next Public Workshop is scheduled for March 5, 2015.
- Initial draft EA submittal is planned for early 2015 with Public Hearing planned for late 2015.

MoPac South Environmental Study

- Technical Memoranda continue to be prepared and reviewed for social, economic, and environmental impact evaluations.
- The schematic will continue to be refined as operations analysis is conducted and agency and public comment is received.
- Refinement of traffic models for traffic operational analysis and environmental evaluations continues and should be complete in the spring.
- A public workshop is planned for February 26, 2015. The alternatives analysis process will be explained and the preferred alternative (Express Lanes) will be presented in schematic form.
- Initial draft EA submittal is planned for early 2015 with a Public Hearing planned for late 2015.

MoPac Intersections Environmental Study

- The Schematic Design and the majority of the technical memoranda are substantially complete.
- The first draft of the environmental document will be submitted for review in February 2015, available for public review in the spring with a Public Hearing mid-2015.
- Stakeholder outreach and public communication is planned over the next several months.
- Once the project is environmentally cleared, TxDOT will take over the final design and construction.

SH 45SW Environmental Study



- TxDOT has released the Final Environmental Impact Statement (EIS) and an environmental finding is anticipated in late February 2015.
- The Mobility Authority's Design Team is collecting survey data, setting up files, reviewing environmental commitments, and preparing to begin final design tasks once environmental clearance is received.
- Stakeholder meetings and Context Sensitive Solutions efforts will be initiated as the project design progresses.

Bergstrom Expressway Project



- The Mobility Authority published the Environmental Assessment Notice of Availability in January and expects the environmental finding before March 2015.
- The procurement process has been initiated with the Request for Qualifications issued in April 2014, Shortlist of Proposers in September 2014, release of the Final Request for Detailed

Proposals in December 2014 and Best Value Selection scheduled for Spring 2015.

- Project programming activities continue as the team works to finalize project-funding agreements with TxDOT and FHWA.
- Other project programming efforts have continued in order to meet Federal requirements such as the Project Management Plan and the Initial Finance Plan. The Cost Estimate Review Workshop was completed in October 2014 with an update scheduled for February 2015.
- Financing activities continue as updates to TIFIA Application are developed and the Investment Grade Traffic & Revenue Study begins.
- Continuing early utility coordination and ROW Acquisition activities for items with long lead times.
- As community outreach shifts from the environmental phase to construction, the team is developing strategies, updating tools, and continuing stakeholder outreach.
- Traffic noise barrier workshop planning has begun; the meeting is anticipated to occur in March 2015.

Maha Loop/Elroy Road, Phase I Project



Maha Loop Construction

- Placement of hot mix Type B was completed in mid-December; final surface course to be placed in February, if temperatures allow.
- Final grading of ponds is ongoing; placement of gabion walls and filtration material has begun.

- The bridge rail and sidewalk for the south bridge was completed and is ongoing for the north bridge.
- The bridge deck for the north bridge was completed January 14 and the approach slab on the south bridge January 16 which symbolized the last bridge pour.
- Placement of matting and seeding in west ditch was completed.
- Placement of driveways will be complete in February.
- There is a pending change order to add a traffic signal and turn lanes on SH 71 and a traffic signal on Pearce; design work is complete and has been provided to Contractor for price.
- Ribbon Cutting has been scheduled for March 27.

290 Toll (Manor Expressway)

- CTMC is finalizing the non-conflict utility relocations required by the project to obtain Final Acceptance.

Oak Hill Parkway Project

- Efforts with TxDOT and the City of Austin continue for potential regional detention facilities.
- Design level schematics for both concepts moving forward into the alternatives analysis phase were presented at an Open House on Tuesday, January 20, 2015 from 4:30 pm – 7 pm at Covington Middle School. Approximately 105 members of the public attended, as well as Judge Susan Steeg (Justice of the Peace #3) and Ellen Troxclair (Austin City Council, District 8). The Virtual Open House on the project website (www.OakHillParkway.com) was available for public review and official comment, from Jan. 21 – 30, 2015, and received over 450 unique visitors.



- Planning has begun for the next Context Sensitive Solutions workshop; anticipated for April 2015.
- A targeted outreach plan is being developed for stakeholders with concerns about access, regional water detention, right-of-way acquisition, and bicycle/pedestrian improvements.

- A ceremonial groundbreaking was held on Jan. 27, 2015. Chairman Wilkerson was a key speaker, along with: Russell Zapalac, Chief Planning/Project Officer TxDOT; Eddie Rodriguez, Texas State Representative; Lt. Gen. Joe Weber, USMC, (Ret), TxDOT Executive Director; Jim Smith, Director of Aviation, Austin-Bergstrom International Airport; and Kurt Knebel, Vice President of Civil Operations, McCarthy Building Companies. Thanks to all who attended!
- Short-term lane closures are starting to trickle in, and the outreach team is working to disseminate the information to the public.

SH 71 Express



- TxDOT issued Notice to Proceed 2 (NTP2) for design services on 12/22/14; McCarthy is still working on deliverables required to achieve NTP2 for construction.
- Coordination meetings between McCarthy and the Toll Integrator have commenced.
- McCarthy design submittals to TxDOT are coming soon.
- Atkins will provide Schneider Electric the toll plans as soon as they are available for review.





Central Texas Regional Mobility Authority Overview of Toll Operations with TxDOT

DRAFT Updated February 12, 2015

What is the Mobility Authority doing to work with TxDOT to resolve the customer service complaints regarding toll bills and the customer call center?

- The Mobility Authority has an important partnership with TxDOT's tolling division and TxTag. TxDOT is a trusted partner and we couldn't operate our toll road systems without them. We are collaborating with TxDOT to provide responsive solutions to address concerns raised by our customers.
 - We have placed Mobility Authority customer service representatives on-site at the TxTag service center if a walk-in customer needs assistance for an invoice on one of our toll roads, 183A Toll or 290 Toll.
 - With regard to call center phone customers, we are establishing a two-way call center hotline that will allow us to "hot transfer" a customer directly to a TxTag customer service rep for issues related to their TxTag account or invoice. Conversely, a TxTag customer service rep will be able to transfer a customer to our call center for issues or questions about a toll bill on one of our roadways. This way, customers will not have to be sent to a second cue to wait on hold for assistance.

What happened to create the backlog from TxTag, when did it happen and what was the impact?

- From July 1-17, TxTag's back office was shutdown to migrate to the new Xerox system. A backlog of transactions was building during this shutdown. When the Xerox system came back online there was a large backlog to process - approximately 1.5 million transactions. This prevented MSB from processing and sending Mobility Authority customers Pay-by-Mail invoices.
- From July 1 – August 1, the new Xerox system did not include the license plate verifications for fleet account (fleets include large commercial and third parties supporting rental car agency vehicles). During the time, the Mobility Authority was unable to process invoices to fleet providers. The Mobility Authority worked with MSB to mitigate pay-by-mail bills from being generated and mailed.
- On Aug. 24 the Mobility Authority noted an anomaly when the new Xerox software rejected more than 200,000 valid TxTag transponder transactions on our roadways (Typically, approximately 3000 per day are rejected) As quickly as possible, the Mobility Authority shut down our processing system so as to not send pay-by-mail invoices to valid TxTag account holders. However, we believe approximately 4000 pay-by-mail transactions may have been billed incorrectly to valid TxTag account holders. Following the discovery of this anomaly, TxTag shut its back office down from August 25th to September 14, creating an additional backlog.
- To address this concern, we provided instructions to MSB to reduce the toll to the TxTag rate and waive all other fees if a customer stated that they had a valid TxTag account for transactions

that were billed. Once we determined the time period in which the billing errors occurred, we instructed MSB to continue the instructed practice for all Mobility Authority transactions occurring between July 1, 2014 and October 31, 2014.

- Two major transaction backlogs occurred because TxTag was offline for a two-week period. To recover from the backlog, TxTag processed two days worth of transactions every day. This caused cash-backed accounts to be depleted, causing rejections, and triggering pay-by mail invoices.

How do the Mobility Authority's tolling and customer service operations interact with TxDot's tolling division and TxTag customer service operations?

- All of the Mobility Authority's toll transactions – both video tolling and pay-by-mail – are reviewed to determine whether a TxTag account is associated with the vehicle.
- The Mobility Authority system interacts with the TxTag system when a transaction has taken place on one of our Expressways (183A Toll and 290 Toll).
 - If the vehicle has a TxTag transponder, the toll transaction is sent to TxTag to confirm that the tag account is funded. If the account is funded, TxTag debits the tag holder's account and TxTag sends us the toll funds.
 - For vehicles without a TxTag, our tolling equipment takes a picture of the vehicle's license plate and sends data to TxTag to check for a funded account. If there is no account or the account does not have funds, the customer is sent a Pay-by-Mail invoice.

What impacts has TxTag's back office backlog had on the Mobility Authority's pay-by-mail operations?

- Under our operating guidelines with Municipal Services Bureau (MSB), the Mobility Authority bills Pay-by-Mail customers within 30 days. Currently, we are experiencing a two-week backlog, as we work to catch up with our backlog from TxTag that at one time was nearly 30 days (see the next section for details). Our customers are not being assessed late payment fees for this delay.
- Prior to the migration, we mailed approximately 7,000 invoices per day. Since the migration, in order to catch up on our invoices, we have been mailing 25,000 to 30,000 invoices per day.

Why have Mobility Authority/MSB call volumes soared?

- When TxTag experiences more customer calls, we do too, as customers call us about their bills on our roads when they can't get through to TxTag, or TxTag refers them to us when they determine their trip occurred on one of our roads. In recent weeks, our call customer service call center has been overwhelmed. Call volume has tripled.
 - Prior to the TxTag/Xerox migration we received 750-950 customer calls a day. We're currently receiving approximately 3,000 calls per day.
 - Our call wait time has also increased – from an average of about 5 minutes to sometimes more than an hour.

- We understand that an hour hold time is unacceptable, and we are taking action to increase our staff. In addition to the solutions listed above, customers can opt for a call-back from our service center instead of waiting on hold or submit an inquiry through our paytaxastoll.com website.

Town Center takes root in Cedar Park



Jan. 21, 2015
By Stephen Burnett

New restaurants and retail to open near Toll 183A

In 2014 the Town Center shopping plaza at Toll 183A and Whitestone Boulevard in Cedar Park expanded from a single Costco store to 16 businesses. In 2015 the project is still growing and continues to encourage new development nearby, making Toll 183A and Whitestone a flourishing retail and restaurant hub.



City leaders said that in 2015 residents will likely see more businesses and offices announce their arrivals in the Toll 183A corridor between New Hope Drive and Whitestone.

Town Center's developer, The Ainbinder Company, has announced that in 2015 it will open two restaurants, Lupe Tortilla and PDQ, and at least two more businesses, Spa Organic Nail Salon Plus and Supercuts.

Nearby, southwest of Cottonwood Creek Trail and Whitestone, another new retail center, Starwood Oaks, will open in summer with a Denver Mattress store and two restaurants—Masala Wok and Five Guys Burgers and Fries. Panera Bread will also open a new location in March, east of Starwood Oaks and just south of the 1890 Ranch shopping center, southwest of Whitestone and Starwood Drive.

More medical facilities are also coming to the corridor, such as a pediatric facility at Toll 183A and Medical Parkway, and a U.S. Memory Care assisted-living center on C-Bar Ranch Trail.

All the area growth is exceeding the initial expectations of city leaders and business owners,

said Phil Brewer, Cedar Park director of economic development.

"It is such a hot area in terms of traffic volume and access and visibility," Brewer said.

Every day about 30,000 vehicles travel Toll 183A, and 40,000 vehicles travel Whitestone, he said.

"That's a real attractive area for commercial developers, whether it's retail or restaurants or office space," he said.

Center of growth

Previously Cedar Park planners envisioned Town Center as the site of a new City Hall and mixed-use, walkable downtown. But in 2011, Michael Ainbinder, owner The Ainbinder Co., proposed a traditional retail plaza anchored by a big-box store.

Costco was the first business to open at Town Center in November 2013, and six new restaurants southwest of Costco opened by summer 2014. By the end of 2014, Town Center included two large retailers—Costco and At Home—10 restaurants and four other businesses.

After Zoës Kitchen opened in April, the restaurant was packed with customers for months, Krista Kharazi-Goljahi, Zoës assistant general manager said.

"When I first moved to the Cedar Park area, none of this [development] was even here," she said. "I see Costco—they have a line out the door. ... This is definitely a good spot."

Ainbinder said the Town Center project is almost 100 percent leased.

"We're very happy to be developing in Cedar Park," Ainbinder said. "The area between [US] 183 and I-35 north of Lakeline Mall is the fastest-growing trade area in the state of Texas. ... And Cedar Park has historically been an underserved market. All of the retail concentration is down by Lakeline Mall, but that's not generally where the population is."

The new businesses have encouraged another project to the north of Town Center—a 42.86-acre

site Austin-based Endeavor Real Estate Group bought in September, Brewer said. That month City Council approved rezoning the site from downtown district use to a planned development. The zoning category can include office space or retail and limits uses such as vehicle sales. Endeavor has not announced its plans for the site.

Endeavor is the developer that in 2007 launched the 1890 Ranch shopping center and in 2011 sold the center, which is now owned by RioCan Real Estate Investment Trust.

The city's vision

For 10 years Cedar Park City Council has invested in the Toll 183A and Whitestone hub, Brewer said. Mayor Matt Powell said city leaders have long wanted businesses such as Costco and In-N-Out Burger to be located in that area to draw in new industries, offices and stores.

On Nov. 20, City Council approved an update to the city's comprehensive plan, which outlines the city's long-term vision for local development and future zoning. The plan's land-use map reflects city leaders' goal to zone land near Toll 183A and Whitestone for future offices and retail. The map also promotes new shops, restaurants or offices extending northeast from the existing Town Center and 1890 Ranch shopping centers to the city limit.

City Council has encouraged new commercial interest in the area by offering incentives to developers.

In 2012, City Council approved an agreement stipulating that landowner Cedar Park Town Center can keep portions of Costco's generated tax revenue—20 percent of property taxes and 25 percent of sales taxes—for 15 years or up to \$6 million. In September 2014, City Council approved another incentive for Pediatric Subspecialty Land Co. North LLC to open a 70,000-square-foot facility by spring 2016 northeast of Toll 183A and Medical Parkway.

Cedar Park Mayor Matt Powell said the successes of Costco and other Town Center businesses have helped boost Cedar Park's sales taxes. In fiscal year 2012–13, Cedar Park gained about \$8.7 million in sales tax revenue, a number that jumped to \$10.2 million in FY 2013–14.

2015 and beyond

Ainbinder said planning has begun for a Town Center hotel, SpringHill Suites by Marriott, which may break ground this year. City leaders said they expect expansion near the intersection will continue in 2015 because of the growth of clinics

on Medical Parkway and high-tech companies at Scottsdale Crossing Commerce Park.

Dana Holding Corp.'s research and development facility at Scottsdale Crossing is complete. In September city leaders approved incentives for Voltabox, a lithium ion battery manufacturer that has broken ground on a 22,000-square-foot facility next door to the Dana building.

Existing business in and near Town Center and 1890 Ranch also help make the area attractive to prospective employers.

"You naturally end up spending money near where you work," Powell said. "The offices and the hospital and everything out there [on Toll 183A] all work together to get a multiplying effect."



But challenges persist for some Toll 183A/Whitestone-area properties, such as within the 1890 Ranch shopping center. As of Jan. 5 the center had 10 vacancies, most of them behind Gold's Gym or in front of the Cinemark movie theater.

Brewer said any large shopping center such as 1890 Ranch, whose shops' square footage totals about 900,000 square feet, will have a small percentage of vacancies.

Powell said city staffers are planning traffic signal adjustments for expected increased traffic at Toll 183A and Whitestone. Design has also begun for the RM 1431 Gap Project to widen Whitestone between Cottonwood Creek Trail and Vista Ridge Boulevard.

In 2015 more businesses will likely announce they are building on Toll 183A and Whitestone, though Brewer said the city can't yet announce new projects. He said city planners hope more specialty stores will build near the intersection.

"We would [also] like to see maybe higher-end restaurants coming into that area," Brewer said.



CENTRAL TEXAS
Regional Mobility Authority



News Release

FOR RELEASE: February 10, 2015

Carma Carpooling Launches the “Love My Commute 30-Day Challenge”

Carpooling app extends toll reimbursements to all Central Texas toll roads in partnership with the Central Texas Regional Mobility Authority and TxTag

AUSTIN, TX – February 10, 2015 – To celebrate the expansion of Carma Carpooling toll reimbursements to all toll roads* across Central Texas, and just in time for Valentine’s Day, Carma, the Central Texas Regional Mobility Authority and the Texas Department of Transportation’s TxTag are challenging commuters to take the “Love My Commute 30-Day Challenge.”

A year after successfully announcing a pilot program with the Mobility Authority to reimburse tolls on 183A and 290 Toll Roads, Carma is expanding the toll reimbursement program through June 30th to include Texas Department of Transportation toll roads Loop 1, SH 45N, SH 45 SE and portions of SH 130.* To celebrate, Carma is challenging Central Texans to submit their best video, photo, song or poetic work that shows just how passionate they are about commuting with Carma.

The top submission will receive a Dream Commute for one month. The prize includes:

- **Exclusive use of Carma’s Tesla Model S** for 30 days
- **Brand new iPhone 6** (Ready to download the Carma App)
- **A Coffee a Day** (\$150 gift card to Starbucks)
- **\$100 in TxTag credit.**

Carma Carpoolers are invited to share their happy commute stories via videos, photos, or written entries via social media, and challenge their friends to carpool. Between February 10 and March 10, commuters can sign up for Carma and show just how passionate they are about carpooling. To learn more, visit www.carmacarpool.com/love

“We’re challenging Central Texans to try Carma and love their commute again,” said Lauren Albright of Carma. “We know that 877,000 Central Texas residents drive to work alone - that’s more than 2.3 million empty seats going unused every single rush hour. So, the answer to Austin’s traffic problem is simple: put wasted car seats to good use!”

Carma is the world's first real-time ridesharing network to offer toll benefits to carpooling commuters. The free app makes it easy for co-workers and neighbors with similar commute routes and schedules to find each other so they can set up carpools, and through the tracking of journeys, Carma brings money-saving benefits back to its members.

"We're pleased to partner with Carma because it supports our mission to find innovative solutions to our region's transportation challenges," said Mobility Authority Executive Director Mike Heiligenstein. "During the past year, Carma has surpassed our pilot project goals by a considerable margin. As many as 10,600 carpool trips over 172,000 miles were shared by members, 8,200 gallons of gas saved and 160,600 pounds of CO₂ emissions avoided. In addition, Carma gave more than \$2,500 in toll refunds to area commuters driving the 183A and 290 (Manor Expressway) Toll Roads."

Austin residents are invited to download the Carma Carpooling app for iPhone and Android devices at www.carmacarpool.com

*Excludes segments 5 & 6 of SH 130, south of 45 SE.

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About Carma

Carma's smartphone app instantly connects people who are going in the same direction for work, making commuting faster, safer and more affordable. Unlike Transportation Network Company apps (for-hire drivers) that put more cars on the road, Carma matches people with other commuters from their neighborhood, reducing the number of cars on the road and making millions of empty seats available for good use. Carma's carpool approach is in line with its mission to reduce traffic congestion, carbon emissions and the cost of car ownership. Download Carma by visiting the App Store or Google Play or www.carmacarpool.com.

About the Mobility Authority

The Central Texas Regional Mobility Authority is a local, independent government agency created in 2002 to improve the regional transportation system in Travis and Williamson Counties. The Mobility Authority implements innovative and sustainable transportation options to enhance quality of life and economic vitality in Central Texas. The Mobility Authority operates 183A Toll in Williamson County and 290 Toll (Manor Expressway) in east Austin and is constructing Express Lanes on MoPac Expressway. For more information about the Mobility Authority, visit www.MobilityAuthority.com



183A Toll road

The new normal

The Central Texas Regional Mobility Authority is keeping Austin moving through innovation and technology, as **Mike Heiligenstein** explains

As one of the fastest growing cities in the United States, Austin, Texas has built a worldwide reputation as an innovative, technology hotbed – attracting newcomers at a rate of 70 people every day according to recent studies. That kind of phenomenal growth has led to clogged roadways – earning the hip city a less popular

reputation as one of the most traffic-jammed cities in the country.

So, when the two counties that surround Austin created the Central Texas Regional Mobility Authority (CTRMA) in 2002 to provide innovative transportation programs to help ease traffic congestion, it was assumed that the Mobility Authority would have to serve its citizens



“It would be fair to ask: what in the world would a toll agency be doing to encourage drivers to share rides? Wouldn’t that raise the prospect of diminishing the opportunity for toll paying customers?”

with advanced technology. After all, Austin was the home of several high technology firms at the time, including Dell, Motorola, Advanced Micro Devices, IBM and Apple. Many more now call Austin home such as Google, Facebook, eBay, Samsung, Oracle and more. So there was a native population that not only was receptive to high tech solutions, but would also demand them on any effort to improve mobility.

With little or no state or federal transportation funding in sight, the Mobility Authority began building a system of toll roads to re-connect the community. When the Mobility Authority opened its first toll road in 2007, it included gantries for Electronic Toll Collection (ETC), and also expensive, staffed, tollbooths built on land that cost hundreds of thousands of dollars. Why the frustrating duplication in toll collection methods? When it came to financing the toll roads, bond rating agencies and the investment community insisted that payment by cash was

necessary because the risks were too high to trust the certainty that “all electronic tolling” would not see high violation rates and reduced revenues. When actual experience proved that reliable revenue streams could be built on all ETC, the investor world relented and the cash tolling options were decommissioned. Since then, moving to all ETC has saved the Mobility Authority millions of dollars. The Authority was the first agency in the US to convert to all ETC from a mixed cash and ETC cash payment system.

OPTIONAL EXTRAS

As a result of technological innovation and the demand to ease traffic congestion, the Authority has aggressively pursued new layers of technology. Just a few years after the opening of the agency’s first tolled roadway, the Authority decided to offer customers that did not want electronic toll tags, or that only planned to occasionally use our toll roads, another option – video tolling,

which photographs a vehicle’s license plate and then generates an invoice to be mailed.

While more costly to the consumer than toll tag bills, video tolling provides another option and allows motorists to access nearly every toll facility in Texas. But advances in technology had only just begun – the world was changing, and tolling agencies (if they wanted to thrive) were becoming enterprises defined by finance and technology, not concrete and steel.

What made the adoption of innovative solutions important to the Authority was that it fashioned itself as an entrepreneurial entity – one that had to adapt and adopt. But with adoption of new technology comes risk. As an agency we decided to heed the advice of researcher and author Jim Collins from his book *Great by Choice* and adopt the “bullets before cannonballs” approach to change. The bullets began with all ETC and video tolling, and lent themselves to our next phase of development; managed or express lanes with all the tolling complexity that accompanies that method.

But before we entered that world, we decided to explore more travel options to determine whether we could offer our customers a more rewarding and cost effective travel experience. One research effort partnered with the Federal Highways Administration to determine if offering drivers a discount to drive on “shoulder” times would encourage off-peak trips. (Austin, like much of the nation, has particularly bad congestion during peak commuter hours). The drivers were offered a discount on their toll rates if they chose to do so. The point of all this is that we know that it’s not just about new capacity, or even new and better technologies that will be needed to address congestion – it’s also human



Construction of the MoPac Express Lanes



behavior and how the new technologies will interact with existing behavior patterns and alter or eliminate those elements that contribute to congestion.

To that end, we have invested in two smartphone technologies; a mobile app for ridesharing and another app to help drivers use existing capacity and avoid as much congestion as possible. The ride-sharing app helps drivers with similar destinations and time constraints to connect in order to share rides and the costs of driving and tolls. The Authority offers toll reimbursements to those that give the ride share option a chance to work for them.

In Austin, as in most American urban areas, a large percentage of commuters



290 Toll (Manor Expressway – top) as well as the adjacent shared use (hike and bike path – above)



This operations center will be the control center for the MoPac project

drive alone. That number equates to 900,000 empty car seats a day in Austin! It would be fair to ask: what in the world would a toll agency be doing to encourage drivers to share rides? Wouldn't that raise the prospect of diminishing the opportunity for toll paying customers? Of course it might, but in one of the fastest growing cities in America, in order to address congestion in meaningful way, all options need to be on the table, including behavior modification. After all, we are a Mobility Authority, not just a toll agency. With that in mind, we're also developing a mobile app that will help commuters navigate to their destination and help reduce capacity on our overcrowded roadways. By planning their trip ahead of time on the mobile app, the driver will receive a reward for using the designated route at the designated time – with greater rewards for off-peak trips. What coffee company in the world wouldn't want to have their product be part of that incentive package – by offering an incentive to drivers to get to their retail outlets in a more timely and reliable fashion?

A NEW NORMALITY

A key project we're implementing will combine technology and the science of human behavior to create a "new

“What coffee company in the world wouldn't want to have their product be part of an incentive package – by offering an incentive to drivers to get to their retail outlets in a more timely and reliable fashion?”

normal” in the world of transportation. Congestion pricing, or managed lanes, have taken on increasing importance in the United States. The Mobility Authority, after “ringing bullets”, has decided to load a few cannonballs to improve reliability on some of our more congested freeways. Austin, like most cities don't have available real estate to create new corridors of a sufficient width to provide multiple new lanes of capacity. In order to provide a more reliable trip time on one of our most congested corridors, the Authority is adding one new “express” lane in each direction of an 11-mile stretch of a very congested “core” artery. Advanced monitoring technology and back-end software will generate sophisticated algorithms to dynamically price the lanes based on the elasticity demand – taking into consideration not only the managed express lane, but also the general purpose lanes and how they are operating. Having given due praise to technology and its benefits, I must also point out that while firing a cannonball, we also incorporated a safety valve for backup. We will have the ability to manually override the functioning of the algorithms in the operations center, especially during the first couple of years, in the event we see anomalies that need to be addressed on a real-time basis. This is truly the merging of finance, technology and micro-economics.

SEEING IS BELIEVING

Finally, smart technology cannot be limited to cars, toll gantries and back rooms. We, in the tolling industry must lead the way with new, smart roadways. Technology must be included and embedded in all new roadways so that those roadways will be able to accept the most innovative technologies coming out

of auto factories and research institutions. We must lead the way and ensure that our toll facilities are as safe as possible, and provide a premium experience for our customers. Vehicle to infrastructure communications is now entering a phase that will permit transportation agencies the opportunity to proactively avoid collisions on our highways. How many fatalities could be prevented if infrastructure could communicate with and shut down wrong way drivers who mistakenly enter an exit ramp before they become a deadly force, better yet, notify oncoming traffic to steer clear of such dangers?

Tolling agencies have learned that “seeing is believing.” That driving forward in the name of what our customers want is what really matters. By capitalizing on the relationships we've built with our customers over time, and integrating the many new, innovative features that technology has to offer, we can truly begin to bring roadway infrastructure into the future. Toll agencies offer a unique opportunity to lead the way and to study the results in a controlled environment that can improve the experience over time. We should offer a service on an entrepreneurial platform – and we should learn from and be just as inventive as our private sector peers. To do less would be a disservice to all who depend on us to keep our regions, states, and nation safe and mobile. 📍



Mike Heiligenstein is Executive Director of Central Texas Regional Mobility Authority based in Austin, Texas



www.mobilityauthority.com



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #12 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 others matters as authorized by §551.071 (Consultation with Attorney).



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #13 SUMMARY

EXECUTIVE SESSION

Executive Session:

Discuss legal issues related to legislation proposed to the 84th Texas Legislature that could affect the Mobility Authority or its operations, as authorized by §551.071 (Consultation with Attorney).



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #14 SUMMARY

Report on legislative issues and possible action to revise the Mobility Authority legislative program for the 84th Texas Legislature.

Strategic Plan Relevance: Regional Mobility; Economic Vitality; Sustainability; Innovation

Department: Law

Associated Costs: None

Funding Source: Operating Fund

Board Action Required: If desired to revise legislative program

Description of Matter: The 84th Legislature is in session and will consider legislative proposals and issues that affect the Mobility Authority.

This agenda item is to receive reports on those legislative proposals and issues. If desired, the Board may take act to revise its legislative program adopted October 29, 2014, a copy of which is attached for reference.

In previous legislative sessions, the Mobility Authority has worked with other regional mobility authorities and tolling entities to address issues of common concern to tolling entities.

Reference: Resolution 14-083 (Legislative Program)

Contact: Andrew Martin, General Counsel

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

RESOLUTION NO. 14-083

**APPROVING A LEGISLATIVE PROGRAM FOR ISSUES AND PROPOSALS
AFFECTING THE MOBILITY AUTHORITY IN THE 84th TEXAS LEGISLATURE.**

WHEREAS, the Texas Legislature is scheduled to convene at noon, Tuesday, January 13, 2015, and to adjourn on Monday, June 1, 2015, in the 84th Regular Legislative Session; and

WHEREAS, action on legislation considered by the 84th Legislature can affect the powers, duties, and ability of the Mobility Authority to fulfill its statutory mission as a regional mobility authority existing and operating under Chapter 370 of the Texas Transportation Code; and

WHEREAS, the Board of Directors supports consideration and adoption by the 84th Legislature of legislation that addresses issues identified and supported by other regional mobility authorities throughout Texas, as well as issues that affect only the Mobility Authority, as set forth on the legislative program attached to this resolution as Exhibit 1.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors approves the legislative program set forth in Exhibit 1 to this Resolution.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 29th day of October, 2014.

Submitted and reviewed by:



Andrew Martin
General Counsel for the Central
Texas Regional Mobility Authority

Approved:



Ray A. Wilkerson
Chairman, Board of Directors
Resolution Number: 14-083
Date Passed: 10/29/14

Exhibit 1

Mobility Authority Legislative Program

Legislative Priorities 84th Legislative Session

The following is a list of priorities for the 84th Legislative Session:

1. **Increased Transportation Funding:** There is a continuing need for increased funding for the state's transportation system. The Mobility Authority will support viable options to increase funding at the state or local level, including enhancements to make county TRZs more effective; dedication of vehicle sales tax revenues to the state highway fund, ending diversions, and enhanced local options for transportation funding.
2. **Data Protections:** The Mobility Authority supports efforts to enhance protection of customer and trip data on Mobility Authority toll facilities from public disclosure, including efforts to clarify the definition of a "customer" under Chapter 370 of the Transportation Code in regard to the information that is subject to disclosure under Chapter 552, Government Code.

Items specific to the Central Texas Regional Mobility Authority:

3. **Project-Specific CDA Authority:** In the 83rd Legislative Session, SB 1730 authorized certain projects to be developed using a Comprehensive Development Agreement (a "CDA"). If supported by the local legislative delegation, the Mobility Authority will seek to extend that authority as necessary for previously authorized projects, and add projects to the list that are appropriate for development as a CDA.
4. **State Funding for Discounted or Free Tolls under Section 372.053(b), Transportation Code:** The Mobility Authority supports and will seek the appropriation of sufficient state funds to fully defray the cost of providing free or discounted tolls on Mobility Authority toll projects to customers eligible under a discount program established pursuant to Section 372.053 (Veteran Discount Program), Transportation Code.