



**CENTRAL TEXAS
Regional Mobility Authority**

Regular Meeting of the Board of Directors

9:00 a.m

Wednesday, January 27, 2016

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

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

AGENDA

No action on the following:

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

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:

3. Discuss acquisition of one or more parcels or interests in real property needed for the Bergstrom Expressway (183 South) Project and the US 290 E Project and related legal issues, including consideration of the use of eminent domain to condemn property, pursuant to §551.072 (Deliberation Regarding Real Property; Closed Meeting) and §551.071 (Consultation With Attorney; Closed Meeting).

4. 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).
5. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation with Attorney).
6. Discuss personnel matters as authorized by §551.074 (Personnel Matters).

Reconvene in Open Session.

Regular Items

Items to discuss, consider, and take appropriate action.

7. Approve a contract to acquire Parcel 14 of the US 290 E Project, a 1.837 acre parcel of real estate located at the southwest corner of 290E and Springdale Road, Austin, Travis County, Texas, from Speedy Stop Food Stores.
8. Approve the minutes for the December 16, 2015, Regular Board Meeting.
9. Accept the financial statements for December 2015.
10. Award a construction contract for the interim improvements at the SH 130 – Manor Expressway intersection.
11. Consider support of City of Austin grant application for “Beyond Traffic: The Smart City Challenge.”

Briefings and Reports

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

12. Justification for Single Sourced Contract for website services.
13. HERO Program update.
14. Quarterly briefing on the MoPac Improvement Project.
15. Quarterly briefing on the 183 South Project.
16. Quarterly briefing on transportation projects under development.
17. Executive Director’s Report:
 - A. Project updates.
 - B. San Gabriel Signals.

- C. Park and Ride.
- D. Mobility Transformation Advisory Council.

18. Adjourn Meeting.

Notes

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

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

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

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

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

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



CENTRAL TEXAS
Regional Mobility Authority

January 27, 2016
AGENDA ITEM # 1

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

Welcome, Opening Remarks and Board Member Comments

Board Action Required: No



**CENTRAL TEXAS
Regional Mobility Authority**

January 27, 2016
AGENDA ITEM # 2

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

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

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

Board Action: None.



**CENTRAL TEXAS
Regional Mobility Authority**

January 27, 2016
AGENDA ITEM # 3

EXECUTIVE SESSION

Executive Session:

Discuss acquisition of one or more parcels or interests in real property needed for the Bergstrom Expressway (183 South) Project and the US 290 E Project and related legal issues, including consideration of the use of eminent domain to condemn property, pursuant to §551.072 (Deliberation Regarding Real Property; Closed Meeting) and §551.071 (Consultation With Attorney; Closed Meeting).



**CENTRAL TEXAS
Regional Mobility Authority**

January 27, 2016
AGENDA ITEM # 4

EXECUTIVE SESSION

Executive Session:

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



**CENTRAL TEXAS
Regional Mobility Authority**

January 27, 2016
AGENDA ITEM # 5

EXECUTIVE SESSION

Executive Session:

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



**CENTRAL TEXAS
Regional Mobility Authority**

January 27, 2016
AGENDA ITEM # 6

EXECUTIVE SESSION

Executive Session:

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



Meeting Date: January 27, 2016
AGENDA ITEM # 7

Approve the acquisition of 290E parcel (Parcel 14).

**CENTRAL TEXAS
Regional Mobility Authority**

Strategic Plan Relevance: Regional Mobility
Department: Legal
Contact: Geoff Petrov
Associated Costs: TBD
Funding Source: Bond Sale Funds
Action Requested: Consider and act on draft resolution.

Summary:

Potential action to authorize staff to finalize the acquisition of 290E Speedy Stop parcel (Parcel 14) following discussion in Executive Session.

Backup provided: Draft Resolution

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

RESOLUTION NO. 16-0XX

**AUTHORIZING EXECUTION OF A CONTRACT
TO PURCHASE CERTAIN PROPERTY IN TRAVIS COUNTY
FOR THE 290 EAST TOLL PROJECT (Parcel 14)**

WHEREAS, under the authority of Subchapter E, Chapter 370, Texas Transportation Code and other applicable law, the Central Texas Regional Mobility Authority (the “Mobility Authority”) hereby finds and determines that to promote the public safety, to facilitate the safety and movement of traffic, and to preserve the financial investment of the public in its roadways and the roadways of the State of Texas, the public convenience and necessity requires acquisition of a certain 1.837 out of a 2.05 acre parent tract of real property owned by Speedy Stop Food Stores (the “Owner”) that abuts US 290 East, as that property is more fully described by Exhibit 1 (the “Property”); and

WHEREAS, an independent, professional appraisal report of the Subject Property has been submitted to the Mobility Authority, and an amount has been established to be just compensation for the property rights to be acquired; and

WHEREAS, the Executive Director, through agents employed or contracted with the Mobility Authority, offered an official written offer to the Owner based on the amount determined to be just compensation, and entered into good faith negotiations with the Owners of the Property to acquire the Property; and

WHEREAS, the Owner has agreed to sell the Property, and the Executive Director recommends paying \$_____ to acquire the Owner’s interest in the Property.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that the Executive Director is authorized and directed to accept the purchase price settlement offer and execute a real estate contract to acquire the Property from the Owner, and to negotiate and execute all other associated documents necessary to acquire the Owner’s interest in the Property for a total acquisition price of \$_____.

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

Submitted and reviewed by:

Approved:

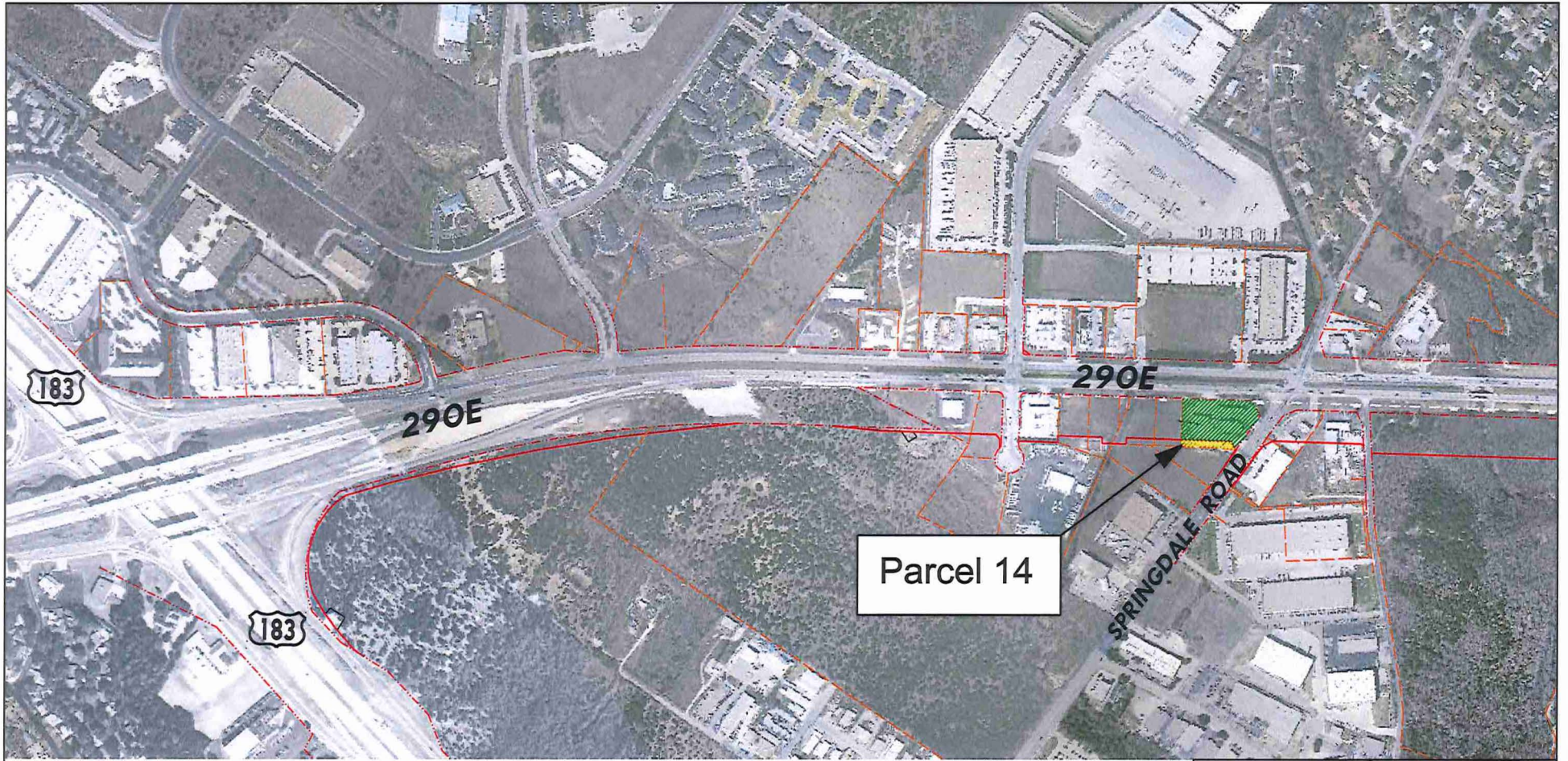
Geoffrey S. Petrov, General Counsel

Ray A. Wilkerson
Chairman, Board of Directors






Exhibit 1

Property Description

R:\Tran-CRMA\3000 CAD\3100 US 290 E\SCIN\00V\390-Parcel 14\condam+Exrdrv.dwg



LEGEND

-  ROW (PROPOSED)
-  ROW (EXISTING)
-  PROPERTY LINES
-  ALIGNMENT (PROPOSED)
-  ACQUISITION AREA

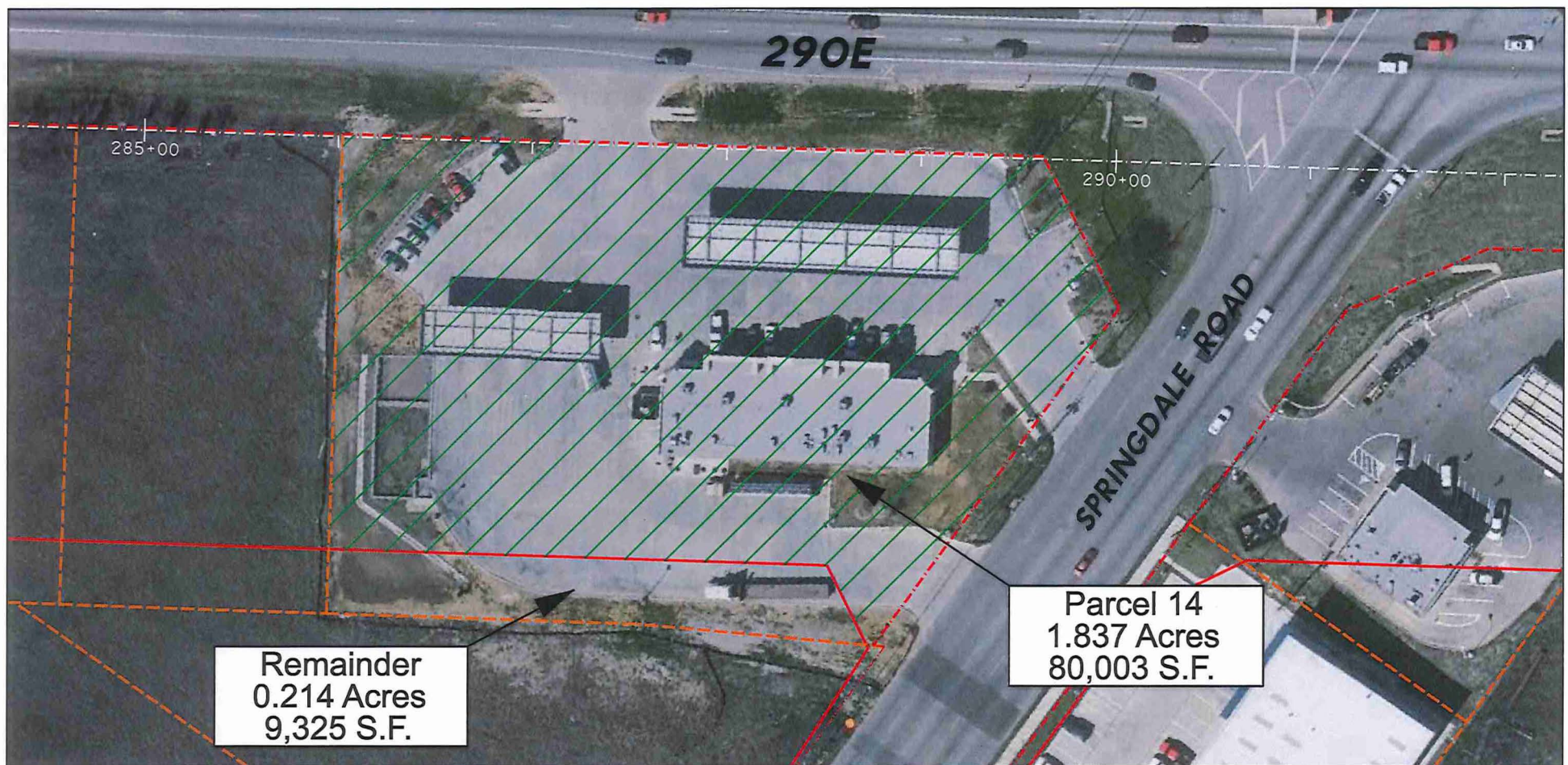
**PRELIMINARY
AS OF 9/02/10**




CENTRAL TEXAS
Regional Mobility Authority
© 2010

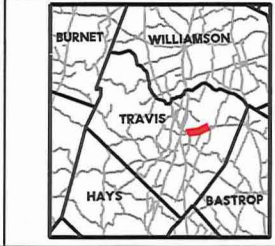
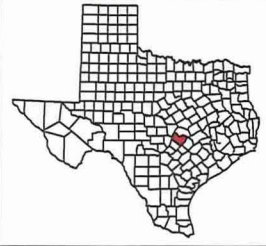
**EXISTING ROADWAYS
290E PARCEL 14
SPEEDY STOP FOOD STORES, LTD.**

Travis County, Texas



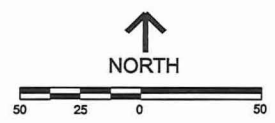
Remainder
0.214 Acres
9,325 S.F.

Parcel 14
1.837 Acres
80,003 S.F.



- LEGEND**
- ROW (PROPOSED)
 - - - ROW (EXISTING)
 - · - · - PROPERTY LINES
 - - - ALIGNMENT (PROPOSED)
 - / / / / / ACQUISITION AREA

PRELIMINARY
AS OF 9/07/10



IMPROVEMENTS
290E PARCEL 14
SPEEDY STOP FOOD STORES, LTD.

Travis County, Texas



**CENTRAL TEXAS
Regional Mobility Authority**

January 27, 2016
AGENDA ITEM # 8

Approve the minutes for the December 16,
2015, Regular Board Meeting.

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

Summary:

Approve the attached draft minutes for the December 16, 2015 Regular Board Meeting.

Backup provided: Draft Minutes, December 16, 2015, Regular Board Meeting

MINUTES
Regular Meeting of the Board of Directors
of the
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY
Wednesday, December 16, 2015
10:00 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 December 10, 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.

**An archived copy of the live-streamed video of this meeting
is available at: <http://www.mobilityauthority.com/about/vod.php>**

1. Welcome and Opening Remarks by Chairman Ray Wilkerson.

After noting that a quorum of the Board was present, Chairman Ray Wilkerson called the meeting to order at 10:04 a.m. with the following Board members present: James H. Mills, David B. Armbrust, David Singleton and Charles Heimsath. Robert L. Bennett and Nikelle Meade were not present at the meeting.

2. Opportunity for Public Comment.

The Board heard public comment from Laura Crestwell, Bill Bunch, and Barbara Rush.

Consent Board Items

Chairman Ray Wilkerson presented Items 3 through 4 for Board consideration as the consent agenda:

3. Approve a supplement to the work authorization with HNTB Corporation for oversight of the MoPac Improvement Project

MOTION: Motion to move Item 3 to Regular Agenda.
RESULT: Approved (Unanimous); 5-0
MOTION BY: Ray Wilkerson
SECONDED BY: James Mills
AYE: Wilkerson, Armbrust, Heimsath, Mills, Singleton
NAY: None

ADOPTED AS: N/A

The supplement to HNTB Corporation work authorization was considered as Item 10 on the Regular Agenda.

4. Approve a supplement to the work authorization with Atkins North America, Inc., for the oversight of the Manor Expressway (290E) Project.

MOTION: Approve consent agenda Item 4.
RESULT: Approved (Unanimous); 5-0
MOTION BY: David Singleton
SECONDED BY: David Armbrust
AYE: Wilkerson, Armbrust, Heimsath, Mills, Singleton
NAY: None

ADOPTED AS: RESOLUTION NO. 15-090

Regular Board Items

5. Approve the minutes for the November 24, 2015, Regular Board Meeting

MOTION: Approval for November 24, 2015 Board Meeting minutes.
RESULT: Approved (Unanimous); 5-0
MOTION BY: Charles Heimsath
SECONDED BY: David Singleton
AYE: Wilkerson, Armbrust, Heimsath, Mills, Singleton
NAY: None

ADOPTED AS: N/A

6. Accept the financial statements for November 2015.

Speaking on: Mary Temple, Controller

MOTION: Accept the financial statements for November, 2015.
RESULT: Approved (Unanimous); 5-0
MOTION BY: Charles Heimsath
SECONDED BY: James Mills
AYE: Wilkerson, Armbrust, Heimsath, Mills, Singleton
NAY: None

ADOPTED AS: RESOLUTION NO. 15-091

7. Authorize procurement for construction engineering and inspection services for the 45 Southwest Project.

Speaking on: Justin Word, P.E., Director of Project Management

Public Comment: Bill Bunch

MOTION: Authorize procurement of construction engineering and inspection services.

RESULT: Approved (Unanimous); 5-0

MOTION BY: David Singleton

SECONDED BY: Charles Heimsath

AYE: Wilkerson, Armbrust, Heimsath, Mills, Singleton

NAY: None

ADOPTED AS: RESOLUTION NO. 15-092

8. Authorize execution of a contract with Edelman to provide communications and marketing consultant services.

Speaking on: Dee Anne Heather, Director of External Affairs

MOTION: Authorize a communications and marketing contract with Edelman.

RESULT: Approved (Unanimous); 5-0

MOTION BY: James Mills

SECONDED BY: David Armbrust

AYE: Wilkerson, Armbrust, Heimsath, Mills, Singleton

NAY: None

ADOPTED AS: RESOLUTION NO. 15-093

9. Approve Change Order No. 20 with Central Texas Mobility Constructors, LLC on the Manor Expressway (290E) Project.

Speaking on: Wes Burford, P.E., Director of Engineering

MOTION: Approve Change Order No. 20 on the Manor Expressway (290E) Project.

RESULT: Approved (Unanimous); 5-0

MOTION BY: David Armbrust

SECONDED BY: Charles Heimsath

AYE: Wilkerson, Armbrust, Heimsath, Mills, Singleton

NAY: None

ADOPTED AS: RESOLUTION NO. 15-094

10. Approve a supplement to the work authorization with HNTB Corporation for oversight of the MoPac Improvement Project.

Speaking on: Jeff Dailey, Deputy Executive Director

MOTION: Approve a revised supplement in the amount of \$4,500,00 for the MoPac Improvement Project .

RESULT: Approved (Unanimous)

MOTION BY: David Armbrust

SECONDED BY: Charles Heimsath

AYE: Wilkerson, Armbrust, Heimsath, Mills, Singleton

NAY: None

ADOPTED AS: RESOLUTION NO. 15-095

Briefing and Discussion on the Following:

11. Executive Director's Report:

A. Project updates

1. Direct Connectors at 45/35

Speaking on: Justin Word, P.E., Director of Program Management

B. Update on the Environmental Comment Process.

Speaking on: Sean Beal, P.E., Engineering Manager

C. Update on the GEC Procurement.

Speaking on: Jeff Dailey, P.E., Deputy Executive Director

D. Update on the TTI Advisory Council annual meeting.

Speaking on: Mike Heiligenstein, Executive Director

E. 183 South parcel acquisition information

Speaking on: Andrew Martin, General Counsel

Executive Session Pursuant to Government Code, Chapter 551

Chairman Wilkerson announced in open session at 11:10 a.m. that the Board would recess the open meeting and reconvene in Executive Session to deliberate the following items:

12. Discuss acquisition of one or more parcels or interests in real property needed for the 183 South project and related legal issues, including consideration of the use of eminent

domain to condemn property, pursuant to §551.071 (Consultation With Attorney; Closed Meeting).

13. 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).
14. Discuss legal issues relation to the procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation With Attorney).
15. Discuss personnel matters as authorized by §551.074 (Personnel Matters), including evaluation of performance of the Executive Director.

The Board then recessed into an executive session in the Travis Conference Room.

After completing the executive session, the Board reconvened in open meeting at 12:41 p.m. in the Lebermann Board Room.

15. Approve an amended employment agreement with the Executive Director, including compensation and other contract terms

Speaking on: Brian Cassidy, outside Legal Counsel.

MOTION: Approve an amended employment agreement with the Executive Director.

RESULT: Approved (Unanimous)

MOTION BY: David Singleton

SECONDED BY: James Mills

AYE: Wilkerson, Armbrust, Heimsath, Mills, Singleton

NAY: None

ADOPTED AS: RESOLUTION NO. 15-096

After confirming that no member of the public wished to address the Board, Chairman Wilkerson declared the meeting adjourned at 12:49 p.m.



**CENTRAL TEXAS
Regional Mobility Authority**

January 27, 2016
AGENDA ITEM # 9

Accept the financial statements for
December 2015.

Department: Finance
Contact: Bill Chapman, Chief Financial Officer
Action Requested: Consider and act on draft resolution

Summary:

Presentation and acceptance of the monthly financial statements for December 2015.

Backup provided: Draft Financial Statements for December 2015
Draft Resolution

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

RESOLUTION NO. 16-0XX

ACCEPT THE FINANCIAL STATEMENTS FOR DECEMBER 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 December 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 December 2015, attached as Exhibit 1.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 27TH day of January 2016.

Submitted and reviewed by:

Approved:

Geoffrey S. Petrov, General Counsel

Ray A. Wilkerson
Chairman, Board of Directors

Exhibit 1

Financial Statements for December 2015

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2016	Actual Year to Date 12/31/2015	Percent of Budget	Actual PY to Date 12/31/2014
Revenue				
Operating Revenue				
Toll Revenue-TxTag-183A	32,107,731	13,618,926	42.42%	12,993,858
Toll Revenue-HCTRA-183A	1,678,072	1,205,023	71.81%	967,280
Toll Revenue-NTTA-183A	1,425,660	1,936,303	135.82%	424,309
Toll Revenue-TxTag-Manor	8,014,417	4,546,519	56.73%	3,914,867
Toll Revenue-HCTRA Manor	1,561,572	918,726	58.83%	749,869
Toll Revenue-NTTA-Manor	392,459	287,713	73.31%	163,141
Video Tolls 183A	9,541,998	4,302,995	45.10%	3,166,493
Video Tolls Manor Expressway	4,334,167	1,719,785	39.68%	1,041,314
Fee revenue 183A	2,471,500	1,560,227	63.13%	950,734
Fee revenue Manor Expressway	885,000	783,325	88.51%	406,253
Total Operating Revenue	62,412,575	30,879,543	49.48%	24,778,119
Other Revenue				
Interest Income	250,000	166,144	66.46%	166,178
Grant Revenue	3,130,258	33,375,251	1066.21%	59,214,724
Reimbursed Expenditures	-	2,849		-
Misc Revenue	-	48,322		9,045
Total Other Revenue	3,380,258	33,592,566	993.79%	59,389,948
Total Revenue	\$ 65,792,833	\$ 64,472,109	97.99%	84,168,066

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2016	Actual Year to Date 12/31/2015	Percent of Budget	Actual PY to Date 12/31/2014
Expenses				
Salaries and Wages				
Salary Expense-Regular	2,710,710	1,385,127	51.10%	1,185,165
Part Time Salary Expense	36,000	-	0.00%	-
Overtime Salary Expense	3,000	-	0.00%	-
Salary Reserve	40,000	-	0.00%	-
TCDRS	349,552	187,138	53.54%	156,549
FICA	109,682	48,800	44.49%	35,746
FICA MED	34,956	20,160	57.67%	17,301
Health Insurance Expense	232,154	126,614	54.54%	99,346
Life Insurance Expense	6,468	2,021	31.24%	2,232
Auto Allowance Expense	10,200	5,100	50.00%	-
Other Benefits	203,942	57,435	28.16%	93,360
Unemployment Taxes	14,400	72	0.50%	30
Total Salaries and Wages	3,751,064	1,832,466	48.85%	1,589,729

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2016	Actual Year to Date 12/31/2015	Percent of Budget	Actual PY to Date 12/31/2014
Administrative				
Administrative and Office Expenses				
Accounting	7,500	6,878	91.71%	3,719
Auditing	75,000	36,247	48.33%	51,888
Human Resources	50,000	2,917	5.83%	81,189
IT Services	64,000	19,324	30.19%	28,822
Internet	1,700	3,381	198.87%	824
Software Licenses	76,100	11,817	15.53%	9,087
Cell Phones	13,600	5,578	41.01%	5,750
Local Telephone Service	13,000	5,092	39.17%	7,264
Overnight Delivery Services	850	97	11.42%	38
Local Delivery Services	900	217	24.14%	-
Copy Machine	12,000	7,531	62.76%	5,400
Repair & Maintenance-General	1,000	1,882	188.15%	842
Meeting Facilities	250	-	0.00%	-
CommunityMeeting/ Events	2,000	616	30.80%	-
Meeting Expense	15,000	2,878	19.19%	4,112
Public Notices	2,000	-	0.00%	-
Toll Tag Expense	1,700	360	21.17%	728
Parking	3,475	1,730	49.78%	1,612
Mileage Reimbursement	9,600	2,965	30.89%	2,633
Insurance Expense	180,000	59,939	33.30%	45,972
Rent Expense	525,000	261,688	49.85%	221,193
Legal Services	220,000	92,730	42.15%	86,891
Total Administrative and Office Expenses	1,274,675	523,868	41.10%	557,962
Office Supplies				
Books & Publications	5,950	297	5.00%	881
Office Supplies	12,000	8,964	74.70%	4,651
Computer Supplies	20,200	9,918	49.10%	5,884
Copy Supplies	2,200	851	38.69%	391
Other Reports-Printing	13,000	5,088	39.14%	553
Office Supplies-Printed	2,700	2,589	95.90%	760
Misc Materials & Supplies	3,000	387	12.91%	538
Postage Expense	5,850	249	4.26%	308
Total Office Supplies	64,900	28,344	43.67%	13,966

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2016	Actual Year to Date 12/31/2015	Percent of Budget	Actual PY to Date 12/31/2014
Communications and Public Relations				
Graphic Design Services	50,000	18,008	36.02%	3,521
Website Maintenance	100,000	12,403	12.40%	2,865
Research Services	50,050	-	0.00%	3,562
Communications and Marketing	250,000	124,768	49.91%	53,184
Advertising Expense	225,200	94,029	41.75%	46,503
Direct Mail	10,000	380	3.80%	190
Video Production	20,000	34,229	171.14%	-
Photography	10,000	8,220	82.20%	-
Radio	10,000	-	0.00%	-
Other Public Relations	27,500	3,500	12.73%	-
Promotional Items	17,500	8,322	47.55%	1,795
Displays	5,000	-	0.00%	-
Annual Report printing	14,000	-	0.00%	-
Direct Mail Printing	11,300	-	0.00%	-
Other Communication Expenses	1,500	627	41.80%	5,349
Total Communications and Public Relations	802,050	304,484	37.96%	116,969
Employee Development				
Subscriptions	1,500	432	28.80%	922
Memberships	37,100	32,205	86.81%	3,570
Continuing Education	4,550	-	0.00%	3,520
Professional Development	12,200	123	1.00%	3,000
Other Licenses	950	430	45.26%	457
Seminars and Conferences	41,000	7,191	17.54%	19,570
Travel	88,000	37,009	42.06%	14,875
Total Employee Development	185,300	77,390	41.76%	45,915

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2016	Actual Year to Date 12/31/2015	Percent of Budget	Actual PY to Date 12/31/2014
Financing and Banking Fees				
Trustee Fees	16,000	3,225	20.16%	-
Bank Fee Expense	8,000	2,879	35.99%	2,647
Continuing Disclosure	10,000	-	0.00%	9,706
Arbitrage Rebate Calculation	8,000	3,685	46.06%	7,970
Loan Fee Expense	5,000	-	0.00%	-
Rating Agency Expense	50,000	14,000	28.00%	13,500
Total Financing and Banking Fees	97,000	23,789	24.52%	33,823
Total Administrative	2,423,925	957,876	39.52%	768,635
Operations and Maintenance				
Operations and Maintenance Consulting				
General Engineering Consultant	250,000	-	0.00%	(5,718)
GEC-Trust Indenture Support	142,000	-	0.00%	-
GEC-Financial Planning Support	10,000	-	0.00%	5,436
GEC-Toll Ops Support	20,000	1,632	8.16%	1,889
GEC-Roadway Ops Support	261,000	185,010	70.89%	118,269
GEC-Technology Support	15,000	34,241	228.27%	-
GEC-Public Information Support	-	3,010		-
GEC-General Support	318,000	73,925	23.25%	61,281
General System Consultant	175,000	87,320	49.90%	52,287
Traffic and Revenue Consultant	60,000	56,590	94.32%	22,309
Total Ops and Mtce Consulting	1,251,000	441,728	35.31%	255,755
Road Operations and Maintenance				
Roadway Maintenance	1,800,000	291,241	16.18%	90,272
Landscape Maintenance	110,000	97,326	88.48%	96,777
Signal & Illumination Maint	20,000	48,204	241.02%	43,211
Maintenance Supplies-Roadway	30,000	68,433	228.11%	153
Tools & Equipment Expense	250	289	115.44%	-
Gasoline	6,000	941	15.69%	1,299
Repair & Maintenance-Vehicles	1,500	4,105	273.68%	1,862
Roadway Operations	-	521		-
Electricity - Roadways	160,000	71,369	44.61%	45,824

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2016	Actual Year to Date 12/31/2015	Percent of Budget	Actual PY to Date 12/31/2014
Total Road Operations and Maintenance	2,127,750	582,430	27.37%	279,398
Toll Processing and Collection Expense				
Image Processing	4,527,740	1,009,113	22.29%	1,079,245
Tag Collection Fees	2,823,744	1,423,666	50.42%	960,023
Court Enforcement Costs	30,000	6,100	20.33%	13,955
DMV Lookup Fees	4,000	1,148	28.70%	1,605
Total Toll Processing and Collections	7,385,484	2,440,027	33.04%	2,054,828
Toll Operations Expense				
Facility maintenance	-	787		67
Generator Maintenance	10,000	2,300	23.00%	4,450
Generator Fuel	6,000	1,291	21.51%	-
Fire and Burglar Alarm	500	247	49.35%	247
Elevator Maintenance	2,800	-	0.00%	-
Refuse	800	396	49.56%	332
Pest Control	1,600	1,835	114.69%	640
Custodial	2,000	1,250	62.50%	1,581
Telecommunications	80,000	35,414	44.27%	39,570
Water	8,000	3,061	38.26%	2,233
Electricity	-	-	0.00%	10,166
Repair & Maintenance Toll Equip	500,000	299,375	59.87%	-
Law Enforcement	265,225	63,948	24.11%	124,940
ETC Maintenance Contract	1,368,000	682,650	49.90%	569,033
ETC Testing	70,000	-	0.00%	-
Total Toll Operations	2,314,925	1,092,553	47.20%	753,257
Total Operations and Maintenance	13,079,159	4,556,738	34.84%	3,343,238
Other Expenses				
Special Projects and Contingencies				
HERO	1,400,000	572,944	40.92%	500,127
Special Projects	200,000	487,047	243.52%	253,454
Other Contractual Svcs	130,000	20,078	15.44%	25,258
Contingency	165,000	10,092	6.12%	-

Central Texas Regional Mobility Authority
Income Statement
All Operating Departments

Account Name	Budget Amount FY 2016	Actual Year to Date 12/31/2015	Percent of Budget	Actual PY to Date 12/31/2014
Total Special Projects and Contingencies	1,895,000	1,090,162	57.53%	778,839
Non Cash Expenses				
Amortization Expense	275,000	191,615	69.68%	133,326
Amort Expense - Refund Savings	1,030,000	513,930	49.90%	513,930
Dep Exp- Furniture & Fixtures	5,000	368	7.36%	-
Dep Expense - Equipment	15,000	4,138	27.59%	4,361
Dep Expense - Autos & Trucks	10,000	2,176	21.76%	3,449
Dep Expense-Buildng & Toll Fac	200,000	88,557	44.28%	88,557
Dep Expense-Highways & Bridges	20,000,000	8,425,933	42.13%	8,306,542
Dep Expense-Communic Equip	250,000	98,058	39.22%	98,058
Dep Expense-Toll Equipment	3,000,000	1,376,394	45.88%	1,371,419
Dep Expense - Signs	350,000	162,947	46.56%	161,186
Dep Expense-Land Improvemts	900,000	442,467	49.16%	437,493
Depreciation Expense-Computers	28,000	8,209	29.32%	13,673
Total Non Cash Expenses	26,063,000	11,314,792	43.41%	11,131,993
Total Other Expenses	27,958,000	12,404,954	44.37%	11,910,832
Non Operating Expenses				
Non Operating Expense				
Bond issuance expense	200,000	106,754	53.38%	106,754
Interest Expense	44,660,046	20,942,835	46.89%	20,578,870
Community Initiatives	65,000	35,000	53.85%	46,000
Total Non Operating Expense	44,925,046	21,084,589	46.93%	20,731,624
Total Expenses	\$ 92,137,194	\$ 40,836,622	44.32%	\$ 38,344,058
Net Income	\$ (26,344,361)	\$ 23,635,487		\$ 45,824,008

Central Texas Regional Mobility Authority

Balance Sheet

	as of 12/31/2015	as of 12/31/2014
Assets		
Current Assets		
Cash		
Regions Operating Account	\$467,903	\$662,771
Cash In TexSTAR	681,574	680,960
Regions Payroll Account	84,025	58,413
Restricted Cash		0
Fidelity Govt MMA	596,052,519	259,609,065
Restricted Cash-TexStar	6,922,839	9,002,460
Overpayments account	122,380	65,621
Total Cash and Cash Equivalents	604,331,240	270,079,289
Accounts Receivable		
Accounts Receivable	17,717	414,892
Due From TTA	296,659	233,087
Due From NTTA	375,768	282,243
Due From HCTRA	713,418	554,806
Due From TxDOT	1,862,043	2,164,132
Interest Receivable	53,646	84,430
Total Receivables	3,319,251	3,733,590
Short Term Investments		
Certificates of Deposit	-	5,000,000
Agencies	17,490,591	20,807,807
Total Short Term Investments	17,490,591	25,807,807
Total Current Assets	625,141,083	299,620,687
Total Construction In Progress	218,993,088	103,743,038
Fixed Assets (Net of Depreciation)		
Computers	48,373	67,852
Computer Software	1,327,495	1,051,444
Furniture and Fixtures	16,187	6,510
Equipment	(766)	4,024
Autos and Trucks	24,023	5,744,218
Buildings and Toll Facilities	5,567,103	613,689,035
Highways and Bridges	606,507,835	473,945
Communication Equipment	316,479	21,248,346
Toll Equipment	18,600,026	11,602,561
Signs	11,419,302	12,632,315
Land Improvements	11,951,340	85,152,004
Right of Way	86,838,919	180,818
Leasehold Improvements	170,842	-
Total Fixed Assets	742,787,160	751,853,073
Other Assets		
Intangible Assets-Net	12,386,493	13,414,353
2005 Bond Insurance Costs	4,821,728	5,035,236
Prepaid Insurance	106,710	68,002
Total Other Assets	17,314,932	18,517,591
Total Assets	\$1,604,236,263	\$1,173,734,389

Central Texas Regional Mobility Authority

Balance Sheet

as of 12/31/2015

as of 12/31/2014

Liabilities

Current Liabilities

Accounts Payable	\$869,434	\$1,034,557
Construction Payable-Maha Loop	3,237,919	8,549,671
Overpayments	124,493	67,374
Interest Payable	21,581,947	19,934,474
TCDRS Payable	54,072	41,651
Medical Reimbursement Payable	2,160	-
Due to Other Entities	676,634	987,010
Other	650,000	-

Total Current Liabilities	27,196,659	30,614,737
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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	113,695,345	109,959,574
Senior Lien Revenue Bonds 2011	309,088,674	308,296,065
Senior Refunding Bonds 2013	152,555,000	184,710,000
Senior Lien Revenue Bonds 2015	298,790,000	-
Senior Lien Put Bnd 2015	68,785,000	-
Sn Lien Rev Bnd Prem/Disc 2010	32,866	72,923
Sn Lien Rev Bnd Prem/Disc 2011	(3,329,183)	(3,506,558)
Sn Lien Rev Bnd Prem/Disc 2013	13,081,184	15,508,730
Sn Lien Revenue Bnd Prem 2015	23,768,611	-
Sn Lien Put Bnd Prem 2015	8,384,867	-
Total Senior Lien Revenue Bonds	984,852,363	615,040,732

Sub Lien Revenue Bonds:		
Subordinated Lien Bond 2011	70,000,000	70,000,000
Sub Refunding Bnds 2013	102,530,000	103,710,000
Sub Lien Bond 2011 Prem/Disc	(1,740,050)	(1,838,031)
Sub Refunding 2013 Prem/Disc	3,056,442	3,542,745
Tot Sub Lien Revenue Bonds	173,846,392	175,414,714

Other Obligations

TIFIA Note 2015	50,236	-
SIB Loan 2015	25,034	-
State Highway Fund Loan 2015	25,034	-
2011 Regions Draw Down Note	0	2,211,258
2013 American Bank Loan	5,300,000	5,300,000
Total Other Obligations	5,400,304	7,511,258

Total Long Term Liabilities	1,164,288,147	798,155,793
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Total Liabilities	1,191,484,806	828,770,530
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Net Assets

Contributed Capital	35,847,060	35,847,060
Net Assets Beginning	353,268,910	263,492,791
Current Year Operations	23,635,487	45,624,008
Total Net Assets	412,751,457	344,963,859

Total Liabilities and Net Assets	\$1,604,236,263	\$1,173,734,389
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Central Texas Regional Mobility Authority
Statement of Cash Flows - FY 2016
as of December 31, 2015

Cash flows from operating activities:

Receipts from toll fees	\$31,162,639
Receipts from Department of Transportation	
Receipts from other fees	51,171
Receipts from interest income	
Payments to vendors	(7,354,299)
Payments to employees	(1,830,871)
Net cash flows provided by (used in) operating activities	<u>22,028,640</u>

Cash flows from capital and related financing activities:

Proceeds from Line of Credit	-
Payments on bonds	(1,730,258)
Receipts from Department of Transportation	43,664,646
Payments on interest	351,832,551
Acquisitions of construction in progress	(89,218,390)
Net cash flows provided by capital and related financing activities	<u>304,548,550</u>

Cash flows from investing activities:

Interest income	176,201
Purchase of investments	(17,306,174)
Proceeds from sale or maturity of investments	28,222,732
Net cash flows provided by investing activities	<u>11,092,759</u>

Net increase in cash and cash equivalents	337,669,949
Cash and cash equivalents at beginning of period	<u>259,056,878</u>
Cash and cash equivalents at end of December	<u><u>\$596,726,827</u></u>

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

Operating income	<u>\$10,988,221</u>
Adjustments to reconcile change in net assets to net cash provided by operating activities:	
Depreciation and amortization	10,609,247
Changes in assets and liabilities:	
Decrease in accounts receivable	334,267
(Increase) decrease in prepaid expenses and other assets	(83,580)
(Increase) in non-cash revenue (due from other agencies)	
(Decrease) increase in accounts payable	(1,290,384)
Increase (decrease) in accrued expenses	765,326
(Decrease) increase in Deferred Revenue	
(Increase) in deferred inflow of resources	705,545
Total adjustments	<u>11,040,420</u>
Net cash flows provided by operating activities	<u><u>\$22,028,640</u></u>

Reconciliation of cash and cash equivalents:

Unrestricted cash and cash equivalents	\$674,308
Restricted cash and cash equivalents	<u>596,052,519</u>
Total	<u><u>\$596,726,827</u></u>

INVESTMENTS by FUND

		Balance	
		December 31, 2015	
Renewal & Replacement Fund			TexSTAR 7,604,413.19
TexSTAR	3,109.85		CD's -
Regions Sweep	687,943.19		Regions Sweep 592,980,783.94
Agencies		691,053.04	Agencies 17,490,591.35
TxDOT Grant Fund			
TexSTAR	82,276.98		
Regions Sweep	9,453,085.02		
CD's			
Agencies		9,535,362.00	
Senior Debt Service Reserve Fund			
TexSTAR	590,623.47		
Regions Sweep	63,663,562.26		
Agencies	17,490,591.35	81,744,777.08	
Senior Debt Service Reserve 2015			
Regions Sweep	-	-	
2010 Senior Lien DSF			
Regions Sweep	1,717,828.06		
TexSTAR	-	1,717,828.06	
2011 Debt Service Acct			
Regions Sweep	8,949,572.94	8,949,572.94	
2013 Sr Debt Service Acct			
Regions Sweep	8,491,263.84	8,491,263.84	
2013 Sub Debt Service Account			
Regions Sweep	3,063,848.32	3,063,848.32	
2015 Sr Capitalized Interest			
Regions Sweep	77,192,061.01	77,192,061.01	
2015B Debt Service Account			
Regions Sweep	401,245.83	401,245.83	
2011 Sub Debt DSRF			
Regions Sweep	7,068,048.07		
CD's		7,068,048.07	
2011 Sub DSF			
Regions Sweep	2,362,914.43	2,362,914.43	
Operating Fund			
TexSTAR	681,574.26		
TexSTAR-Trustee	2,071,675.10		
Regions Sweep	-	2,753,249.36	
Revenue Fund			
Regions Sweep	2,258,118.86	2,258,118.86	
General Fund			
TexSTAR	53.78		
Regions Sweep	29,943,853.67		
Agencies		29,943,907.45	
2013 Sub Debt Service Reserve Fund			
Regions Sweep	8,461,730.10		
Agencies		8,461,730.10	
MoPac Construction Fund			
Regions Sweep	79,292,202.93	79,292,202.93	
2010 Senior Lien Construction Fund			
Regions Sweep	0.00	0.00	
2011 Sub Debt Project fund			
TexSTAR	4,175,099.75		
Agencies			
Regions Sweep	11,745,385.55	15,920,485.30	
2015B Project Account			
Regions Sweep	40,001,315.07	40,001,315.07	
2015A Project Account			
Regions Sweep	193,191,619.20	193,191,619.20	
2015 TIFIA Project Account			
Regions Sweep	182.32	182.32	
2015 State Highway Fund Project Account			
Regions Sweep	0.89	0.89	
2015 SIB Project Account			
Regions Sweep	0.89	0.89	
2011 Sr Financial Assistance Fund			
Regions Sweep	33,456,798.50	33,456,798.50	
2011 Senior Lien Project Fund			
Regions Sweep	299,135.14		
Agencies		299,135.14	
2015 Regions Bank Loan			
Regions Sweep	361.60	361.60	
45SW Trust Account Hays County			
Regions Sweep	86,711.48	86,711.48	
45SW Trust Account Travis County			
Regions Sweep	11,191,994.77	11,191,994.77	
		<u>11,191,994.77</u>	
		<u>\$ 618,075,788.48</u>	

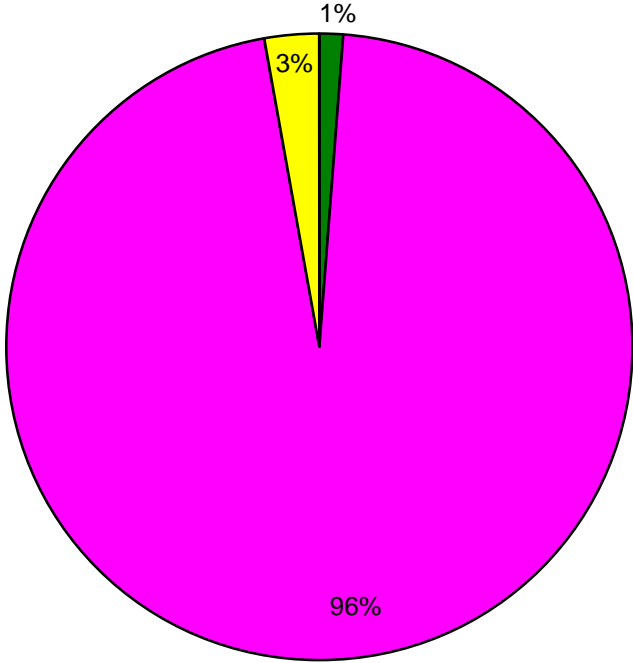
CTRMA INVESTMENT REPORT

	Month Ending 12/31/15					Rate Dec 15	
	Balance 12/1/2015	Additions	Discount Amortization	Accrued Interest	Withdrawals		Balance 12/31/2015
Amount in Trustee TexStar							
2011 Sub Lien Construction Fund	4,174,437.52			662.23		4,175,099.75	0.242%
General Fund	53.78					53.78	0.242%
Trustee Operating Fund	2,271,350.25	1,300,000.00		324.85	1,500,000.00	2,071,675.10	0.242%
Renewal and Replacement	3,109.37			0.48		3,109.85	0.242%
TxDOT Grant Fund	82,263.93			13.05		82,276.98	0.242%
Senior Lien Debt Service Reserve Fund	590,529.79			93.68		590,623.47	0.242%
	7,121,744.64	1,300,000.00		1,094.29	1,500,000.00	6,922,838.93	
Amount in TexStar Operating Fund	681,463.26	1,500,000.00		111.00	1,500,000.00	681,574.26	0.242%
Regions Sweep Money Market Fund							
Operating Fund	0.00	1,300,000.00			1,300,000.00	0.00	0.100%
45SW Trust Account Travis County	11,239,620.24			929.42	48,554.89	11,191,994.77	0.100%
45SW Trust Account Hays County	90,277.21			7.42	3,573.15	86,711.48	0.100%
2015A Project account	206,835,618.19			6,183.15	13,650,182.14	193,191,619.20	0.100%
2015B Project Account	40,000,000.00			1,315.07		40,001,315.07	0.100%
2015 State Highway Fund Project Acct	25,000.00			0.89	25,000.00	0.89	0.100%
2015 TIFIA Project Account	50,180.81			1.51	50,000.00	182.32	0.100%
2015 SIB Project Account	25,000.00			0.89	25,000.00	0.89	0.100%
2011 Sub Lien Project Acct	18,846,998.77			1,555.30	7,103,168.52	11,745,385.55	0.100%
2011 Senior Lien Project Acct	299,110.56			24.58		299,135.14	0.100%
2011 Sr Financial Assistance Fund	33,454,287.20			2,511.30		33,456,798.50	0.100%
2010 Senior DSF	1,431,538.73	286,183.43		105.90		1,717,828.06	0.100%
2011 Senior Lien Debt Service Acct	8,434,961.96	513,938.82		672.16		8,949,572.94	0.100%
2011 Sub Debt Service Fund	1,969,116.05	393,652.71		145.67		2,362,914.43	0.100%
2013 Senior Lien Debt Service Acct	7,840,435.46	650,229.17		599.21		8,491,263.84	0.100%
2013 Subordinate Debt Service Acct	2,594,895.44	468,758.87		194.01		3,063,848.32	0.100%
2015 Sr Capitalized Interest	77,189,523.27			2,537.74		77,192,061.01	0.100%
2015 Regions Bank Loan	361.59			0.01		361.60	0.100%
2015B Debt Service Acct	0.00	401,245.83		0.00		401,245.83	0.100%
TxDOT Grant Fund	9,452,308.12			776.90		9,453,085.02	0.100%
Renewal and Replacement	687,886.65			56.54		687,943.19	0.100%
Revenue Fund	1,504,423.82	6,280,135.95		180.59	5,526,621.50	2,258,118.86	0.100%
General Fund	29,293,590.89	1,160,744.70		2,696.32	513,178.24	29,943,853.67	0.100%
2011 Sub Debt Service Reserve Fund	7,067,467.18			580.89		7,068,048.07	0.100%
Senior Lien Debt Service Reserve Fund	30,423,067.59	33,237,994.15		2,500.52		63,663,562.26	0.100%
Senior Lien Debt Service Reserve 2015	33,236,901.43			1,092.72	33,237,994.15	0.00	0.100%
2013 Sub Debt Service Reserve Fund	8,461,034.67			695.43		8,461,730.10	0.100%
MoPac Managed Lane Construction Fund	86,575,891.42			7,155.31	7,290,843.80	79,292,202.93	0.100%
	617,029,497.25	44,692,883.63	0.00	32,519.45	68,774,116.39	592,980,783.94	
Amount in Fed Agencies and Treasuries							
Amortized Principal	17,492,494.02		(1,902.67)			17,490,591.35	
	17,492,494.02	0.00				17,490,591.35	
Certificates of Deposit						0.00	
Total in Pools	7,803,207.90	2,800,000.00		1,205.29	3,000,000.00	7,604,413.19	
Total in Money Market	617,029,497.25	44,692,883.63		32,519.45	68,774,116.39	592,980,783.94	
Total in Fed Agencies	17,492,494.02	0.00	(1,902.67)			17,490,591.35	
Total Invested	642,325,199.17	47,492,883.63	(1,902.67)	33,724.74	71,774,116.39	618,075,788.48	

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

William Chapman, CFO

Allocation of Funds



- Total in Pools
- Total in Money Market
- Total in Fed Agencies
- Total in CD's

Amount of investments As of December 31, 2015

Agency	CUSIP #	COST	Book Value	Market Value	Yield to Maturity	Purchased	Matures	FUND
Fannie Mae	3135G0VA8	5,003,500.00	5,000,403.85	5,000,400.00	0.0468%	1/23/2014	3/1/3016	Senior DSRF
Federal Home loan Bank	3130A4MN9	2,499,600.00	2,499,866.67	2,499,650.00	0.3650%	3/11/2015	4/6/2016	Senior DSRF
Farmer Mac	31315PV55	2,501,200.00	2,500,700.00	2,495,600.00	0.7751%	3/11/2015	2/23/2017	Senior DSRF
Federal Farm Credit	3133ECA79	4,959,250.00	4,969,437.50	4,959,600.00	1.2155%	3/11/2015	3/19/2018	Senior DSRF
Northeast Texas ISD	659155HX6	2,534,600.00	2,520,183.33	2,518,150.00	0.6010%	8/3/2015	8/1/2016	Senior DSRF
		<u>17,498,150.00</u>	<u>17,490,591.35</u>	<u>17,473,400.00</u>				

Agency	CUSIP #	COST	Cumulative Amortization	12/31/2015		Interest Income December 31, 2015		
				Book Value	Maturity Value	Accrued Interest	Amortization	Interest Earned
Fannie Mae	3135G0VA8	5,003,500.00	3,096.15	5,000,403.85	5,000,000.00	2,083.33	(134.62)	1,948.71
Federal Home loan Bank	3130A4MN9	2,499,600.00	(266.67)	2,499,866.67	2,500,000.00	729.17	33.33	762.50
Farmer Mac	31315PV55	2,501,200.00	500.00	2,500,700.00	2,500,000.00	1,666.67	(50.00)	1,616.67
Federal Farm Credit	3133ECA79	4,959,250.00	(10,187.50)	4,969,437.50	5,000,000.00	3,916.67	1,131.94	5,048.61
Northeast Texas ISD	659155HX6	2,534,600.00	14,416.67	2,520,183.33	2,500,000.00	4,166.67	(2,883.33)	1,283.34
		<u>17,498,150.00</u>	<u>7,558.65</u>	<u>17,490,591.35</u>	<u>17,500,000.00</u>	<u>12,562.51</u>	<u>(1,902.68)</u>	<u>10,659.83</u>

December 31, 2015

Certificates of Deposit Outstanding

Bank	CUSIP #	COST	Yield to Maturity	Purchased	Matures	December 31, 2015 Interest	FUND
		-				\$ -	

Travis County Escrow account

Balance		Accrued		Balance
12/1/2015	Additions	Interest	Withdrawals	12/31/2015
\$ 3,158,244.57		\$ 268.86	\$ 86,778.71	\$ 3,071,734.72



Monthly Newsletter – December 2015

Performance

As of December 31, 2015

December Averages

Current Invested Balance	\$5,077,006,074.74	Average Invested Balance	\$4,953,845,564.99
Weighted Average Maturity (1)	40 Days	Average Monthly Yield, on a simple basis	0.1868%
Weighted Average Maturity (2)	68 Days	Average Weighted Average Maturity (1)*	45 Days
Net Asset Value	0.999915	Average Weighted Average Maturity (2)*	75 Days
Total Number of Participants	797		
Management Fee on Invested Balance	0.05%*		
Interest Distributed	\$994,411.24		
Management Fee Collected	\$210,360.21		
% of Portfolio Invested Beyond 1 Year	3.45%		
Standard & Poor's Current Rating	AAAm		

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

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

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

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

Change of Address

TexSTAR Participant Services will be moving effective **January 22, 2016**. After this date, please use our new address listed below when sending any correspondence to TexSTAR. In addition, please provide this new address to your auditors for any audit confirmations they may send to TexSTAR regarding your account. There will be no changes to our phone numbers, fax number or website address.

New Address:
TexSTAR Participant Services
1201 Elm Street, Suite 3500
Dallas, Texas 75270

Holiday Reminder

In observance of Martin Luther King Jr. holiday, **TexSTAR will be closed Monday, January 18, 2016**. All ACH transactions initiated on Friday, January 15th will settle on Tuesday, January 19th.

In observance of Presidents' Day, **TexSTAR will be closed Monday, February 15, 2016**. All ACH transactions initiated on Friday, February 12th will settle on Tuesday, February 16th.

Economic Commentary

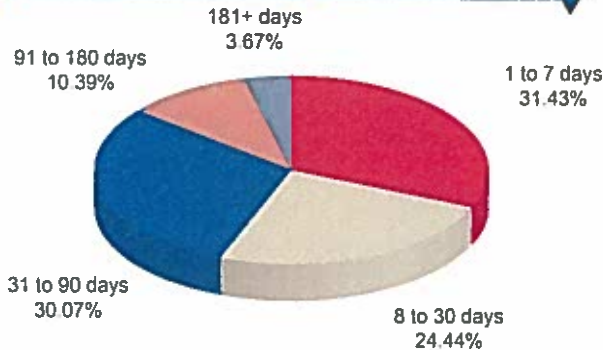
Markets entered the fourth quarter uncertain about the next move by the Federal Reserve. However as the fourth quarter got under way, U.S. labor markets showed strength, inflation stabilized and appeared to resurface in wages, and financial conditions improved, doubts began to fade as the Fed set the stage for a hike in rates at its December 16th meeting. U.S. Treasury yields moved higher as the meeting approached, leading to a muted reaction in the bond market during and after the announcement. The growing divergence between the manufacturing and service sectors remains unsustainable. The industrial side of the U.S., while small will need to stabilize in order for the economy to experience growth at or above 2.5% in 2016. The domestic service economy should remain the source of stability in the year ahead. The pace of job gains is likely to slow in 2016 as labor market slack erodes, but this should be supplemented by stronger wage gains and accelerating total income. Against the backdrop of solid income growth, elevated savings, high confidence, improved access to credit and lower energy prices, the consumer is expected to increase spending in 2016. The outlook for global growth remains a concern, particularly for China. China's expected currency devaluation will exert downward pressure on U.S. net trade. The U.S. economy is not growing at a pace that can withstand a more pronounced global slowdown. After raising rates in December for the first time since 2006, the Fed is expected to follow a gradual pace of tightening in 2016. The Fed is forecasted to raise rates three times in 2016. Only a large miss on the economic data front or some significant unforeseen event will likely deter the Fed from achieving its goal.

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

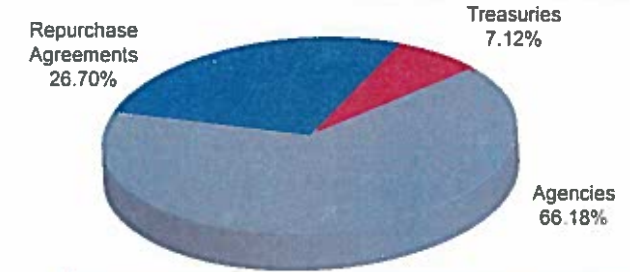
For more information about TexSTAR, please visit our web site at www.texstar.org.

Information at a Glance

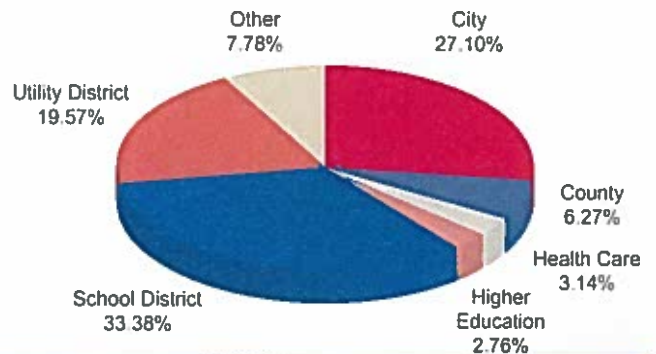
Portfolio by Type of Investment As of December 31, 2015



Distribution of Participants by Type As of December 31, 2015



Portfolio by Maturity As of December 31, 2015



Historical Program Information

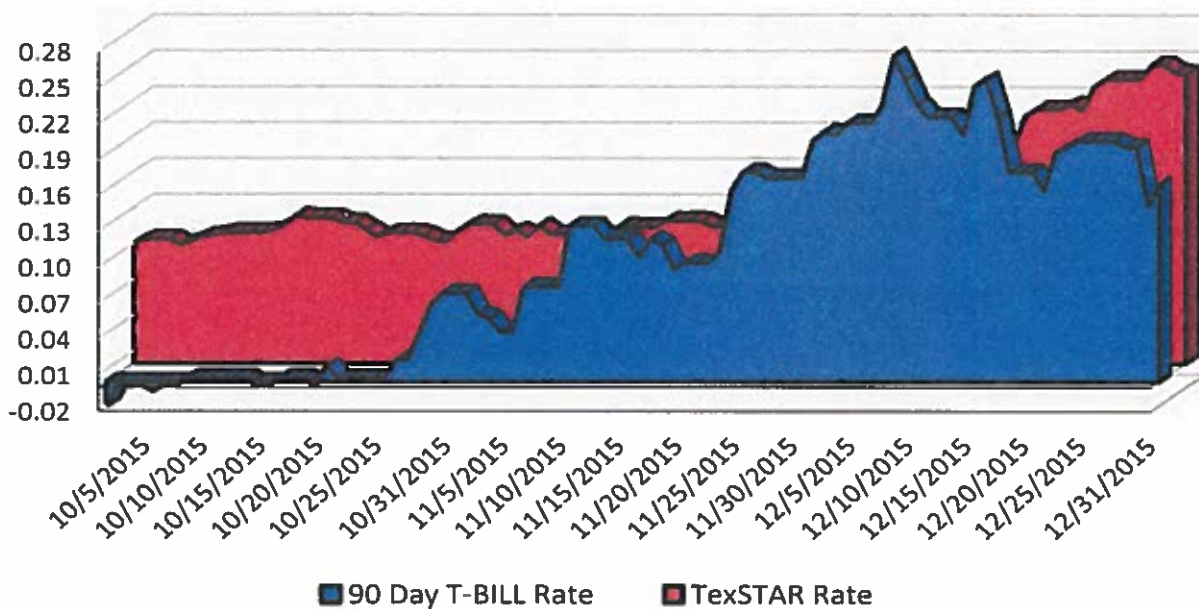
Month	Average Rate	Book Value	Market Value	Net Asset Value	WAM (1)*	WAM (2)*	Number of Participants
Dec 15	0.1868%	\$5,077,006,074.74	\$5,076,619,261.50	0.999915	45	75	797
Nov 15	0.1155%	4,985,405,721.88	4,985,138,368.79	0.999946	48	80	797
Oct 15	0.1099%	5,137,746,592.55	5,138,104,083.30	1.000066	45	72	796
Sep 15	0.0994%	5,171,964,839.33	5,172,390,234.79	1.000082	46	62	796
Aug 15	0.0823%	5,444,712,315.25	5,444,863,919.29	1.000027	47	60	796
Jul 15	0.0722%	5,191,663,669.11	5,192,008,905.67	1.000063	50	63	795
Jun 15	0.0719%	5,113,377,874.72	5,113,798,319.64	1.000082	52	68	794
May 15	0.0643%	5,481,487,398.04	5,481,958,268.19	1.000085	52	70	794
Apr 15	0.0701%	5,578,041,120.52	5,578,486,668.16	1.000079	52	74	793
Mar 15	0.0604%	5,532,363,738.20	5,532,642,521.32	1.000050	52	76	792
Feb 15	0.0548%	6,025,452,923.84	6,025,900,171.82	1.000073	49	74	792
Jan 15	0.0542%	5,795,866,262.14	5,796,287,813.37	1.000076	50	77	791

Portfolio Asset Summary as of December 31, 2015

	Book Value	Market Value
Uninvested Balance	\$ 1,445.39	\$ 1,445.39
Accrual of Interest Income	224,303.63	224,303.63
Interest and Management Fees Payable	(1,062,249.12)	(1,062,249.12)
Payable for Investment Purchased	0.00	0.00
Repurchase Agreement	1,355,792,999.76	1,355,792,999.76
Government Securities	3,722,049,575.08	3,721,662,761.84
Total	\$ 5,077,006,074.74	\$ 5,076,619,261.50

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

TexSTAR versus 90-Day Treasury Bill



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

Daily Summary for December 2015

Date	Mny Mkt Fund Equiv. [SEC Std.]	Daily Allocation Factor	TexSTAR Invested Balance	Market Value Per Share	WAM Days (1)*	WAM Days (2)*
12/1/2015	0.1251%	0.000003427	\$5,039,012,482.65	0.999951	46	76
12/2/2015	0.1293%	0.000003543	\$5,028,176,969.54	0.999887	47	78
12/3/2015	0.1420%	0.000003891	\$5,042,893,357.23	0.999883	47	78
12/4/2015	0.1428%	0.000003913	\$5,044,681,565.90	0.999862	45	75
12/5/2015	0.1428%	0.000003913	\$5,044,681,565.90	0.999862	45	75
12/6/2015	0.1428%	0.000003913	\$5,044,681,565.90	0.999862	45	75
12/7/2015	0.1448%	0.000003968	\$5,036,152,918.20	0.999844	44	75
12/8/2015	0.1441%	0.000003949	\$4,972,126,871.65	0.999767	44	73
12/9/2015	0.1469%	0.000004026	\$4,960,241,007.79	0.999752	44	75
12/10/2015	0.1521%	0.000004167	\$4,956,749,380.33	0.999754	46	76
12/11/2015	0.1497%	0.000004100	\$5,011,737,993.40	0.999734	44	74
12/12/2015	0.1497%	0.000004100	\$5,011,737,993.40	0.999734	44	74
12/13/2015	0.1497%	0.000004100	\$5,011,737,993.40	0.999734	44	74
12/14/2015	0.1491%	0.000004086	\$5,001,593,761.31	0.999736	44	74
12/15/2015	0.1666%	0.000004564	\$4,967,049,244.92	0.999771	46	75
12/16/2015	0.1802%	0.000004937	\$4,985,594,521.70	0.999773	47	78
12/17/2015	0.2060%	0.000005644	\$4,814,824,267.47	0.999757	48	79
12/18/2015	0.2122%	0.000005814	\$4,863,389,939.91	0.999773	46	76
12/19/2015	0.2122%	0.000005814	\$4,863,389,939.91	0.999773	46	76
12/20/2015	0.2122%	0.000005814	\$4,863,389,939.91	0.999773	46	76
12/21/2015	0.2162%	0.000005924	\$4,854,641,572.74	0.999777	46	76
12/22/2015	0.2117%	0.000005800	\$4,914,059,793.34	0.999820	44	74
12/23/2015	0.2307%	0.000006320	\$4,834,519,702.64	0.999840	46	77
12/24/2015	0.2370%	0.000006492	\$4,849,057,838.45	0.999846	44	74
12/25/2015	0.2370%	0.000006492	\$4,849,057,838.45	0.999846	44	74
12/26/2015	0.2370%	0.000006492	\$4,849,057,838.45	0.999846	44	74
12/27/2015	0.2374%	0.000006492	\$4,849,057,838.45	0.999846	44	74
12/28/2015	0.2492%	0.000006828	\$4,986,735,981.71	0.999864	42	71
12/29/2015	0.2494%	0.000006834	\$4,957,171,773.26	0.999889	42	70
12/30/2015	0.2433%	0.000006665	\$4,985,002,981.91	0.999918	44	72
12/31/2015	0.2417%	0.000006621	\$5,077,006,074.74	0.999915	40	68
Average	0.1868%	0.000005118	\$4,953,845,564.99		45	75

TexSTAR Participant Services
First Southwest Asset Company, LLC
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>David Medanich</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>City of Allen</i>	<i>Advisory Board</i>
<i>Nicole Conley</i>	<i>Austin ISD</i>	<i>Advisory Board</i>
<i>Monte Mercer</i>	<i>North Central TX Council of Government</i>	<i>Advisory Board</i>
<i>Stephen Fortenberry</i>	<i>Plano ISD</i>	<i>Advisory Board</i>
<i>Becky Brooks</i>	<i>Government Resource Associates, LLC</i>	<i>Advisory Board</i>

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

FirstSouthwest 

J.P.Morgan
Asset Management



**CENTRAL TEXAS
Regional Mobility Authority**

Meeting Date: January 27, 2016
AGENDA ITEM # 10

Award a construction contract for the interim improvements at the SH 130 – Manor Expressway intersection.

Strategic Plan Relevance: Regional Mobility
Department: Engineering
Contact: Justin Word, P.E., Director of Engineering
Associated Costs: \$2,645,302.08
Funding Source: Bond Sale Funds
Action Requested: Consider and act on draft resolution

Summary:

At the September 30, 2015 Board meeting, the Board gave approval to advertise, release bid documents, and receive bids consistent with the Mobility Authority Procurement Policy to construct the SH130 – Manor Expressway intersection interim improvements Project.

The Mobility Authority advertised for bids to construct the project on November 3, 2015. Two bids were received and opened at 9:30 AM on December 11, 2015. The apparent low bid has been reviewed by Mobility Authority and GEC staff. Based on that review, the bid was found to be responsive, mathematically correct, and mathematically and materially balanced. The Executive Director recommends that the Board award the construction contract to Aaron Concrete Contractors, LP. If approved, a notice of award can be issued to Aaron Concrete Contractors, LP. Following submittal and review of the contract bond and insurance documents, the contract will be executed, and a notice to proceed can be issued.

Backup provided: Draft Resolution
Bid Result Summary

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

RESOLUTION NO. 16-0XX

**AWARDING A CONSTRUCTION CONTRACT FOR INTERIM IMPROVEMENTS AT
THE SH-130 MANOR EXPRESSWAY INTERSECTION**

WHEREAS, by Resolution No. 15-061 dated September 30, 2015, the Board of Directors authorized the Executive Director to advertise, release bid documents, and review bids consistent with the Mobility Authority Procurement Policy for interim improvements at the SH 130 – Manor Expressway intersection.

WHEREAS, the Mobility Authority received two bids, and after review by staff the apparent low bid was found to be responsive, mathematically correct, and materially balanced; and

WHEREAS, the Executive Director recommends awarding a construction contract to Aaron Concrete Contractors, LP as the low bidder.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors authorizes the Executive Director to negotiate and execute on behalf of the Mobility Authority an agreement with Aaron Concrete Contractors, LP in an amount not to exceed \$2,645,302.08.

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

Submitted and reviewed by:

Approved:

Geoffrey S. Petrov, General Counsel

Ray A. Wilkerson
Chairman, Board of Directors

Bid Prices



Contractor	Bid Price
Aaron Concrete Contractors, LP	\$2,645,302.08
M.A. Smith Contracting Company, Inc.	\$2,799,508.40



**CENTRAL TEXAS
Regional Mobility Authority**

Meeting Date: January 27, 2016
AGENDA ITEM # 11

Approve resolution in support of the City of Austin's application for the "Smart City Challenge."

Strategic Plan Relevance: Regional Mobility
Department: Operations
Contact: Tim Reilly, Director of Operations
Associated Costs: N/A
Funding Source: N/A
Action Requested: Consider and act on draft resolution

Summary:

In early December 2015, the USDOT announced the Smart City Challenge which is comprised of a combined total of \$50M grant with partnership of Vulcan Philanthropy to demonstrate how advanced data, intelligent transportation system (ITS), creativity and the deployment of electric vehicles (EVs) can be used to address the future of transportation infrastructure as well as population growth.

The City of Austin is submitting an application competing against other mid-sized cities who will have three years to pilot and demonstrate such concepts. The Executive Director is seeking Board approval to issue a letter of support to the City of Austin in its vision and involvement in developing a Smart City.

Backup provided: Draft Resolution for Board Consideration
USDOT Smart City Grant Package

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

RESOLUTION NO. 16- 0XX

**CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY'S SUPPORT
FOR THE CITY OF AUSTIN'S SMART CITY CHALLENGE APPLICATION**

WHEREAS, Central Texas's regional population growth is projected to double in the next 25 years, and

WHEREAS, transportation is critical to making a city and region work and region work and it directly impacts, access to employment opportunities, healthcare and education, entertainment, culture and the arts, and our quality of life, and

WHEREAS, the United States Department of Transportation (USDOT) recognizes that increasing urbanization of our nation's population will continue to put significant strain on city infrastructure and transportation networks, and

WHEREAS, the USDOT released "Beyond Traffic 2045: Trends and Choices" which outlines choices that will require cities to think differently about how we move, how we move things, how we move better, how we adapt, and how we align decisions and dollars, and

WHEREAS, USDOT issued a \$40 million Smart City Challenge to encourage cities to put forward their best and most creative ideas for innovatively addressing the challenges they are facing, and

WHEREAS, the vision of the Smart City Challenge is to demonstrate how advanced and intelligent systems (ITS) technologies and applications can be used to reduce congestion, keep travelers safe, protect the environment, respond to climate change, connect underserved communities, and support economic vitality, and

WHEREAS, the priority technology elements in the USDOT application focus on urban automation, connected vehicles and intelligent, sensor based-infrastructure, and

WHEREAS, the Smart City Challenge will provide the opportunity to highlight the role of public-private partnerships in addressing our transportation challenges, and the Vulcan Philanthropy is offering an additional \$10 million to the winning city to support infrastructure for Electric vehicles (EVs) with a primary focus on fleets and public transit, and programs that rapidly accelerate the adoption of plug-in electric vehicles, and

WHEREAS, the winning community's public transportation system will also get installation of driver assistance safety technology on every bus from Mobileye company, and

WHEREAS, in March 2016, the USDOT will select five finalist cities with the best ideas and ability to implement the ideas within a three year time frame, and

WHEREAS, the USDOT will grant each finalist city a \$100,000 stipend to complete the ideas, development of technical demonstration plans and budget plan documents for their final submission, and

WHEREAS, cost sharing or matching funds is not required for the concept development or final submission, it will be encouraged and considered beneficial for the full application if selected as one of the five city finalists, and

NOW THEREFORE, BE IT RESOLVED, that the Central Texas Regional Mobility Authority fully supports the City of Austin's application for the USDOT Smart City grant, in collaboration with our regional transportation providers, institutions, organizations and the private sector.

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

Submitted and reviewed by:

Approved:

Geoffrey S. Petrov, General Counsel

Ray A. Wilkerson
Chairman, Board of Directors



U.S. Department of Transportation

Notice of Funding Opportunity Number DTFH6116RA00002

“Beyond Traffic: The Smart City Challenge”

Issue Date: 12/7/2015

Application Due Date: 2/4/2016

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<u>SECTION</u>	<u>TITLE</u>	<u>PAGE</u>
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G	FEDERAL AWARDED AGENCY CONTACTS	43

The FHWA is using www.grants.gov for issuance of this Notice of Funding Opportunity (NOFO). Applicants must register at grants.gov under NOFO Number DTFH6116RA00002 to receive notifications of updates/amendments to this NOFO. **It is the Applicant's responsibility to monitor the grants.gov site for any updates/amendments to this NOFO.**

Summary Information

Funding Opportunity Summary:	Up to \$40 Million in Federal Funding for a Mid-Sized City to Conduct a Smart City Demonstration
Federal Agency Name:	U.S. Department of Transportation (USDOT) Federal Highway Administration (FHWA) Office of Acquisition and Grants Management 1200 New Jersey Avenue, SE Mail Drop: E62-204 Washington DC 20590 Attn: Sarah Tarpgaard, HCFA-32
Funding Opportunity Title:	Beyond Traffic: The Smart City Challenge
Announcement Type:	This is the initial announcement of this funding opportunity. This is not a follow-on notice.
Funding Opportunity Number:	DTFH6116RA00002
Type of Award:	Cooperative Agreements
Catalog of Federal Domestic Assistance (CFDA) Number:	20.200 Highway Research & Development
Application Due Date:	Applications Due by <u>2/4/2016</u> at 3:00 pm Eastern Time by Email to SmartCityChallenge@dot.gov
Questions:	Submit Questions to: SmartCityChallenge@dot.gov

Funding Opportunity Informational Webinars

The United States Department of Transportation (USDOT) will host Informational Sessions regarding this Funding Opportunity focused on Beyond Traffic: The Smart City Challenge. Most of these sessions will be conducted in virtual forums and will focus on specific topics to help potential applicants gather additional information and ask specific questions. However, the Smart City Forum on December 15th will be hosted in-person at the U.S. Department of Transportation in Washington, DC (portions of this session will be available via webcast). Topics will range from discussing various technological strategies for advancing connected communities to specific questions regarding the application and award selection process.

Participation in any of these sessions is not mandatory in order to submit an application under this solicitation. However, we encourage potential applicants to take advantage of these opportunities to gather information regarding this specific funding opportunity.

Please note that in order to participate in any of the sessions - you must register. An email confirmation will be sent to all individuals who register. The USDOT will post all virtual session presentations at www.transportation.gov/smartcity.

Note: If necessary, the Government reserves the right to limit the number of participants from a party.

INFORMATIONAL SESSIONS: BEYOND TRAFFIC: THE SMART CITY CHALLENGE

SESSION: Virtual Webcast: The Smart City Challenge Launch with Secretary Anthony Foxx
DATE: 12/8/2015
TIME: 3:15 pm Eastern Time
LIVE STREAM: www.transportation.gov/smartcity

SESSION: In Person: Smart City Forum
DATE: 12/15/2015
TIME: 9:00 am to 4:00 pm Eastern Time
LOCATION: U.S. Department of Transportation (1200 New Jersey Ave SE, Washington, DC)
REGISTRATION: <https://www.surveymonkey.com/r/USDOTSmartCityForum>

SESSION: Virtual: Data, Architecture, and Standards
DATE: 12/16/2015
TIME: 1:00 to 2:30 pm Eastern Time
REGISTRATION: By 12/15/2015, at
<https://connectdot.connectsolutions.com/admin/show-event-catalog?folder-id=1129241109>

SESSION: Virtual: Connected Vehicles and Automation
DATE: 12/17/2015
TIME: 1:00 to 2:30 pm Eastern Time
REGISTRATION: By 12/16/2015, at
<https://connectdot.connectsolutions.com/admin/show-event-catalog?folder-id=1129241109>

SESSION: Virtual: The Sharing Economy, User-Focused Mobility, and Accessible Transportation
DATE: 12/18/2015
TIME: 1:00 to 2:30 pm Eastern Time
REGISTRATION: By 12/17/2015, at
<https://connectdot.connectsolutions.com/admin/show-event-catalog?folder-id=1129241109>

SESSION: Virtual: The Smart City Challenge Application and Selection Process
DATE: 12/21/2015
TIME: 1:00 to 2:00 pm Eastern Time
REGISTRATION: By 12/18/2015, at
<https://connectdot.connectsolutions.com/admin/show-event-catalog?folder-id=1129241109>

Note: The USDOT will also consider conducting additional virtual and/or in person workshops regarding the Beyond Traffic: The Smart City Challenge Funding Opportunity.

SECTION A – PROGRAM DESCRIPTION

The USDOT is encouraging cities to put forward their best and most creative ideas for innovatively addressing the challenges they are facing. The vision of the Smart City Challenge is to demonstrate and evaluate a holistic, integrated approach to improving surface transportation performance within a city and integrating this approach with other smart city domains such as public safety, public services, and energy. The USDOT intends for this challenge to address how emerging transportation data, technologies, and applications can be integrated with existing systems in a city to address transportation challenges. The USDOT seeks bold and innovative ideas for proposed demonstrations to effectively test, evaluate, and demonstrate the significant benefits of smart city concepts.

The USDOT will make an award of up to \$40 Million award for one mid-sized city that can demonstrate how advanced data and intelligent transportation systems (ITS) technologies and applications can be used to reduce congestion, keep travelers safe, protect the environment, respond to climate change, connect underserved communities, and support economic vitality.

The USDOT will issue two separate solicitations to carry out this challenge. This solicitation will result in selection of an estimated five Smart City Challenge Finalists who will receive funding to support concept development and planning activities. The follow-on second solicitation, which will be released in March 2015, will invite the Smart City Challenge Finalists to apply for funding to support implementation of their proposed demonstration.

This document is the first of the two solicitations. The purpose of this solicitation is to request applications from cities interested in conducting a Federally-funded Smart City Challenge in their jurisdiction. This solicitation describes the USDOT's high-level vision and goals for such a demonstration, and invites Applicants to submit their own high-level vision and goals for their proposed demonstrations.

The USDOT identified characteristics of a Smart City along with twelve vision elements – identified in the table below and defined in more detail in Section A of this funding opportunity. A successful Smart City Challenge would align with these characteristics and vision elements.

CHARACTERISTICS OF A SMART CITY

The ideal Smart City would have the following attributes:

- Population between approximately 200,000 and 850,000 people within city limits as of the 2010 Census;
- A dense urban population typical for a mid-sized American city;
- Represents a significant portion (more than 15%) of the overall population of its urbanized area using 2010 Census data;
- An existing public transportation system;
- An environment that is conducive to demonstrating proposed strategies;
- Continuity of committed leadership and capacity to carry out the demonstration throughout the period of performance;
- A commitment to integrating with the sharing economy; and
- A clear commitment to making open, machine-readable data accessible, discoverable and usable by the public to fuel entrepreneurship and innovation.

The Smart City is expected to improve safety, enhance mobility, and address climate change.

The city's vision would align with some, or all of, the USDOT's vision elements, and foster integration between elements. Vision elements for a Smart City include:

Technology Elements

- Urban automation
- Connected vehicles
- Intelligent, sensor-based infrastructure

Smart City Elements

- Architecture and standards
- Low cost, efficient, secure, and resilient Information and Communications Technology
- Smart land use

Innovative Approaches to Urban Transportation Elements

- Urban analytics
- User-focused mobility services and choices
- Urban delivery and logistics
- Strategic business models and partnering opportunities
- Smart grid, roadway electrification, and electric vehicles
- Connected, involved citizens

1. STATEMENT OF PURPOSE

Under this first solicitation, the USDOT hereby requests applications for assistance to result in awards to selected “Smart City Challenge Finalists”. The USDOT estimates selection of five Finalists to receive fixed amount cooperative agreement awards of Federal funding in the amount of \$100,000 each. The fixed amount awards will provide Federal funding for concept development and planning activities such as development of technical demonstration plans and budget plan documents, and performance of pre-implementation planning. Deliverables for these awards are described in more detail later in this document.

Under the second follow-on solicitation, the USDOT intends to solicit applications for assistance to result in one award to provide funding support for the implementation of a Smart City Challenge, in the estimated Federal funding amount of \$40 Million. The planned separate competition will be a set-aside with competition limited to Smart City Challenge Finalists selected hereunder.

The USDOT intends for the concept development \$100,000 awards to support, prepare, and enable Finalists to submit detailed applications for demonstration implementation under the separately issued the USDOT solicitation. The USDOT intends for the concept development \$100,000 awards to allow each recipient to further their own Smart City plans even if they do not receive the Smart City Challenge award. Finalists will participate in a number of planning, outreach and educational opportunities to further develop their plans.

The estimated timeline follows:

Estimated Date	Action
February 2016	Applications Due
March 2016	Selected Smart City Challenge Finalists Announced
March 2016	Awards Issued to Smart City Challenge Finalists
March 2016	The USDOT Solicits Applications from Finalists for Smart City Challenge Implementation
May 2016	Applications Due from Finalists
June 2016	Selected Smart City Challenge Implementation Awardee Announced

2. LEGISLATIVE AUTHORITY

Specific statutory authority for conducting this effort is found in the Intelligent Transportation Systems Research Program in 23 U.S.C. §516(a), which authorizes the Secretary of Transportation to "...carry out a comprehensive program of intelligent transportation system research and development, and operational tests of intelligent vehicles, intelligent infrastructure systems, and other similar activities."

Funding is authorized under §51001(a)(4) of Public Law 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) carry out sections 512 through 518 of 23 U.S.C.

The authority to enter into a cooperative agreement for this effort is found under 23 US Code § 502 - Surface Transportation Research, Development, and Technology, paragraph (b) (3) which states:

"(3) **cooperation, grants, and contracts.** — The Secretary may carry out research, development, and technology transfer activities related to transportation—

(A) independently;

(B) in cooperation with other Federal departments, agencies, and instrumentalities and Federal laboratories; or

(C) by making grants to, or entering into contracts and cooperative agreements with one or more of the following: the National Academy of Sciences, the American Association of State Highway and Transportation Officials, any Federal laboratory, Federal agency, State agency, authority, association, institution, for-profit or nonprofit corporation, organization, foreign country, or any other person."

3. BACKGROUND

In February of 2015, the United States Department of Transportation (USDOT) released "*Beyond Traffic 2045: Trends and Choices.*" Beyond Traffic examines the long-term and emerging trends affecting our Nation's transportation system and the implications of those trends. It describes how demographic and economic trends, as well as changes in technology, governance, and our climate are affecting how people and goods travel today, and how they could affect travel in the future. It outlines choices that will require cities to think differently about how we move, how we move things, how we move better,

how we adapt, and how we align decisions and dollars. Smart cities are emerging as a concept that can be used to address these issues starting today. The trends identified in *Beyond Traffic* have major implications for cities. Cities deliver many benefits – greater employment opportunities, greater access to healthcare and education, and greater access to entertainment, culture and the arts. As a result, people are moving to cities at an unprecedented rate. Our population is expected to grow by 70 million over the next 30 years, and most of this population growth will be concentrated in metropolitan areas or cities. Growing urbanization will continue to put significant strain on city infrastructure and transportation networks.

Transportation is critical to making a city work. Many cities see advantages in urbanization, but these cities are also saddled with concentrated growth, shrinking revenues, and increased transportation demand. Inefficiencies in our transportation system cost Americans, on average, each over 40 hours stuck in traffic each year – an annual financial cost of \$121 billion. At the same time, research indicates that cities account for 67% of all greenhouse gases (GHGs) released into the atmosphere. The transportation sector is the second-biggest source of GHG emissions, responsible for emitting 28% of GHGs into the atmosphere.

To overcome these challenges, cities must find ways to foster the emergence of technologies that have the potential to transform transportation. A number of trends in technology are taking place. How we collect and analyze data, how communications and mobile platforms evolve, and when connected and automated vehicle technologies emerge, are questions that hold the promise of making our future transportation system safer, more accessible and efficient, and more environmentally sustainable.

With Intelligent Transportation Systems (ITS) laying the groundwork for innovative transportation solutions, many cities are currently serving as laboratories for new types of transportation services. Smart cities are emerging as a next-generation approach for city management, taking the steps forward along the transportation technology continuum. Integrating ITS, connected vehicle technologies, automated vehicles, and other advanced technologies – along with new mobility concepts that leverage the sharing economy – within the context of a city provides the enhance travel experiences and make moving people and goods safer, more efficient, and more secure. By enhancing the effective management and operation of the transportation system, smart city solutions can leverage existing infrastructure investments, enhance mobility, sustainability, and livability for citizens and businesses, and greatly increase the attractiveness and competitiveness of cities and regions.

4. VISION AND GOALS OF A SMART CITY

This section describes the USDOT's vision of a successful Smart City, and the specific goals that collectively describe important elements of the planned demonstration.

The USDOT recognizes that each city has unique attributes, and each city's proposed demonstration will be tailored to their vision and goals. This section serves to present the USDOT's high-level vision and goals without making each item a requirement for award. Rather, this section is designed to provide a framework for applicants to consider in the development of a city's proposed demonstration.

Specific goals of the Smart City Challenge include:

- Identify the transportation challenges and needs of the citizen and business community and demonstrate how advanced technologies can be used to address issues in safety, mobility, and climate change, now and into the future.
- Determine which technologies, strategies, applications, and institutional arrangements demonstrate the most potential to address and mitigate, if not solve, transportation challenges identified within a city.
- Support and encourage cities to take the evolutionary and revolutionary steps to integrate advanced technologies – including connected and automated vehicle technologies – into the management and operations of the city, consistent with the USDOT vision elements.
- Demonstrate, quantify, and evaluate the impact of these advanced technologies, strategies, and applications towards improved safety, efficiency, and sustainable movement of people and goods.
- Examine the technical, policy, and institutional mechanisms needed for realizing the potential of these strategies and applications – including identifying technical and policy gaps and issues – and work with partners to address them.
- Assess reproducibility and qualify successful smart city systems and services for technology and knowledge transfer to other cities facing similar challenges.

The USDOT's vision for the Smart City Challenge is to identify an urbanized area where advanced technologies are integrated into the aspects of a city and play a critical role in helping cities and their citizens address challenges in safety, mobility, sustainability, economic vitality, and address climate change. These challenges in transportation will be met by advancements in ITS, connected and automated vehicles, to name a few. Management systems within a smart city – both within transportation and across other sectors of a city – share information and data to communicate between cities and their

citizens allowing citizens to achieve benefits by maximizing efficiencies based on the intelligent management of assets and sharing information using integrated technology solutions and use of this information by the public and industry.

The USDOT's ideal Smart City would be a mid-sized city with a population between approximately 200,000 and 850,000 people within the city (Census-designated place) limits using 2010 Census data; a dense urban population; an environment conducive to demonstrating proposed strategies; an existing public transportation system; and commitment to integrating transportation services with the sharing economy. This city (Census place) would ideally include a significant share (greater than 15%) of the population of its urbanized area. The ideal site would have continuity of committed leadership, authority, and capacity to carry out the demonstration throughout the period of performance and continue operation after the period of performance is over. The proposed site – or the geographic area of the demonstration – should generally be a separate and independent city preferably with a central business district. Cities with existing, robust advanced transportation infrastructure – including ITS equipment, an existing traffic management center (TMC), and shared use transportation options (e.g., bike share and car share) – are good candidates that have the groundwork needed for proposed demonstration sites to build upon. Cities with existing commitments to managing their data as a strategic asset and making open, machine-readable data available to the public – subject to applicable privacy, security and other safeguards – are also good candidates that have the necessary policy infrastructure to fuel entrepreneurship and innovation to improve citizens' lives, create jobs, and spur economic development.

The USDOT identifies twelve vision elements that comprise a Smart City. A successful proposal would align to some or all of the USDOT's vision elements and foster integration between the elements. Through alignment with these vision elements, the Smart City Challenge is expected to improve safety, enhance mobility, and address climate change. The vision elements reflect the strategic priorities and themes put forth in the USDOT's ITS Strategic Plan 2015-2019 (<http://www.its.dot.gov/strategicplan/>). Vision elements were derived from foundational research conducted by the ITS JPO's

EXPECTED OUTCOMES OF THE CHALLENGE

- **Improve Safety** – By using advanced technologies, including connected vehicle technologies, to reduce the number of collisions, fatalities, and injuries.
- **Enhance Mobility** – By providing real-time traveler information and emerging mobility services to improve personal mobility for all citizens.
- **Address Climate Change** – By implementing advanced technologies and policies that support a more sustainable relationship between transportation and the environment through fuel use and emissions reductions.

Connected Cities Research Program and communicated to 570 stakeholders during a free public webinar held by the ITS JPO on February 26, 2015. The USDOT vision elements build on enablers defined by the Smart Cities Council (<http://smartcitiescouncil.com/smart-cities-information-center/the-enablers>). The twelve vision elements include:

TECHNOLOGY ELEMENTS

This group of three Vision Elements includes technologies that are of the highest priority by the USDOT.

Vision Element #1: Urban Automation. Automated transportation offers tremendous possibilities for enhancing safety, mobility, accessibility, equity, and the environment. The Smart City can provide national leadership through its demonstration and assessment of automated transportation applications and systems for the movement of goods and people. There are many ways to incorporate automated transportation into a Smart City. For the purpose of illustration, some examples of automated transportation in an urban environment include:

- Self-driving vehicles coupled with smart infrastructure;
- Driver-assisted automation could reduce fuel use and congestion enabling closer spacing and narrower lanes for vehicles;
- Self-driving shuttles and other forms of fully automated vehicles could operate at low speeds enabling new mobility options for services such as first/last mile travel to local destinations and access to public transportation; and
- Fully automated trucks and buses may also be used in intermodal facilities, such as ports, depots, and maintenance facilities to improve driver and vehicle efficiencies.

The aforementioned examples are not intended to express preference for the purpose of evaluating proposals. Applicants are encouraged to propose innovative automation strategies that demonstrate safety, mobility, and/or environmental benefits in an urbanized area.

Vision Element #2: Connected Vehicles. Connected vehicles use vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communications to provide connectivity that will enable countless safety, mobility, and environmental applications. Connected vehicle technologies allow vehicles to send and receive information about their movements in the network – offering cities unprecedented opportunities to provide more responsive and efficient mobility solutions in real-time and in the long term. Data derived from connected vehicles provide insights to transportation operators helping to understand

demand and assist in predicting and responding to movements around a city. A successful Smart City may demonstrate safety, mobility, and/or environmental applications. These applications – which can increase efficiency and accessibility, enhance safety and reduce congestion – may provide more responsive mobility solutions in real-time. In deploying connected vehicle and infrastructure services, Smart Cities may seek to integrate a variety of commercially available communication technologies including cellular, satellite, Wi-Fi and others. At the same time, Dedicated Short Range Communication (DSRC) technology operating in the 5.9GHz range may be used to expand demonstrations of V2V and V2I applications based on DSRC¹. For more information on the USDOT's Connected Vehicle Research Program, visit: <http://www.its.dot.gov/research.htm>.

Vision Element #3: Intelligent, Sensor-Based Infrastructure. Smart cities contain and use a collective intelligent infrastructure that allow sensors to collect and report real-time data to inform every day transportation-related operations and performance and trends of a city. These data allow city operators to know how the city is operating and how the operation of facilities, systems, services, and information generated for the public can be enhanced. Intelligent infrastructure includes sensors that collect traffic, pedestrian, bicyclist, environmental data, and other information available throughout the city. A successful Smart City would integrate these data with existing transportation data and operations, allowing the city to improve operations of the transportation network. Additionally, these infrastructure could be used to monitor transportation assets to improve infrastructure management, reduce maintenance costs, prioritize investment decisions, and ensure a state of good repair.

INNOVATIVE APPROACHES TO URBAN TRANSPORTATION ELEMENTS

This group of six Vision Elements includes innovative approaches to urban transportation and is categorized as a high priority by the USDOT.

Vision Element #4: Urban Analytics. This vision element includes platforms for understanding and analyzing data to address complex urban challenges (e.g., personal safety and mobility, network efficiency, and environmental sustainability) and/or measure the performance of a transportation network. In a data-rich environment, cities and citizens are increasingly able to share, use, and leverage (previously unavailable) datasets to address complex urban problems or to improve current operations or capabilities. Urban analytics create value from the data that is collected from connected

¹ Specifically, IEEE P1609, 802.11p, and, SAE J2945/1 and J2735 standards

vehicles, connected citizens, and sensors throughout a city or available from the Internet using information generated by private companies. Analytics that utilize data from across various systems in a city have tremendous potential to identify new insights and unique solutions for delivering services, thereby improving outcomes. These analytics can also be used to address complex urban challenges (e.g., personal safety and mobility, network efficiency, and environmental sustainability) and/or measure the performance of a transportation network. Analytics can be used to predict future conditions and the potential benefits of implementing different operational strategies, control plans and response plans coordinated among agencies and service providers. Furthermore, analytics can be applied across sectors to create new and different applications. One example might be an application of travel demand management that also factors in environmental and energy consumption as part of the optimization – providing more context to citizens' personalized recommendations. Additionally, data analytics can also be used to understand the potential benefits of deployed solutions. To do so, transportation-related performance measures and evaluation are needed to quantify the intended and measured impact of all proposed solutions on personal safety and mobility, network efficiency, and environmental sustainability, representing the priorities of this challenge. For example, performance measurement may indicate greater access to jobs and services; reduction in congestion and delays; increase in transit, walking, or cycling; a reduction in crashes, injuries, and or fatalities; improved incident response and clearance times; and reductions in emissions.

Vision Element #5: User-Focused Mobility Services and Choices. This vision element consists of strategies, initiatives, and services that increase transportation choices and options by supporting and improving mobility for all travelers, including aging Americans and persons with disabilities. A major component includes advanced traveler information systems that provide real-time traffic, transit, parking, and other transportation-related information to travelers. Smart cities support sustainable mobility using traveler-oriented strategies that deliver innovative solutions across all transportation modes, including transit, bicycling, electric vehicles, and shared use mobility services, to improve the mobility of all travelers, including older Americans as well as people with disabilities. Shared-use transportation has grown tremendously in recent years with the increase in smartphone applications. The sharing economy and new transportation services are providing people with more options, helping to overcome barriers to the use of non-driving forms of transportation, and shifting individuals' travel choices. Advanced technology and services deployed throughout a city will allow people to adopt "car-free" and "car-light" lifestyles with dramatically less driving. For people to be willing to share assets there must be a seamless, low-friction way to do so. Mobility on Demand (MOD) is an emerging concept built on shared use approaches and a shift in mass transit. It augments public transportation and supports

the efficient movement of people. Open data and technology enable the efficient coordination, use, and management of all mobility services in the system. From the user's perspective, travel choices are simplified through open data and communications technology that provides personalized information – including traveler information, travel options, and integrated mobile payment – directly to the user. In smart cities, the integration of new technologies into the transportation system facilitates a dynamic supply of mobility services and operations by leveraging emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative ITS. The result is a more traveler-centric, transportation system-of-systems approach, providing improved mobility options to all travelers and users of the system.

Vision Element #6: Urban Delivery and Logistics. This vision element includes innovative solutions supporting efficient goods movement in ways that use data or deploy technology to create opportunities for a more efficient supply chain approach that delivers safer logistics management, improved on-time pickups and delivery, improved travel time reliability, reduced fuel consumption, and reduced labor and vehicle maintenance costs. As populations increase and urbanization continues, cities will need to identify innovative ways to effectively and efficiently move goods – including food, energy, and manufactured goods – into cities. Cities will need to investigate how innovative technology solutions may support more efficient urban goods movement. The Smart City may consider improving urban goods movements by including freight-specific information exchanges that enable dynamic travel planning to improve freight movement efficiency, including load matching and drayage operations. Additional strategies may leverage urban delivery hubs that use connected urban delivery vehicles and flexible (shared use) commercial delivery solutions. The aforementioned examples are for illustration purposes and are not intended to express preference for the purpose of evaluating proposals. Applicants are encouraged to propose innovative urban delivery strategies that demonstrate safety, mobility, and/or environmental benefits in an urbanized area.

Vision Element #7: Strategic Business Models and Partnering Opportunities.

Opportunities exist to leveraging creative strategic partnerships that draw in stakeholders – including private sector, non-profit, foundation/philanthropic, academia/University Transportation Center (UTC), and other public agencies – to advance smart city solutions. The private sector is pushing innovation, especially by creating new opportunities to partner with government. The public sector is also pushing innovation, creating new opportunities/models for governance and interagency partnerships. Successful implementation of a Smart City will likely rely on strategic partnering opportunities between public agencies and the private sector – especially for cities that have limited resources to bring to bear on the challenges they face.

Innovative partnerships among city or local government, planning organizations, the private sector, vehicle manufacturers, academia, associations, and other stakeholder groups are needed to advance smart city solutions. Through cooperation, city governments may partner with non-governmental organizations that can bring resources to the city. Applicants are encouraged to use innovation to leverage Federal resources through cost share, in-kind donations, and partnering. The USDOT encourages Applicants to make robust use of partnerships, including partnerships that significantly leverage Federal resources, work already underway, and the technical capabilities of universities and other stakeholders who provide services to public agencies. In particular, cities are encouraged to partner with a University Transportation Center (UTC) or member of a UTC consortium to leverage product and service development assets and develop the workforce (<http://www.rita.dot.gov/utc/>).

Vision Element #8: Smart Grid, Roadway Electrification, and Electric Vehicles.

This vision element includes strategies and initiatives that leverage the smart grid – a programmable and efficient energy transmission and distribution system – in an effort to support the adoption or expansion of roadway electrification, and electric vehicle deployment. As electric vehicles become more prevalent, opportunities exist for the vehicle to interact with the smart grid. Opportunities also exist for the integration of intelligent transportation systems with the smart grid and other energy distribution and charging systems. For example, smart-grid technology can enable electric vehicle-charging [grid-to-vehicle (G2V)] load to be shifted to off-peak periods, thereby flattening the daily load curve and significantly reducing both generation and network investment needs. Likewise, wireless inductive charging technologies provide opportunities to address range anxiety concerns associated with electric vehicles, allowing electric vehicles to charge their batteries wirelessly while the vehicle is stopped or in motion.

Vision Element #9: Connected, Involved Citizens. Connected citizens generate, share, and use data and information in new and useful ways. This vision element consists of strategies, local campaigns, and processes to proactively engage and inform citizens at the individual level by deploying hardware, software, and open data platforms in an effort to increase personal mobility. Advanced technologies would be used to enhance overall mobility for all citizens including people with disabilities, older adults, and young Millennials who will act as an important engine of the future economy. One example of connected, involved citizens is leveraging the use of crowdsourcing. Crowdsourced data provides communication conduits through mobile technologies to connect citizens with city operators about a myriad of topics. In a successful Smart City, citizens would provide user-generated content to cities. Another example of connected, involved citizens includes leveraging broad access to open government data providing a

platform for citizens to serve as co-creators and co-producers of new and innovative transportation services.

SMART CITY ELEMENTS

This group of Vision Elements includes three smart city elements and is categorized as a priority by the USDOT.

Vision Element #10: Architecture and Standards. This vision element emphasizes architectures – governed by rules, documentation, and standards – that may be extended to a nationwide or broader deployment. Because vehicles and travelers move broadly across regions, uniform operation that is accessible to everyone is essential for safe and efficient transportation operations. Interoperable regional ITS architectures that can be extended to a nationwide or broader deployment based on accessible, well-defined standards is needed for consistent implementations that will lead to the required uniformly accessible operation. The National ITS Architecture is a mature architecture that provides a common framework for the ITS community to plan, define, and integrate ITS solutions. The Connected Vehicle Reference Implementation (CVRIA) was developed to extend the National Architecture to include detailed information to support development of fully interoperable regional connected vehicle architectures. The CVRIA and the associated SET-IT software tool will be fully integrated into the National ITS Architecture and software toolset to support development of interoperable regional architectures including complete ITS infrastructure and connected vehicle capabilities along with interface information needed for standards selection. The USDOT envisions that the Smart City stakeholders will use the CVRIA, the National ITS Architecture, and published and under-development ITS standards to demonstrate interoperable ITS capabilities which are nationally extensible.

To the extent viable, the USDOT envisions the Smart City will define and demonstrate integration of ITS systems with other systems which comprise a smart city. As part of this effort, the nature of required interfaces to other systems should be defined to utilize existing networking or other standards when available. Where new standards are needed, these needs should be fully documented. Further, to the extent viable, these interfaces should be documented using the CVRIA system architecture tools and feedback should be provided to the USDOT to facilitate expansion of CVRIA to accommodate these additional interfaces. To support nationwide deployment of ITS infrastructure and connected vehicle technologies, the demonstration site should use existing ITS standards, architectures, and certification processes for ITS and connected vehicle based technologies whenever viable, and document those cases where such use is not viable. To provide information required to refine ITS architecture and

standards in support of nationwide deployment, the demonstration site should also document their experiences and cooperate with architecture and standards developers to improve the quality of these products based on lessons learned in deployment.

Vision Element #11: Low-Cost, Efficient, Secure, and Resilient Information and Communications Technology (ICT). This vision element includes strategies and practices that advance information and communications technology (ICT) that is affordable, adaptable, efficient, secure and resilient, including integrated telecommunications platforms, enterprise software, storage, and visualization systems. This will include ICT that contributes to one common operating platform to inform city government decision-making. ICT infrastructure, technologies, and services are a critical part of a Smart City. ICT consists of unified communications and the integration of telecommunications, computers as well as necessary enterprise software, storage, and visualization systems, which enable users to access, store, transmit, and manipulate information. The success of a Smart City depends upon affordable ICT, from both a public, and personal perspective. The ICT in a Smart City, including telecommunications and computing, needs to be resilient, secure and respectful of privacy. Resilient design includes supporting standards common technology architectures and integrative policies. If one part of the system fails or is compromised, the entire system should not collapse, and the gap in service should be bridged effectively and restored quickly.

Privacy and security play a critical role in enabling smart cities because they build trust with people. Privacy and security constitute practices that safeguard data, privacy, and physical assets. Private information relates to any data emitted, collected, or stored about individuals. A key concept in privacy analysis is Personal Identifiable Information (PII). PII is any information that can be used to distinguish or trace an individual's identity. PII is not specific to any category of information or technology; each case and associated risks must be individually examined for context and the combination of data elements that are provided or obtainable. The Smart City needs to determine the extent to which their system or systems will collect or store PII and PII-related information, and ensure that there is a legitimate need for this information to meet the goals of the system and that the data is only accessible for and used for these legitimate purposes.

To support the overall security and privacy of participants in this Challenge, the USDOT is developing a prototype security credential management system (SCMS) which will be available for use in DSRC-based communications. The SCMS will provide digitally signed certificates that can be used to ensure trusted DSRC communications between connected vehicle devices, roadside devices and the SCMS. The USDOT will provide

technical support for interfacing with the prototype SCMS, as well as tools intended to support the Smart City.

Physical security of the deployed devices and security for non-DSRC communications are not covered by the SCMS and should be addressed through other means in the demonstration. Rigorous, proven processes are needed to ensure that security mechanisms are embedded in systems and infrastructure to protect against attacks. Secure solutions must be integrated into architecture designs and security risks must be continually managed. Challenge sites are expected to use industry best practices as they relate to objects and interfaces used in their installations.

Vision Element #12: Smart Land Use. This vision element includes strategies and practices that ensure land use is optimized through a combination of planning and innovation deployments, altogether designed to lead to a better connected community that expands the range of transportation choices and access to employment, housing, education and health services. A successful Smart City ensures that land use is efficiently optimized. Urban land use concentrates growth in compact walkable urban centers to avoid sprawl. It also advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with a range of housing choices. Smart land use values long-range, regional considerations of sustainability with the goals of achieving a unique sense of community and place; expanding the range of transportation, employment, and housing choices; equitably distributing the costs and benefits of development; preserving and enhancing natural and cultural resources; and promoting public health.

The following table summarizes and provides priority levels for each of the twelve Vision Elements.

Vision Element	Priority
Technology Elements	
Vision Element #1: Urban Automation	Highest Priority
Vision Element #2: Connected Vehicles	Highest Priority
Vision Element #3: Intelligent, Sensor-Based Infrastructure	Highest Priority
Innovative Approaches to Urban Transportation Elements	
Vision Element #4: Urban Analytics	High Priority
Vision Element #5: User-Focused Mobility Services and Choices	High Priority
Vision Element #6: Urban Delivery and Logistics	High Priority
Vision Element #7: Strategic Business Models and Partnering Opportunities	High Priority
Vision Element #8: Smart Grid, Roadway Electrification, and Electric Vehicles	High Priority
Vision Element #9: Connected, Involved Citizens	High Priority
Smart City Elements	
Vision Element #10: Architecture and Standards	Priority
Vision Element #11: Low-Cost, Efficient, Secure, and Resilient Information and Communications Technology	Priority
Vision Element #12: Smart Land Use	Priority

The USDOT is encouraging Applicants to consider these twelve elements in developing ideas for developing their city's vision for a Smart City. The city's vision should address real-world issues and challenges citizens and cities are facing. Specifically, Applicants should consider how emerging transportation data, technologies, and applications can be integrated with existing systems across a city, helping both cities, citizens, and businesses achieve goals for safety, mobility, sustainability, and economic vitality in an increasingly complex, interdependent and multimodal world.

5. DELIVERABLES

The selected Smart City Challenge Finalists will receive a fixed amount cooperative agreement award for Concept Development in the amount of \$100,000 that will require the following milestones/deliverables:

Deliverable	Due Date	Section 508 Compliant?
Kick-off Meeting – conduct a kickoff meeting at the USDOT.	Within two weeks after award	No
Monthly Progress Reports – submit progress reports to document technical activities performed (concept development activities, technical and budget documentation development activities, application development activities, and pre-implementation planning activities). See Monthly Progress Reports clause below.	Monthly	No
Participation in informational webinars or meetings to be conducted by USDOT personnel for Finalists.	TBD	No
Participation in Oral Presentations to USDOT representatives.	TBD	No
A three-minute video presenting the proposed demonstration.	Within 3 months after award	Yes
A final report that incorporates stakeholder inputs and documents plans to implement the vision in the future and lessons learned during the process.	Within 5 months after award	Yes

Note: Section 508 requirements are included in NOFO Section F's General Terms and Conditions available online at: <http://www.fhwa.dot.gov/aaa/generaltermsconditions.cfm>.

SECTION B – FEDERAL AWARD INFORMATION

1. FUNDING AND NUMBER OF AWARDS

The USDOT estimates making five awards for Concept Development as a result of this Notice of Funding Opportunity. Each award will be a fixed amount award in the amount of \$100,000 in Federal funding. Each awardee is designated a Smart City Challenge Finalist.

The USDOT anticipates making one award for the Smart City Challenge, which will result from a separately issued Notice of Funding Opportunity, with competition limited to Smart City Challenge Finalists. The USDOT anticipates Federal funding in the amount of up to \$40 Million to be available for the one Smart City Challenge award.

The USDOT has funding available for the five Concept Development Awards. Funds are not presently available for the Smart City Challenge Finalist Award. The Government's obligation under the awards is contingent upon the availability of appropriated funds from which payment for agreement purposes can be made. No legal liability on the part of the Government for any payment may arise until funds are made available by the Agreement Officer for this award and until the awardee receives notice of such availability, to be confirmed in writing by the Agreement Officer.

Estimated funding by year is:

FY 16:	\$15 Million
FY 17:	\$15 Million
<u>FY 18:</u>	<u>\$10 Million</u>
Total	\$40 Million

2. TYPE OF AWARD

The planned award type for the estimated five Concept Development awards is a fixed amount cooperative agreement.

The planned award type for the one planned Smart City Challenge award is a cost-reimbursable cooperative agreement.

3. PERIOD OF PERFORMANCE

The estimated period of performance for the Concept Development cooperative agreements is six months.

The estimated period of performance for the one planned Smart City Challenge award is up to four years. The USDOT expects the demonstration to be implemented and tested within three years. The fourth year is expected to be used for finalizing the evaluation of the demonstration.

4. DEGREE OF FEDERAL INVOLVEMENT

The USDOT anticipates substantial Federal involvement between it and the Concept Development awardees (“Recipients”) during the course of this project. The anticipated Federal involvement will include technical assistance, education and guidance to the Recipient.

SECTION C – ELIGIBILITY INFORMATION

1. ELIGIBLE APPLICANTS

This funding opportunity is limited to State and local governments, tribal governments, transit agencies and authorities, public toll authorities, metropolitan planning organizations, other subdivisions of a State or local government, or a multijurisdictional group applying through a single lead Applicant. Multijurisdictional group means a combination of State or local governments, metropolitan planning agencies, transit agencies, or other subdivisions of a State or local government comprised of at least 2 members, each of whom is an eligible Applicant under the terms of this paragraph.

2. COST SHARING OR MATCHING

Cost sharing or matching is NOT required for the Concept Development fixed amount awards resulting from this solicitation.

In the follow-on second solicitation for the planned Smart City Challenge award, cost sharing or matching will NOT be required but will be encouraged. If proposed, the degree of cost share and leveraging of non-federal funds will be considered beneficial to break ties among applications with equivalent ratings after evaluation against all other factors.

SECTION D – APPLICATION AND SUBMISSION INFORMATION

1. APPLICATION SUBMITTAL

The USDOT will issue two separate solicitations to carry out this challenge. This, first solicitation, will result in selection of an estimated five Smart City Challenge Finalists who will receive funding to support concept development and planning activities. The second follow-on solicitation, which will be released at a subsequent date, will invite the Smart City Challenge Finalists to apply for funding to support implementation of their proposed model deployment.

Applications for this first solicitation are due by 2/4/2016 at 3:00 pm Eastern Time by Email to SmartCityChallenge@dot.gov. Applications for this first solicitation shall reflect a high-level vision for the city's proposed deployment. A high-level vision need only include the framework and initial concepts of the Applicant's proposed model deployment. A detailed approach and a detailed budget are not required under this first solicitation. The second follow-on solicitation, which will be released at a subsequent date, will require a detailed technical and management approach to implementing the proposed model deployment, as well as a detailed budget to include cost share planned.

2. FORMAT OF APPLICATION SUBMISSION

- a) Applications must be prepared on 8½ x 11 inch paper. Foldouts must not be used.
- b) Text must be printed using a font size no less than 12 point font.
- c) Tables are permitted and text in tables and captions may be doubled spaced and may be 10 point font.
- d) Page margins must be a minimum of 1 inch top, bottom and each side.
- e) Page numbers may be located within the 1 inch margins.
- f) A Header or Footer identifying the Applicant Name may be located within the 1 inch margins.

3. CONTENT OF APPLICATION SUBMISSION

Applicants shall submit an application consisting of the following:

1. Part 1 – VISION NARRATIVE (1 file, page limit of 30 pages)
2. Part 2 – APPLICATION STANDARD FORMS AND ORGANIZATIONAL INFORMATION (1 file, no page limit)

Note: An Applicant may include, at their option, to facilitate displaying the organization of their application, a one-page cover page, and a second page to include both a Table of Contents and/or a Listing of Tables/Figures. These pages are for orienting evaluators to the contents of the application package and will not be evaluated and are not included in the page limitation.

Note: Any letters of commitment shall be included in Part 1 of the application and will not count against the 30 page limit.

Part 1 – VISION NARRATIVE

Provide a technical narrative of the Applicant's proposed vision and goals for a Smart City Challenge. The "Vision" document shall include a high-level summary of the following:

1. Define your vision for your Smart City. Describe your city's challenges and how the proposed elements of this proposed project can be used to address those challenges. The vision should define your approach for implementing and operating the demonstration project, including your program management approach.
2. Describe the population characteristics of your city and show how it aligns with the USDOT's characteristics for a Smart City, including:
 - a. Mid-size city with population between approximately 200,000 and 850,000 people in the city limits;
 - b. Dense urban population; and
 - c. Represents a significant portion (preferably more than 15%) of the population of your local urbanized area.

Note: City population and density should be based on the city's Census-designated place (CDP) population in the 2010 Decennial Census. The city's urbanized area is defined as the Census Urbanized Area (UZA) to which it was assigned during the 2010 Census. Definitions of Urbanized Area and Census-

Designated Place are provided by the US Census Bureau at: <https://www.census.gov/geo/reference/frn.html>

Your city's 2010 CDP and UZA population can be viewed using the *2010 Urban Area to Place Relationship File* at: https://www.census.gov/geo/maps-data/data/ua_rel_download.html

Your city's density should be calculated using its 2010 CDP population divided by its 2010 land area in square miles, as provided by the US Census Bureau.

3. Describe other characteristics of your city and show how it aligns with the USDOT's characteristics for a Smart City, including:
 - a. Existing public transportation system;
 - b. Environment that is conducive to demonstrating proposed strategies;
 - c. Continuity of committed leadership and capacity to carry out the demonstration throughout the period of performance;
 - d. A commitment to integrating with the sharing economy; and
 - e. A clear commitment to making open, machine-readable data accessible, discoverable and usable by the public to fuel entrepreneurship and innovation.
4. Provide an Annotated Preliminary Site Map. The map shall identify the specific geographic location being proposed for the Challenge and indicate locations related to key issues, proposed roadside technology locations, connected automated vehicle operations, and other explanatory features to support strategies that align with the USDOT vision elements. The map shall be no larger than one page (up to 11 inches by 17 inches is acceptable for this item only) when printed.
5. Describe how your holistic, integrated approach aligns to the twelve USDOT vision elements described in this solicitation. For each vision element, describe your approach including the technology solutions proposed. Illustrate how the proposed technology solutions can synergistically combine to create measurable impact while reducing costs associated with both deployment and operations.
6. Identify and rate key technical, policy, and institutional risks associated with the deployment vision and discuss plans for mitigating those risks.
7. Outline team partners, key stakeholders, and demonstration governance processes. Describe existing and future public and/or private partnerships, including university research partnerships.

8. Describe existing transportation infrastructure and system features in your city, including:
 - a. Arterial miles
 - b. Freeway miles
 - c. Transit services
 - d. Shared-use mobility services
 - e. Information and communication technology (ICT)
 - f. Intelligent Transportation Systems (ITS) including transportation management centers and field equipment
 - g. Smart Grid Infrastructure including electric vehicle charging infrastructure
9. Define the data your city currently collects. Describe how these data, along with new data to be collected and shared during the demonstration may be used by the lead agency, project partners, other agencies and stakeholders to further address city challenges. Describe how transportation data could integrate with other functions or services in a city (such as public safety, human services, transit, and public works) to improve the management and operations of the city. Likewise, describe how other data could be integrated with transportation data to improve transportation operations. Describe any existing policies and identify their sources (local executive order or policy, local ordinance or state legislation, etc.) applicable to the proposed data to be collected and shared as part of the proposed project. Submissions describing cross-cutting partnerships to advance smart city technologies, related programs and policies are encouraged, but not required. If you plan to partner with outside organizations (nonprofits, universities, corporations, etc.) you should address whether and specify how (e.g., limitation on sharing or use) data from those organizations or interests will be collected, managed, and shared across sectors or with the public, if appropriate. Identify candidate data that is expected to be shared, used, and used for other purposes by the participating project partners or with the public. Describe the terms and conditions that exist or will be established and managed in partnership agreements, data or information sharing agreements, agency specific policies and operating procedures to establish and maintain the systems and interfaces to maintain the integrity of the data and share the information identified in the proposal.
10. Describe your approach for using existing standards, architectures, and certification processes for ITS and connected vehicle based technologies and plans for documenting experiences and cooperating with architecture and standards developers to improve the quality of these products based on lessons learned in deployment.

11. Provide measurable goals and objectives for your vision and describe your approach for monitoring the impact of the demonstration on mobility, safety, efficiency, sustainability, and climate change.

Note: The selected city for the demonstration will be responsible for identifying a set of targeted performance measures that relate to the primary impact of their proposed deployment. The system deployed must be capable of generating the data needed to calculate these measures over time – that is, to show how well the system is performing with respect to these target measures. Independent evaluation will also be required to validate site system performance with respect to the targeted measures, to collect or infer contextual data that allows for the isolation and mitigation of confounding factors, and to provide supplementary evaluation with respect to a broader set of safety, environmental, mobility and public agency efficiency measures of interest to USDOT. Sites are responsible for supporting the independent evaluator’s access to the site and to site staff to conduct evaluation-related experiments, interviews, and surveys.

12. Provide evidence that establishes your capacity to take on a project of this magnitude, including executive commitment, workforce capacity, degree of infrastructure readiness, data and performance management capabilities.
13. Describe any opportunities to leverage Federal resources through cost share, in-kind donations, and partnering.

Part 2 - APPLICATION STANDARD FORMS AND ORGANIZATIONAL INFORMATION (no page limit)

Standard Forms (SF): Available Online

at <http://www.grants.gov/web/grants/forms/sf-424-family.html#sortby=1>

1. SF424

Note: Applicants may leave fields 5a, 5b, 6, 7, and 13 blank on the form.

2. SF424A

Note: Section A:

- Block 1(a): Print opportunity title listed on page 1;
- Block 1(b): Print CFDA number listed on page 1;
- Block 1(c): Print \$100,000 for Federal funds,
- Block 1(d): Leave Total Cost Share in dollars blank, and leave columns (e), (f), and (g) and rows 2, 3, and 4 blank.

3. SF424B**4. SFLLL**

Note: The form must be completed and submitted even if no lobbying to report. If no lobbying to report insert none or n/a in the relevant blocks.

Organizational Information

In addition to the forms, provide answers to the following organizational information questions in a pdf format:

- a. Identify any exceptions to the anticipated award terms and conditions as contained in Section F, Federal Award Administration Information. Identify any preexisting intellectual property that you anticipate using during award performance, and your position on its data rights during and after the award period of performance.
- b. The use of a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is required on all applications for Federal grants or cooperative agreements. Please provide your organization's DUNS number in your budget application.
- c. A statement to indicate whether your organization has previously completed an A-133 Single Audit and, if so, the date that the last A-133 Single Audit was completed.
- d. A statement regarding Conflicts of Interest. The Applicant must disclose in writing any actual or potential personal or organizational conflict of interest in its application that describes in a concise manner all past, present or planned organizational, contractual or other interest(s), which may affect the Applicants' ability to perform the proposed project in an impartial and objective manner. Actual or potential conflicts of interest may include but are not limited to any past, present or planned contractual, financial, or other relationships, obligations, commitments or responsibilities, which may bias the Applicant or affect the Applicant's ability to perform the agreement in an impartial and objective manner. The Agreement Officer (AO) will review the statement(s) and may require additional relevant information from the Applicant. All such information, and any other relevant information known to DOT, will be used to determine whether an award to the Applicant may create an actual or potential conflict of interest. If any such conflict of interest is found to exist, the AO may (a) disqualify the Applicant, or (b) determine that it is otherwise in the best interest of the United States to contract with the Applicant and include appropriate provisions to mitigate or avoid such conflict in the agreement pursuant to 2 CFR 200.112.
- e. A statement to indicate whether a Federal or State organization has audited or reviewed the Applicant's accounting system, purchasing system, and/or property control system. If such systems have been

- reviewed, provide summary information of the audit/review results to include as applicable summary letter or agreement, date of audit/review, Federal or State point of contact for such review.
- f. Terminated Contracts - List any contract/agreement that was terminated for convenience of the Government within the past 3 years, and any contract/agreement that was terminated for default within the past 5 years. Briefly explain the circumstances in each instance.
 - g. The Applicant is directed to review Title 2 CFR §170 (http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&tpl=/ecfrbrowse/Title02/2cfr170_main_02.tpl) dated September 14, 2010, and Appendix A thereto, and acknowledge in its application that it understands the requirement, has the necessary processes and systems in place, and is prepared to fully comply with the reporting described in the term if it receives funding resulting from this Notice. The text of Appendix A will be incorporated in the award document as a General Term and Condition as referenced under this Notice's Section F, Federal Award Administration Information.
 - h. Disclose any violations of Federal criminal law involving fraud, bribery, or gratuity violations. Failure to make required disclosures can result in any of the remedies described in 2 CFR 200.338 entitled Remedies for Noncompliance, including suspension or debarment. (See also 2 CFR Part 180 and 31 U.S.C. 3321).

4. UNIQUE ENTITY IDENTIFIER AND SYSTEM FOR AWARD (SAM)

The Applicant is required to: (i) be registered in SAM before submitting its application; (ii) provide a valid unique entity identifier in its application; and (iii) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency.

The Federal awarding agency may not make a Federal award to an Applicant until the Applicant has complied with all applicable unique entity identifier and SAM requirements. If an Applicant has not fully complied with the requirements by the time the Federal awarding agency is ready to make a Federal award, the Federal awarding agency may determine that the Applicant is not qualified to receive a Federal award and use that determination as a basis for making a Federal award to another Applicant.

5. SUBMISSION DATES AND TIMES

The application must be received by Email by the application due date/time listed on page 3 of this Notice of Funding Opportunity.

The deadline stated on page 3 is the date and time by which the agency must receive the full and completed application, including all required sections.

6. INTERGOVERNMENTAL REVIEW

An application under this Notice of Funding Opportunity is not subject to the State review under E.O. 12372.

7. FUNDING RESTRICTIONS

The USDOT will not reimburse any pre-award costs or application preparation costs under the proposed cooperative agreements.

8. USE OF INFORMATION FOR OTHER DEPARTMENTAL PURPOSES

Information collected from all applicant submissions may be used for government purposes, including to understand the range of Smart City activities planned and ongoing in cities, and to determine maturity of cities within this framework. In addition, information gathered through this Notice may be used to conduct outreach and engagement related future similar opportunities.”

SECTION E – APPLICATION REVIEW INFORMATION

1. CRITERIA FOR SELECTION OF SMART CITY CHALLENGE FINALISTS

The Government will evaluate applications on following criteria, which are of equal importance.

TECHNICAL MERIT:

- Degree that the proposed city and demonstration site align with the USDOT's Desired Characteristics, relevant to: (i) population size, (ii) population density, (iii) population share of urbanized area; (iv) an existing public transportation system, (v) environment conducive to demonstrating proposed strategies; and (vi) continuity of committed leadership and capacity to carry out the demonstration throughout the period of performance, (vii) commitment to integrating with the sharing economy; and (viii) commitment to making open, machine-readable data accessible, discoverable and usable by the public to fuel entrepreneurship and innovation.
- Demonstration of a sound, innovative, integrated, and holistic vision of the Applicant's Smart City program consistent with the USDOT's goals and twelve vision elements as defined in Section A
- Extent that the Applicant's vision and goals address issues identified in *Beyond Traffic 2045*.
- Likelihood of success in implementing the demonstration, including commitment from public and private sectors, and technical capability to perform.

2. REVIEW AND SELECTION PROCESS

The USDOT will utilize the following merit review process to evaluate applications:

A panel of agency experts will evaluate all eligible applications using the merit criteria listed above. The panel will individually evaluate the applications. The panel will then collectively assign a rating to each eligible application using the following merit ratings: Recommended, Not Recommended.

The USDOT reserves the right to use outside expertise and/or contractor support to perform application evaluation.

A panel of agency experts will conduct a risk assessment of the Applicant prior to award.

The Government will award the applications that are considered the most advantageous to the Government using the criteria cited above, and subject to the results of an Applicant risk assessment. Applications selected for possible award using the technical merit criteria cited above, will undergo the following risk assessment prior to award. The Government reserves the right to not make an award to an Applicant based on the results of the risk assessment.

The Secretary of Transportation is the official responsible for final award selections. The Government is not obligated to make any award as a result of this notice.

Risk Assessment

The Government will assess the risks posed by an Applicant before they receive an award. This Risk Assessment will include evaluation of some or all of the following items relative to the Applicant and/or sub-applicants as applicable:

- (1) Applicant's financial stability;
- (2) Applicant's quality of management systems and ability to meet the management standards prescribed in 2 CFR Part 200;
- (3) Applicant's history of performance;

Note: History of performance includes the Applicant's record in managing Federal awards, if it is a prior Recipient of Federal awards, including timeliness of compliance with applicable reporting requirements, conformance to the terms and conditions of previous Federal awards, and if applicable, the extent to which any previously awarded amounts will be expended prior to future awards. The Government will evaluate the relevant merits of the Applicant's history of performance based on its reputation and record with its current and/or former customers with respect to quality, timeliness and cost control. The history of performance will be reviewed to assure that the Applicant has relevant and successful experience and will be considered in the risk assessment. In evaluating history of performance, the Government may consider both written information provided in the application, as well as any other information available to the Government through outside sources.

(4) Applicant's audit reports and findings from audits performed on the Applicant pursuant to 2 CFR Part 200 Subpart F—Audit Requirements or the reports and findings of any other available audits;

(5) Applicant's ability to effectively implement statutory, regulatory, or other requirements imposed on non-Federal entities;

(6) Applicant's potential for conflict of interest if applicable; and

Note: The FHWA will review information provided by the Applicant, and any other relevant information known to DOT, to determine whether an award to the Applicant may create an actual or potential conflict of interest. If any such conflict of interest is found to exist, the AO may (a) disqualify the Applicant, or (b) determine that it is otherwise in the best interest of the United States to award to the Applicant and include appropriate provisions to mitigate or avoid such conflict in the Agreement pursuant to 2 CFR 200.112.

(7) Applicant's eligibility to receive Federal funding. Per the guidelines on government-wide suspension and debarment in 2 CFR Part 180, the Government will confirmation that the Applicant and any named sub-applicants are not debarred, suspended or otherwise excluded from or ineligible for participation in Federal programs or activities.

Pursuant to 2 CFR Part 200.205, prior to making a Federal award, the Federal awarding agency is required to review information available through any OMB-designated repositories of government-wide eligibility qualification or financial integrity information, such as Federal Awardee Performance and Integrity Information System (FAPIIS), Dun and Bradstreet, and Sam.gov. The Government's review of this information will occur as part of the risk assessment.

3. ANTICIPATED ANNOUNCEMENT AND FEDERAL AWARD DATES

The USDOT anticipates announcing the selected Smart City Challenge Finalists in March 2016.

The USDOT anticipates awarding concept development fixed priced agreement awards to selected Finalists in March 2016.

SECTION F – FEDERAL AWARD ADMINISTRATION INFORMATION

1. FEDERAL AWARD NOTICES

If your organization's application is selected for award, you will be notified and sent an award document for signature. Applicants not selected for award will be notified in writing by the USDOT.

Only the Agreement Officer (AO) can commit the USDOT. The award document, signed by the AO, is the authorizing document. Only the AO can bind the Federal Government to the expenditure of funds.

Notice that an Applicant has been selected as a Recipient does not constitute approval of the application as submitted. Before the actual award, the USDOT will enter into negotiations if necessary. If the negotiations do not result in an acceptable submittal, the USDOT reserves the right to terminate the negotiation and decline to fund the Applicant.

2. ADMINISTRATIVE AND NATIONAL POLICY REQUIREMENTS

General terms, conditions, and governing regulations that apply to this agreement are available online at: <http://www.fhwa.dot.gov/aaa/generaltermsconditions.cfm>

The online list dated March 6, 2015 of "GENERAL TERMS AND CONDITIONS FOR ASSISTANCE AWARDS" shall apply to the resulting award.

Special terms and conditions follow. These terms will be included in the resulting award.

A. PUBLIC ACCESS TO DOCUMENTS

The Recipient agrees that the resulting deliverables/documentation submitted to the USDOT under this Agreement may be posted online for public access and/or shared by USDOT with other interested parties. The USDOT anticipates the documents cited herein may be posted on a USDOT website or other appropriate website.

B. PERSONALLY IDENTIFIABLE INFORMATION (PII)

Personally Identifiable Information (PII) as defined at CFR Part 200.79 and 2 CFR 200.82 at will not be requested unless necessary and only with prior written approval of the AO with concurrence from the Agreement Officer's Technical Representative (AOR).

C. AVAILABLE FUNDING

Currently, Federal funding in the amount of \$100,000 is obligated to the award for performance. This award is fully funded. The USDOT's liability to make payments to the Recipient is limited to those funds obligated under this Agreement as indicated herein and any subsequent amendments.

D. KEY PERSONNEL

Pursuant to 2 CFR 200.308(c)(2), the Recipient must request prior written approval from the AO for any change in Key Personnel specified in the award. The following person(s) are/have been identified as Key Personnel:

Name	Title/Position
(***) to be filled in at award (***)	

E. PROGRAM INCOME

Pursuant to 2 CFR 200.307, Program income earned during the agreement period must be added to the Federal award and used for the purposes and under the conditions of the Federal award, unless otherwise approved by the AO. Program income must not be used to offset the Federal or Recipient contribution to this project.

F. SUBAWARDS

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the AO are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.326.

Unless described in the application and funded in the approved award, the Recipient must obtain prior written approval from the AO for the subaward, transfer, or contracting out of any work under this award. This provision does not apply to the acquisition of supplies, material, equipment, or general support services.

The following subawards are currently approved under the Agreement:

Name
(***) to be filled in at award (***)

Approval of each subaward is contingent upon a fair and reasonable price determination, and approval by the AO for each proposed subcontractor/sub-recipient. Consent to enter into subawards will be issued through a written approval from the Agreement Officer.

G. DESIGNATION AS RESEARCH OR NON-RESEARCH AGREEMENT

This agreement is designated as: RESEARCH

H. CONFERENCE SUPPORT RESTRICTIONS

The Recipient must obtain written approval from the AOR prior to incurring any costs for conference support. See the definition of conference as contained in 2 CFR 200.432.

Food and beverage costs are not allowable conference expenses for reimbursement under this Agreement.

Note: Costs of meals are allowable as a travel per diem expense for individuals on travel status and pursuant to the Travel clause of this Agreement.

I. AGREEMENT PERFORMANCE REQUIREMENTS SUMMARY

N/A

J. DISPUTES

The parties to this Agreement will communicate with one another in good faith and in a timely and cooperative manner when raising issues under this provision. Any dispute, which for the purposes of this provision includes any disagreement or claim, between the FHWA and the Recipient concerning questions of fact or law arising from or in connection with this Agreement and whether or not involving alleged breach of this Agreement, may be raised only under this Disputes provision.

Whenever a dispute arises, the parties will attempt to resolve the issues involved by discussion and mutual agreement as soon as practical. In no event will a dispute which arose more than three months prior to the notification made under the following paragraph of this provision constitute the basis for relief under this article unless FHWA waives this requirement.

Failing resolution by mutual agreement, the aggrieved party will document the dispute by notifying the other party in writing of the relevant facts, identify unresolved issues and specify the clarification or remedy sought. Within five working days after providing written notice to the other party, the aggrieved party may, in writing, request a decision from one level above the AO. The AO will conduct a review of the matters in dispute and render a decision in writing within thirty calendar days of receipt of such written request. Any decision of the AO is final and binding unless a party will, within thirty calendar days, request further review as provided below.

Upon written request to the FHWA Director, Office of Acquisition and Grants Management or designee, made within thirty calendar days after the AO's written decision or upon unavailability of a decision within the stated time frame under the preceding paragraph, the dispute will be further reviewed. This review will be conducted by the Director, Office of Acquisition and Grants Management. Following the review, the Director, Office of Acquisition and Grants Management, will resolve the issues and notify the parties in writing. Such resolution is not subject to further administrative review and to the extent permitted by law, will be final and binding. Nothing in this Agreement is intended to prevent the parties from pursuing disputes in a United States Federal Court of competent jurisdiction.

3. REPORTING

ADDRESSES FOR SUBMITTAL OF REPORTS AND DOCUMENTS

The Recipient must submit all required reports and documents, under transmittal letter referencing the Agreement number, as follows:

Submit an **electronic copy** to the Agreement Officer at the following address: <To be filled in upon award>

Submit an **electronic copy** to the AOR at the following address: <To be filled in upon award>

MONTHLY PROGRESS REPORTS

The Recipient must submit an electronic copy of the Research Performance Progress Report (SF-RPPR), to the AOR and the Agreement Officer on or before the 30th of the month following the calendar quarter being reported. Final RPPRs are due 90 days after the end of the Agreement period of performance. The SF-RPPR content directions and budget formats are available online:

http://www.nsf.gov/bfa/dias/policy/rppr/format_ombostp.pdf

The Progress Report must include the required certification pursuant to 2 CFR 200.415.

Submit an electronic copy to the ITS JPO at the following address: ITSProjects@dot.gov.

SECTION G – FEDERAL AWARDING AGENCY CONTACTS

Address any questions to:

SmartCityChallenge@dot.gov



**CENTRAL TEXAS
Regional Mobility Authority**

Meeting Date: January 27, 2016
AGENDA ITEM #12

Justification for Single Sourced Contract for
website services.

Strategic Plan Relevance: Regional Mobility

Department: Community Relations

Contact: Dee Anne Heath

Associated Costs: Not to exceed \$50,000.00

Funding Source: General Fund and Project Funds

Action Requested: Briefing and Board Discussion Only

Summary:

Pursuant to Section 401.026 of the Mobility Authority Policy Code, the Executive Director must submit justification to the Board for entering into a single source contract. In order to maintain the continuity of necessary website services, the Executive Director has determined that it is in the best interest of the Mobility Authority to contract directly with Monkee-Boy Website Design, Inc. (Monkee-Boy) as a single-sourced consultant for approximately 6-8 months or until such time as the Mobility Authority conducts a new procurement for Information Technology Services.

Monkee-Boy has been providing website services to the Mobility Authority as a subconsultant to Crosswinds, the Mobility Authority's former public relations consultant. Following the selection of Edelman as the Mobility Authority's new public relations consultant, the Mobility Authority's contractual relationship with Crosswinds terminated so we no longer have access to Monkee-Boy through Crosswinds. Based on their past performance working for the Mobility Authority, Monkee-Boy has demonstrated the competence, knowledge, and qualifications to provide the website services currently required by the Mobility Authority at a reasonable fee and without disruption to the agency's operations. The Executive Director intends to re-evaluate its use of website services during Summer 2016 in conjunction with an overall review of and potential procurement for IT Services.

Backup provided: Board presentation.



**CENTRAL TEXAS
Regional Mobility Authority**

January 27, 2016
AGENDA ITEM # 13

Briefing on 2015 Statistics and upcoming procurement for the HERO Program.

Strategic Plan Relevance: Regional Mobility
Department: Operations
Contact: Tim Reilly, Director of Operations
Associated Costs: N/A
Funding Source: N/A
Action Requested: Briefing and Board Discussion Only

Summary:

Update on the Highway Emergency Response Operations (HERO) assist statistics for Calendar Year 2015 and the current efforts to procure new HERO services.

Backup provided: Board Presentation



**CENTRAL TEXAS
Regional Mobility Authority**

Meeting Date: January 27, 2016
AGENDA ITEM # 14

Quarterly briefing on the MoPac Improvement
Project.

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

Summary:

The report is an account of the activities on the MoPac Improvement Project from October through December, 2015.

Backup provided: GEC Quarterly Activities Report and Board Presentation



◀◀ MOPAC
IMPROVEMENT
PROJECT ▶▶

QUARTERLY
PROGRESS
REPORT

No. 21 | January 2016





**CENTRAL TEXAS
Regional Mobility Authority**

BOARD OF DIRECTORS

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**GENERAL ENGINEERING
CONSULTANT (GEC)**



**DESIGN/BUILD
CONTRACTOR**



PROJECT PARTNERS





QUARTERLY PROGRESS REPORT No. 21

INTRODUCTION

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

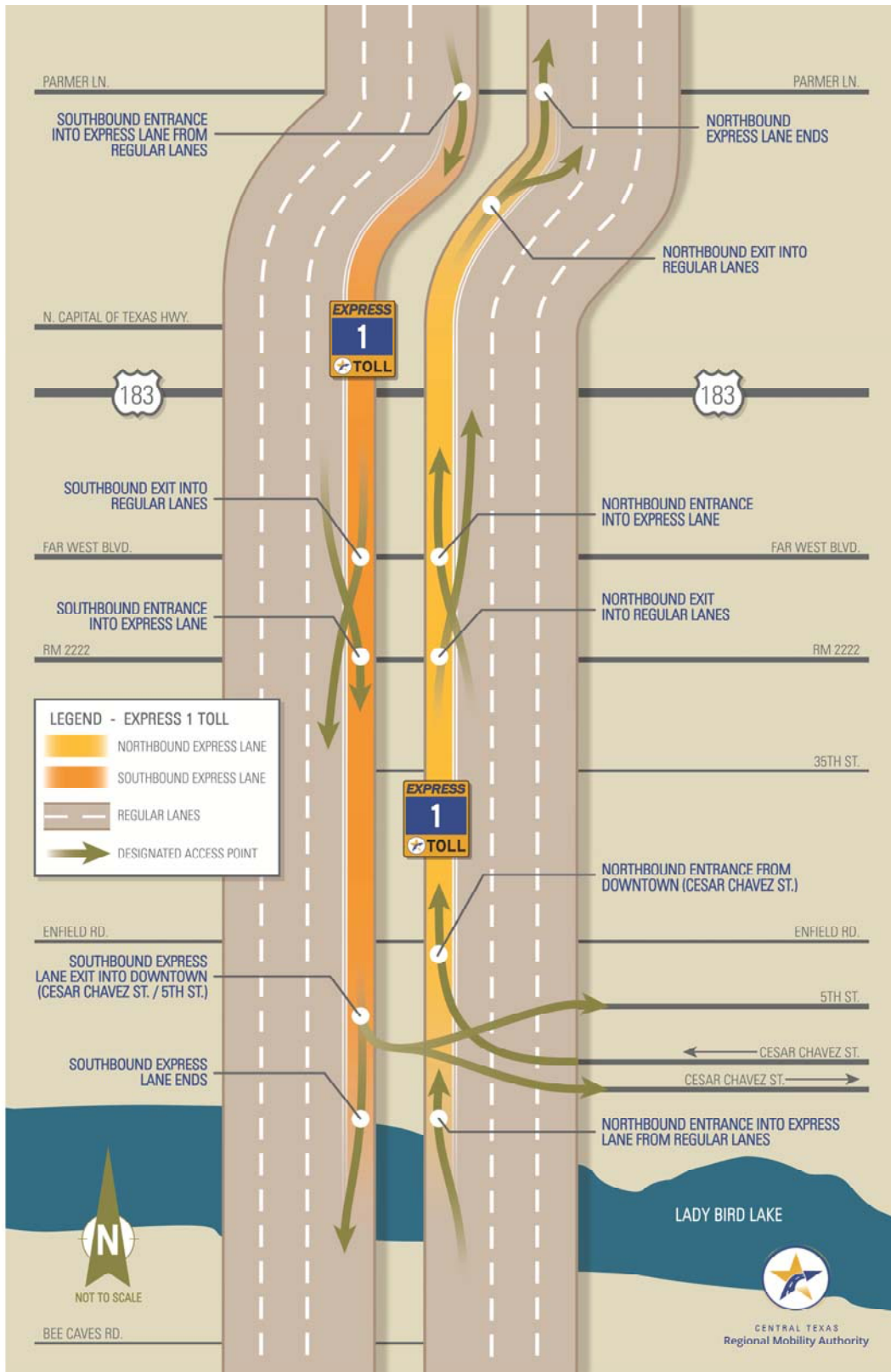
Environmentally cleared in August 2012, the Project is being built in cooperation with the Texas Department of Transportation (TxDOT), the Capital Area Metropolitan Planning Organization (CAMPO), the City of Austin, Capital Metro (CapMetro), and the Federal Highway Administration (FHWA).

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

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

In April 2013, the Mobility Authority entered into a contract with CH2M to design and build the MoPac Improvement Project and issued Notice to Proceed (NTP) on April 18, 2013. The original agreement required the project to be substantially complete by September 17, 2015, but was extended to December 27, 2015 to allow for approved change orders. On December 17, 2015 the Mobility Authority issued a Notice of Default to CH2M after indications that they would not be able to open the express lanes by current contractual substantial completion date; and the failure to provide a contractually required recovery schedule within six months of that date.

This report describes the status of the MoPac Improvement Project and documents the activities accomplished from October through December 2015.



SUMMARY OF ACTIVITIES

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

DESIGN ACTIVITIES

- Task force meetings continue on an as-needed basis and over the shoulder informal reviews continue on an as-needed basis. The Mobility Authority's GEC is performing oversight of the D/B Contractor's activities.
- Reviewed and accepted Notice of Design Changes (NDC) for specific design changes.
- Reviewed and responded to Requests for Information (RFI) as it applies to design modifications.

CONSTRUCTION ACTIVITIES

- **Segments 1 & 2A (Parmer Lane to US 183)**
 - Shared Use Path (SUP)
 - Flatwork
 - Retaining Walls
 - Permanent lighting installation
 - Topsoil placement and vegetation in median
 - Utility work
 - Construction of Toll System gantry site at Parmer Lane
 - Sidewalk construction
 - Asphalt paving for median widening
 - Overhead Large Guide Sign installation
 - CapMetro and UPRR bridge concrete deck and rail construction
 - Concrete rip rap in median
- **Segment 2B (US 183 to RM 2222)**
 - Median Widening from 183 to Steck Avenue
 - Permanent lighting installation
 - Retaining Wall construction
 - RM 2222 Bridge demolition and concrete deck construction
 - Installation of drainage structures
 - Utility work
 - Concrete Traffic Barrier installation
 - Asphalt paving for median widening
 - Sound Wall construction
 - Concrete Median Barrier Rail
 - Concrete rip rap in median
 - Sidewalk construction
- **Segment 3 (RM 2222 to Enfield Road)**
 - Drilled shafts and foundation work for sound walls
 - Retaining wall construction

- Installation of posts and panels for sound walls
 - Installation of drainage structures
 - 42" Waterline boring under MoPac – Complete
 - Northbound roadway widening
 - Paving northbound Enfield Road entrance ramp
- **Segment 4 (Enfield Road to Cesar Chavez)**
 - Southbound Undercrossing drainage installation
 - Southbound Undercrossing structural slab and wall construction
 - Retaining Wall construction
 - Northbound Undercrossing – began limited excavation and temporary shoring
 - Concrete rip rap and guard fence construction along northbound frontage road
 - Pavement widening northbound mainlanes at Enfield Road
 - Northbound entrance ramp construction for downtown traffic
 - Sign structure construction
 - Roadway maintenance is being performed as required

PROJECT PROGRESS

As of December 30, 2015, 983 of the 983 calendar days to Substantial Completion have expired. There are 0 calendar days until the Completion. The Contractor did not meet the revised Substantial Completion date for the project.

The D/B Contractor is preparing a recovery schedule to address the Notice of Default (which entails a cure period for resolution) and is expected to provide submission of the schedule by January 13th. A result of this may be continued additional resources (self-performing and subcontractors) to help with productivity, including finalizing agreements with three major subcontractors with focus on work in Segments 1, 2 and 4. The Contractor and Oversight Team members will participate in meetings and schedule review to determine if the recovery is acceptable to cure the default. In addition, options will be explored regarding traffic detours and alternative methods of construction relating to the undercrossing work in an attempt to expedite construction. The D/B Contractor also continues to assess future opportunities to expedite the delivery of the Project. The Oversight Team will continue to work with the Contractor to identify those activities.

Progress continues on the construction activities associated with the City of Austin 42" waterline relocation and is nearing completion. Scheduled tie-in of the waterline to the City system is expected in early February.

Sound wall construction, a subject of considerable public interest, continues to progress. Approximately half of the drilled shaft foundations for the walls have been completed. About 15% of the columns and panels have been installed as of the date of this report. Column and panel installation will continue to move northward in the upcoming months.

Primary issues reported by the D/B Contractor impacting the project schedule include the City of Austin 42" waterline relocation and the duration of rock excavation associated with the construction of the undercrossings for the direct connections to downtown. As such, the Contractor has submitted entitlement claims addressing these issues are in the Dispute Resolution process currently. Hearings with the Dispute Resolution board are scheduled for February 11 and March 2.

Construction Progress through December 2015

Based on the assessment of the GEC, the summary of the project progress achieved on major work tasks through the end of December 2015 is as follows:

MoPac Improvement Project Progress For the Period Ending December 2015

Design + Construction Tasks	% Complete*
Development Design	96%
Traffic Control/Detours/Temp Barrier	49%
Earthwork/Demolition/Removals/Drainage	41%
Structures/Bridges/Retaining Walls	57%
Sound/Neighborhood Walls	48%
Geotech/Survey	100%
Utilities	79%
Pavement/Subbase/Base Course	32%
Environmental Monitoring	66%
Lighting/Signing/Striping	59%
Toll Facilities	68%
Landscaping/Shared use Path/Sidewalks	15%

*The D/B Contractor's December Draw Request has not been received at the time of this report. The percentages are an estimation of the work completed between Nov. 25 and Dec. 25.

SCHEDULE OF CONTRACTUAL PROJECT MILESTONES

- **February 27, 2013:** Selection of Best Value Proposer
- **April 18, 2013:** NTP Issued
- **September 17, 2015:** Original Substantial Completion
- **December 27, 2015:** Revised Substantial Completion
- **April 25, 2016:** Revised Final Acceptance

NEXT QUARTER ACTIVITIES

- **Segments 1 & 2A (Parmer Lane to US 183)**
 - Shared Use Path
 - Grading Approaches for Pedestrian Bridge
 - Retaining Walls
 - Continuing construction of segment from Walnut Creek to Capital of Texas Highway
 - Grading topsoil in median
 - Construction of Toll System gantry site at Parmer Lane
 - Construction of electrical services and median lighting
 - System integrator equipment install
 - Pedestrian intersection improvements

- **Segment 2B (US 183 to RM 2222)**
 - Construction of collector-distributor road at Steck
 - Retaining wall construction
 - Construction of median rail and concrete safety barrier
 - Northbound RM 2222 bridge deck widening
 - Median widening and asphalt paving at RM 2222 approaches
 - Construction of concrete sidewalk along frontage road
 - Construction of electrical services and median lighting
 - Pedestrian intersection improvements
 - Construction of Toll System gantry site at Far West and RM 222
 - System integrator equipment install

- **Segment 3 (RM 2222 to Enfield Road)**
 - Windsor Bridge deck widening
 - Westover Bridge deck widening
 - ITS/Lighting from 45th to Enfield
 - Retaining wall construction
 - 42" waterline construction
 - Noise barrier construction
 - Construction of sign structures
 - Roadway widening NB from 45th St. to Hancock

- **Segment 4 (Enfield Road to Ladybird Lake)**
 - Construction of NB and SB Undercrossings
 - Noise barrier construction
 - NB Ramp construction south of Enfield
 - Construction of concrete rail
 - Construction of NB mainlanes detour
 - Construction of sign structures
 - Construction of retaining walls
 - Preparations for northbound traffic switch

PROGRESS PHOTOS



Northbound Undercrossing Excavation Shoring – October 2015



Southbound Undercrossing Construction – December 2015



Roadway Construction for Northbound Traffic Shift – December 2015



Boring for 42" Waterline at Camp Mabry – December 2015



Installation of LED Roadway Illumination – November 2015



Install of Slip Formed Median Rail – November 2015



Shared Use Path Construction – October 2015



Sound Wall Construction – December 2015

PROJECT FINANCIAL STATUS

Progress billings are received each period from CH2M for review and approval. Currently draw requests are accompanied by an accepted progress schedule. The D/B Contractor's December 2015 Draw Request has not been received.

Summary of Project financial status through December 2015

Original CH2M Contract Amount:	\$136,632,100
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Previous Period Change Orders	\$3,729,078.50
Reporting Period Executed Change Orders:	\$549,732.51
Current Authorized Contract Amount:	\$140,910,911
CH2M Payments:	
Amount of Draw Nos. 01-26 (July 2013 – August 2015)	\$ 72,118,441
Amount of Draw No. 27 (September)	\$2,345,926
Amount of Draw No. 28 (October)	\$2,425,672
Amount of Draw No. 29 (November)	\$1,516,403
Estimate* of Draw No. 30 (December)	\$1,400,000
Total Requested Amount To-Date through Draw No. 30:	\$79, 806,442
Retainage[†] withheld:	\$0.0
Liquidated Damages Withheld:	\$1,121,500
Approved Amount for Work Completed through Draw No. 30	\$79,806,442
Total Project Budget Expended Through December 2015:	57.4%
Amount Remaining For Work to be Completed:	\$ 59,982,969

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

[†] At the time of reporting the D/B Contractor has not submitted the 2015 Draw Request.

EMPLOYMENT REPORTING STATUS

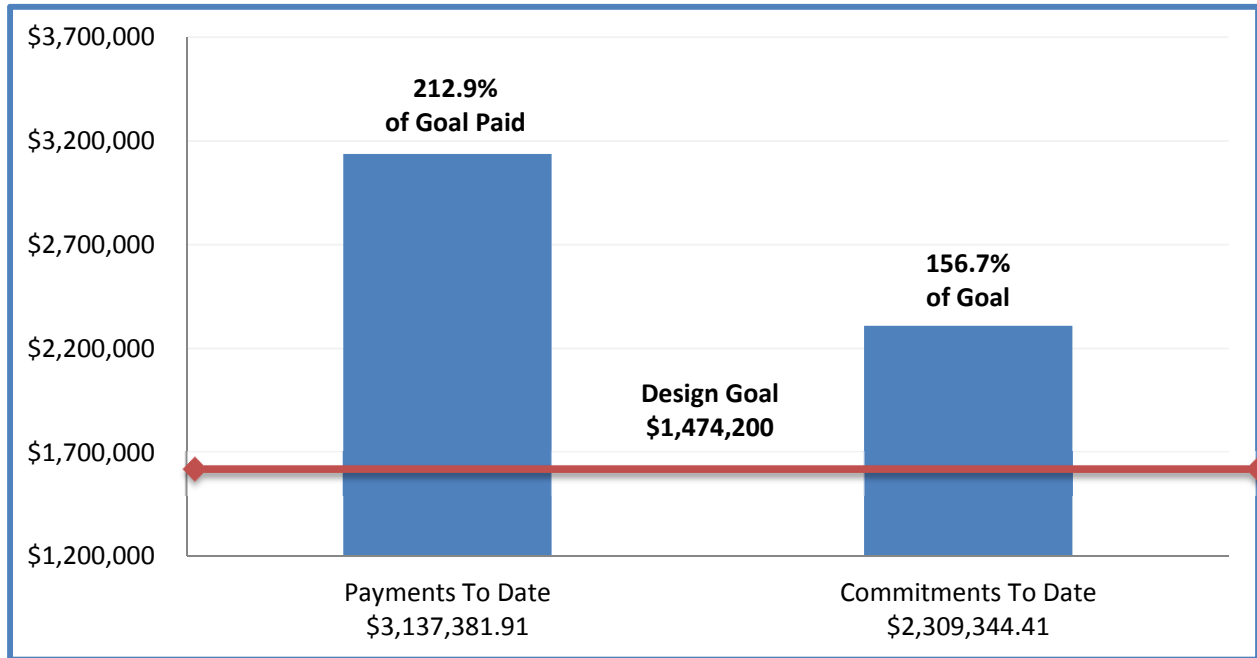
Design and construction of the MoPac Improvement Project is estimated to have supported approximately 383 jobs during the reporting month of December 2015. This estimated number of jobs supported by the project includes: the design personnel and management staff; the construction personnel and their subcontractors; construction management staff, including inspectors and subconsultants; and the general engineering consultant staff and their subconsultants.

DBE STATUS

CH2M plans to meet the Disadvantaged Business Enterprise (DBE) goal of 11.7% for both the design services and the construction work. The overall total DBE requirement for the project, based on the original contract value, is \$15,985,955. The current committed total for all DBE subcontracts is \$17,012,278. The charts below reference the current DBE Commitments vs. Payments to date.

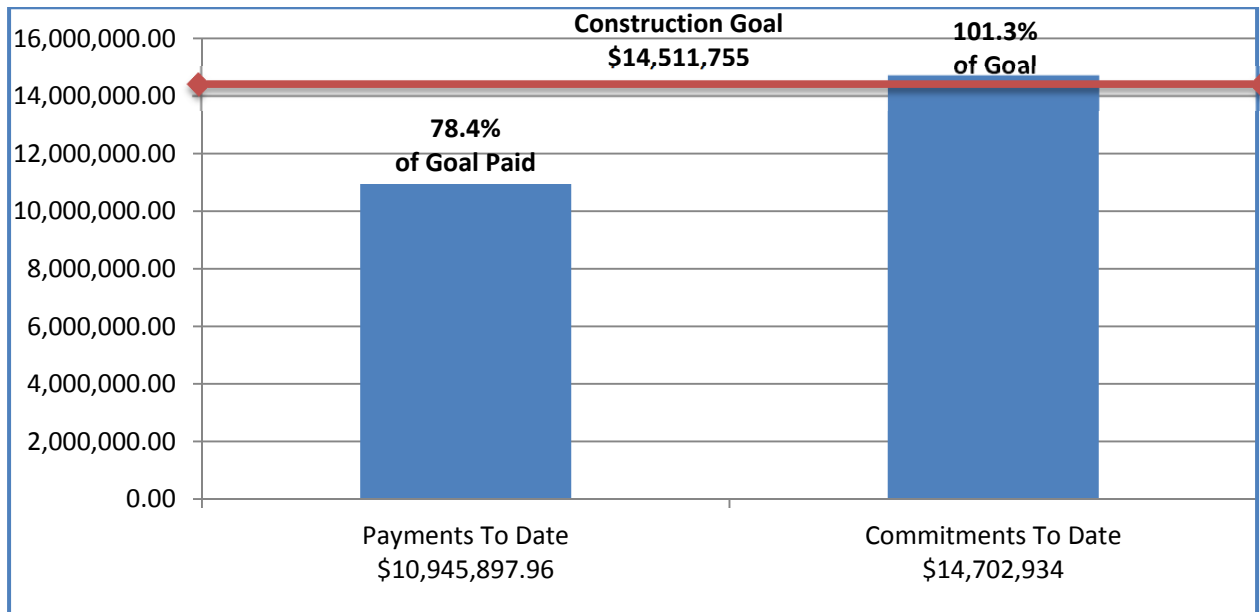
Design

DBE Design Commitment vs. Payment For Period Ending December 2015



Construction

DBE Construction Commitment vs. Payment For Period Ending December 2015



COMMUNITY RELATIONS

The Community Outreach Team utilizes a robust set of communication tools to supply timely information to numerous audiences. The team also provides several avenues for the public to ask questions and provide comments.

Within the reporting period, the team received and responded to approximately 51 inquiries via the 24/7 Hotline, Web Comment Form, and Email. The most recurring comments involved inquiries regarding the sound wall schedule.

- Construction updates continue. The team provides daily and weekly updates for the project Website (www.MoPacExpress.com), Social Media (Twitter and Facebook), Smartphone Application (available for Android and iPhone), Email and Text Alerts, and the Highway Advisory Radio (800 AM).
- Social Media continues to be an effective tool for disseminating information and receiving feedback on the project. At the end of the reporting period, the Twitter account @improvemopac had approximately 2,900 followers and the Facebook page had approximately 500 “likes”.
- E-Newsletters and the MoPac Man blog are distributed periodically to the mailing list and posted to the website with a project update.
- The project continues to receive steady news coverage. KXAN, KVUE, FOX7, Austin American Statesman, Community Impact are some of the news outlets that ran stories about the project. Topics included; project delays; Karst investigation; and the Notice of Default.
- Community outreach continues. The team attended the Brykerwoods National Night Out event and the Pemberton Heights neighborhood association picnic to provide corridor residents the opportunity to ask questions regarding the project.



Meeting Date: January 27, 2016
AGENDA ITEM # 15

Quarterly briefing on the 183 South Project.

CENTRAL TEXAS
Regional Mobility Authority

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

Summary:

The report is an account of the activities on the 183 South Project from October 2015 through December 2015.

Backup provided: GEC Quarterly Activities Report and Board Presentation

183



TOLL

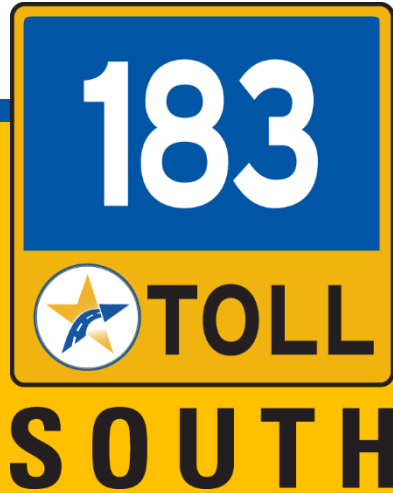
SOUTH

**QUARTERLY
BRIEFING REPORT**

FOR THE 183 SOUTH PROJECT
October to December 2015



CENTRAL TEXAS
Regional Mobility Authority



MONTHLY PROGRESS REPORT

183 SOUTH PROJECT

November 2015

Reporting Period
October 2015



**CENTRAL TEXAS
Regional Mobility Authority**



CENTRAL TEXAS
Regional Mobility Authority

Board of Directors

Ray A. Wilkerson, Chairman
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David Singleton

Executive Director

Mike Heiligenstein



PROJECT PARTICIPANTS

Central Texas Regional Mobility Authority



Texas Department of Transportation



Design-Build Developer



Mobility Authority's
General Engineering Consultant



183 SOUTH PROJECT
November 2015
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INTRODUCTION

This report documents and describes the progress and status of the 183 South Project during the period from the Project NTP of September 10, 2015 to October 25, 2015. This Project is being developed and constructed by the Central Texas Regional Mobility Authority (“Mobility Authority”). Tolledd express lanes will be operated and maintained by the Mobility Authority upon substantial completion of the Project. The total project cost of the 183 South Project is \$742,792,000, which includes the Design-Build Contract Price of \$581,545,700.

PROJECT DESCRIPTION

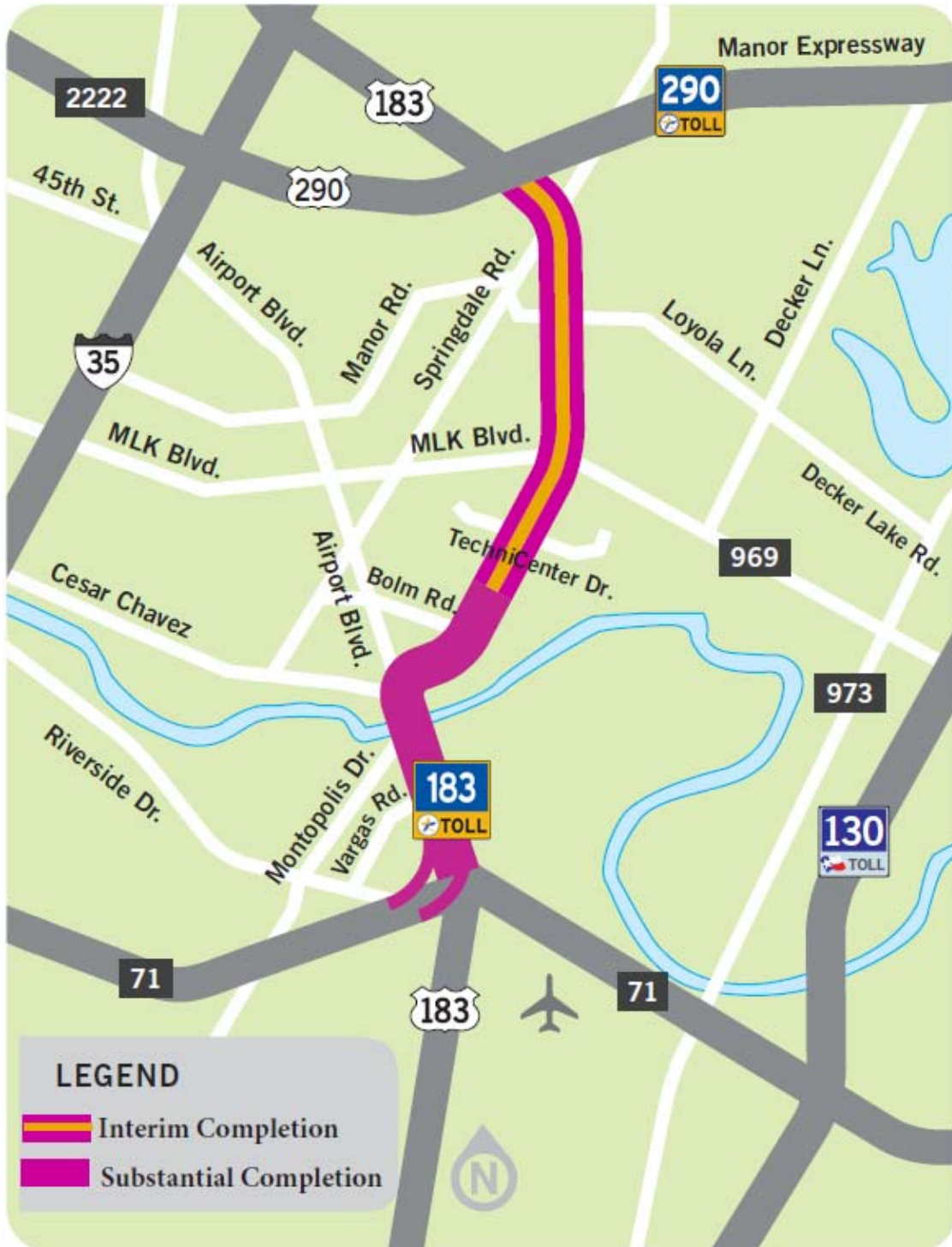
The 183 South Project is an approximately 8-mile toll project along the existing US 183 corridor between US 290 and SH 71. Within the Project limits, the existing US 183 facility is considered a four-lane major arterial (although there are six lanes in some areas) with numerous at-grade signalized intersections.

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

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

The location of the Project and the limits of the interim design-build work (shown as “Interim Completion”) is illustrated in Figure 1.

Figure 1 - Project Location Map



Existing and proposed typical sections are illustrated in Figure 2.

Figure 2 - Typical Sections



PROJECT DEVELOPMENT ACTIVITIES

Mobility Authority

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

The Mobility Authority issued the first notice to proceed (“NTP1”) on September 10, 2015 that allowed CRC to begin submittal of components of the Project Management Plan. These submittals are currently under review by the Mobility Authority and TxDOT. Following completion of Financing (Bond Sale and TIFIA Closing) the second notice to proceed (“NTP2”) will be issued to allow CRC to begin construction of the Project. This is currently anticipated to occur late November or early December 2015.

The Mobility Authority has begun design submittal reviews and continues to review components of the Project Management Plan. CRC has had their Project Baseline Schedule (PBS2) accepted as well as their Schedule of Values for the project. Utility coordination has been ongoing with Stakeholder meetings and design review is very involved in this effort.

The Mobility Authority began contract negotiations for the oversight consultants selected for Survey Quality Assurance Services, Materials Acceptance Testing Services and Construction Inspection Services. These contracts are anticipated to be executed in December 2015.

Colorado River Constructors

Colorado River Constructor's (CRC) focus during October was continuing with design and utility efforts while continuing to network with the CTRMA, hold technical meetings, expand the project team and execute subcontracts and major purchase orders. Key deliverables, such as the Design Quality Management Plan (DOMP), the Project Wide Geotechnical Subsurfacing Investigation Plan and the Consolidated Site Plan were submitted for review this period and remaining NTP1 deliverables, such as the Community Relations Plan are under final review, to be submitted next period. CRC is actively negotiating master utility agreements with all utility companies and design has progressed for utilities, aesthetics, early roadway and drainage, bridges and other disciplines. The first major design submittal for CTRMA review was submitted this period. In anticipation of NTP2, CRC continues to work with suppliers and vendors to discuss production demands, finalizing the equipment plan and mobilizing members of the construction team.

CRC's design team has been facilitating technical work group meetings and working to identify key design challenges and solutions in preparation for the finalization of preliminary design package submittals. Initial 30% design packages will include aesthetics, MOT and grading/drainage. Utility design is underway with underground communications, including AT&T revisions, and City of Austin receiving the most focus due to easement and schedule considerations. CRC is also working on geotechnical borings, development of Project specifications, and preliminary design packages for all disciplines. EPIC and SWPPP have been submitted and are now in the review/approval process.

CRC executed two subcontracts this period for Davcar (Wet Utility Design) and PESI (Pipe Relocation). No major purchase orders were executed this month. CRC's contracts department is currently finalizing numerous additional subcontracts and purchase orders.

Subsurface Utility Engineering (SUE) and meetings with utility owners continue. Determination of conflict status and easement requirements is close to completion.

No construction took place this period. With the exception of contractually-allowable potholing and utility-related work, construction will not commence until NTP2.

183 South Project – ROW Status

In accordance with the terms of the Design/Build Agreement between the Mobility Authority and CRC, the Mobility Authority is obligated to obtain possession or acquire the right-of-way needed for the Interim Development Work of the 183 South Project within 180 days of issuance of NTP1 to CRC. With NTP1 issuance on September 10, 2015 this 180-day window expires on March 8, 2016.

The right-of-way needed for the construction of the Project, includes acquisition of twelve parcels and six easements. Of the twelve fee parcels, one parcel has closed, two have accepted offers, and one has a Possession and Use agreement already in place. Of the remaining eight fee parcels, all of them have received the final offer and authority to file for eminent domain has been received on six parcels. Of the six drainage easement parcels, four of the six have received the final offer, and one parcel has changed ownership.

183 South Project – Public Involvement

Efforts are being completed to contract with the consultant chosen to develop and assist in implementation of the Public Involvement Plan for this project. This contract should be executed in November 2015.

DEVELOPMENT PROGRESS

CRC has submitted and received acceptance for the Project Baseline Schedule (PBS2). Schedule update 01 with a Data date of October 25, 2015 has been submitted.

The 183 South Project milestones are provided in Table 1.

Table 1 - Schedule of Project Milestones

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

¹Actual dates

Design-Build Contractor Progress

Table 2 shows the Development Progress on Construction based on efforts to date as of October 25, 2015.

Table 2 – Design-Build Contractor Progress

Development Task	% Complete
Project Administration	16%
Mobilization	25%
Submittals and Permitting	11%
Utility Adjustments	2%
Development Design	10%
Utility Coordination	10%
Earthwork	0%
Utility Relocation	0%
Frontage Roads/General Purpose	0%
Mainlanes	0%
Sidestreets/Intersections	0%

LOOK AHEAD

Work scheduled for next period includes finalization of initial plans (e.g. Safety, Environmental, CQMP), permitting, utility relocation design, utility master agreement negotiations, geotechnical boring, testing and reporting, advancement or approval of the Storm Water Pollution Prevention Plan (SWPPP) and continued design of roadway, drainage, bridge, MOT, aesthetics, walls, traffic pavement markings, signs, signals, lighting and ITS.

PROJECT FINANCIAL SUMMARY

Table 3 shows the overall financial status for the 183 South project through October 25, 2015. The original budgets established for the Project along with the expenditures to date are provided.

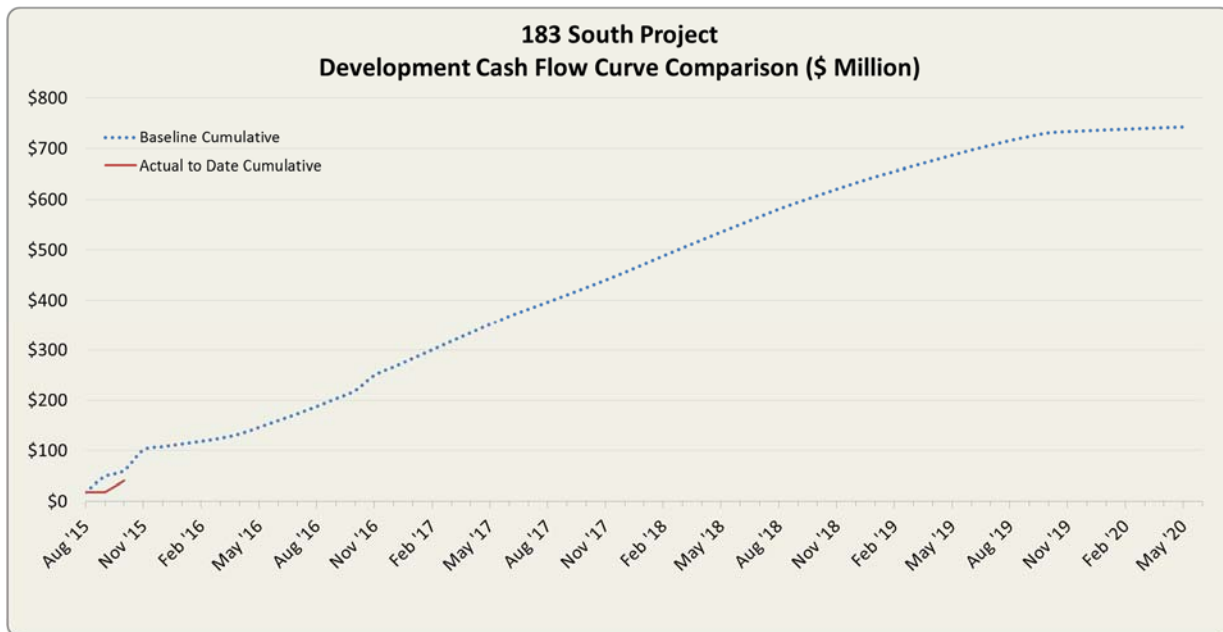
Table 3 – Project Financial Summary

Project Description	Original Costs Estimate	Expenditures to Date	Estimated Remaining Cost	Estimate at Completion
Total Project Cost	\$742,792,000	\$40,011,677	\$702,780,323	\$742,792,000

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

The following graph, Figure 3, shows the anticipated cumulative expenditures related to the development of the Project. Throughout Project development, actual cumulative expenditures and updated cumulative expenditure curves will be included in the graph.

Figure 3 – Development Cash Flow Curve



DESIGN-BUILD CONTRACTOR FINANCIAL STATUS

The following summary provides the financial status of design-build contract for 183 South Project.

Table 4 – Financial Status, Design-Build Contract

Original CRC Contract Amount:	\$581,545,700.00
<i>Authorized Changes (Change Order and/or Amendments):</i>	
No authorized changes have been executed to date	\$0.00
Current Authorized Contract Amount:	\$581,545,700.00
Previous Total of CRC Payments:	\$0
Draw Request #1 for September 2015 (Mobilization)	\$18,692,232.02
Draw Request #2 for September 2015 efforts	\$6,024,584.50
Draw Request #3 for October 2015 efforts	\$4,245,338.00
Total Amount Earned To-Date:	\$28,962,154.52
Retainage withheld: ⁽¹⁾	\$0.00
Approved Amount for work completed (through Draw #3):	\$28,962,154.52
Amount remaining for work to be completed:	\$552,583,545.48
Total Percent of Budget Expended through October 2015:	4.98%

1. Retainage to be held after 95% of the Development Work is completed.

Summary of Change Orders This Reporting Period

No change orders have been executed to date.



MONTHLY PROGRESS REPORT

183 SOUTH PROJECT

December 2015

Reporting Period
November 2015



CENTRAL TEXAS
Regional Mobility Authority



CENTRAL TEXAS
Regional Mobility Authority

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183 SOUTH PROJECT
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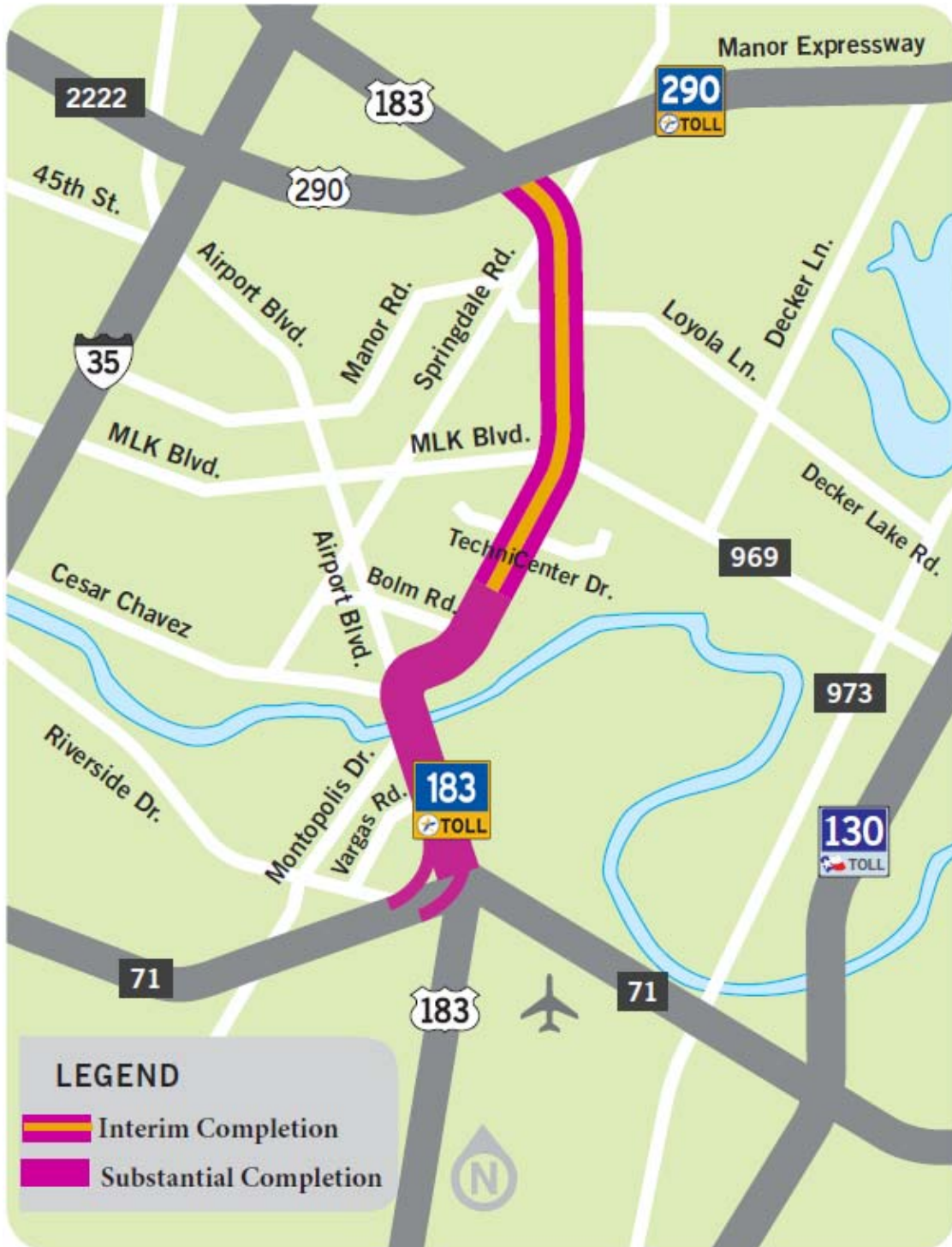
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Figure 2 - Typical Sections



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The Mobility Authority is well into the 30% design submittal process and continues to review components of the Project Management Plan. The Mobility Authority has approved CRC’s Project Baseline Schedule (PBS2) as well as their Schedule of Values for the project. Utility coordination continues with Stakeholder meetings and design coordination. These activities are a key component of this phase of the project.

The Mobility Authority is completing contract negotiations for the oversight consultants selected for Survey Quality Assurance Services, Materials Acceptance Testing Services and Construction Inspection Services. These contracts are anticipated to be executed in December 2015.

Colorado River Constructors

Colorado River Constructor's (CRC) focus during November was advancing design and utility efforts while continuing to network with the CTRMA, hold technical meetings, expand the project team and execute subcontracts and major purchase orders. Key deliverables, such as the Design Quality Management Plan (DQMP), the Project Wide Geotechnical Subsurface Investigation Plan and the Consolidated Site Plan are under review this period and remaining startup deliverables, such as the Community Relations Plan are under final review. CRC has negotiated and executed the master utility agreement with Time Warner and is progressing with negotiations with the other utility companies. Design has also progressed for utility adjustments, aesthetics, early roadway and drainage, bridges and other disciplines. In anticipation of construction activities, CRC continues to work with suppliers and vendors to discuss production demands, finalize the equipment plan and mobilize members of the construction team.

CRC executed one subcontract this period for Raba Kistner (Quality Control, environmental Management & ROW Services). CRC's contracts department is currently finalizing numerous additional subcontracts and purchase orders. In accordance with Technical Provision 1.1.5, CRC made no modifications to its Subcontracting Plan this period.

DESIGN – Design continued ramping up this period, with initial (30%) design package submittals being submitted for CTRMA review for disciplines ranging from MOT and roadway to walls and bridges. Design is entering the phase where new 30% submittals will be under review concurrently with 65% submittals of earlier packages, as designs progress toward RFC status. Traffic signal and drainage 30% submittals were advanced and are on track for submittal next period.

Geotechnical work continued, as did development of specifications.

UTILITIES – SUE work and initial meetings with the utility companies concluded this period. The meeting with Level 3 on November 19th was the final of these initial meetings and kicked off negotiation of the terms and conditions. Century Link and Grande Communication utility relocation designs progressed, as did the master agreement negotiations. ChoiceCom was updated to Telepacific in the schedule to reflect the recent name change and CRC made progress on the master agreement. The Time Warner master agreement was successfully negotiated and completed this period and design advanced to approximately 30%. The WBS for TW Telecom was removed from the schedule; associated scope was absorbed into the Level 3 WBS. Similarly, the WBS for WorldCom was absorbed into MCI. The master agreements with Enterprise and Energy Transfer were nearly completed this period, advancing to approximately 80%.

CONSTRUCTION (Interim) – No construction activities this period.

CONSTRUCTION (Overall) – No construction activities this period.

Right-of-Way Acquisition

In accordance with the terms of the Design/Build Agreement between the Mobility Authority and CRC, the Mobility Authority is obligated to obtain possession or acquire the right-of-way needed for the Interim Development Work of the 183 South Project within 180 days of issuance of NTP1 to CRC. With NTP1 issuance on September 10, 2015 this 180-day window expires on March 8, 2016. Right-of-Way acquisition efforts are on currently on schedule to meet this date.

Current status of acquisitions critical to construction activities:

- 12 – Land Acquisition Parcels
 - 1 – Acquired for Construction
 - 11 – Remaining to be acquired

- 6 – Drainage Easement Parcels
 - 1 – Acquired for Construction
 - 5 – Remaining to be acquired

Public Involvement

The team held a kick off meeting with the Public Involvement Services Provider, Group Solutions, on November 18, 2015. The goal for the public involvement efforts is to provide a world class and collaborative communications effort that follows the Bleiker method. The team initiated work on a full library of 183 South graphics, including branding, fact sheet, maps, and PowerPoint presentation template. In addition, the team began review of the draft 183 South Community Relations Program Plan.

Within the reporting period, there were four inquiries received through the project e-mail hotline. Two were general inquiries about construction schedule and phasing; the other two were inquiries for job opportunities with the contractor.

LOOK AHEAD

Colorado River Constructors (CRC) efforts coming up include:

- Continued utility coordination and completion of utility agreements
- Completion of most elements for the 30% design submittal/review process

Other CRC activities expected in the next reporting period include; finalization of initial deliverables (e.g. Safety, Environmental, CQMP), permitting, utility relocation design, utility master agreement negotiations, geotechnical boring, testing and reporting, and continued design of roadway, drainage, bridge, MOT, aesthetics, walls, traffic pavement markings, signs, signals, lighting and ITS.

Mobility Authority Right-of-Way acquisition efforts continue for the 11 remaining Land Acquisition Parcels and 5 remaining Drainage Easements. These efforts remain on schedule.

The following public involvement activities will occur in the next reporting period:

- Plan for team workshop to finalize the 183 South Community Relations Plan and the roles and responsibilities matrix.
- Initiate updates to the 183 South stakeholder list.
- Continue to respond to public inquiries through the e-mail hotline, social media, and the Mobility Authority's main number

Materials and Equipment:

- No concerns or issues to date.

DEVELOPMENT PROGRESS

CRC has submitted and the Mobility Authority has approved the Project Baseline Schedule (PBS2). During the reporting period, CRC submitted Schedule update 01 with a Data date of October 25.

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

Table 1 - Schedule of Project Milestones

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

¹Actual dates

Design-Build Contractor Progress

Table 2 shows the Development Progress on Construction based on efforts to date as of November 22, 2015.

Table 2 – Design-Build Contractor Progress

Development Task	% Complete
Project Administration	18%
Mobilization	25%
Submittals and Permitting	14%
Utility Adjustments	3%
Development Design	25%
Utility Coordination	14%
Earthwork	0%
Utility Relocation	0%
Frontage Roads/General Purpose	0%
Mainlanes	0%
Sidestreets/Intersections	0%

PROJECT FINANCIAL SUMMARY

Table 3 shows the overall financial status for the 183 South project through the end of November 2015. The original budgets established for the Project along with the expenditures to date are provided.

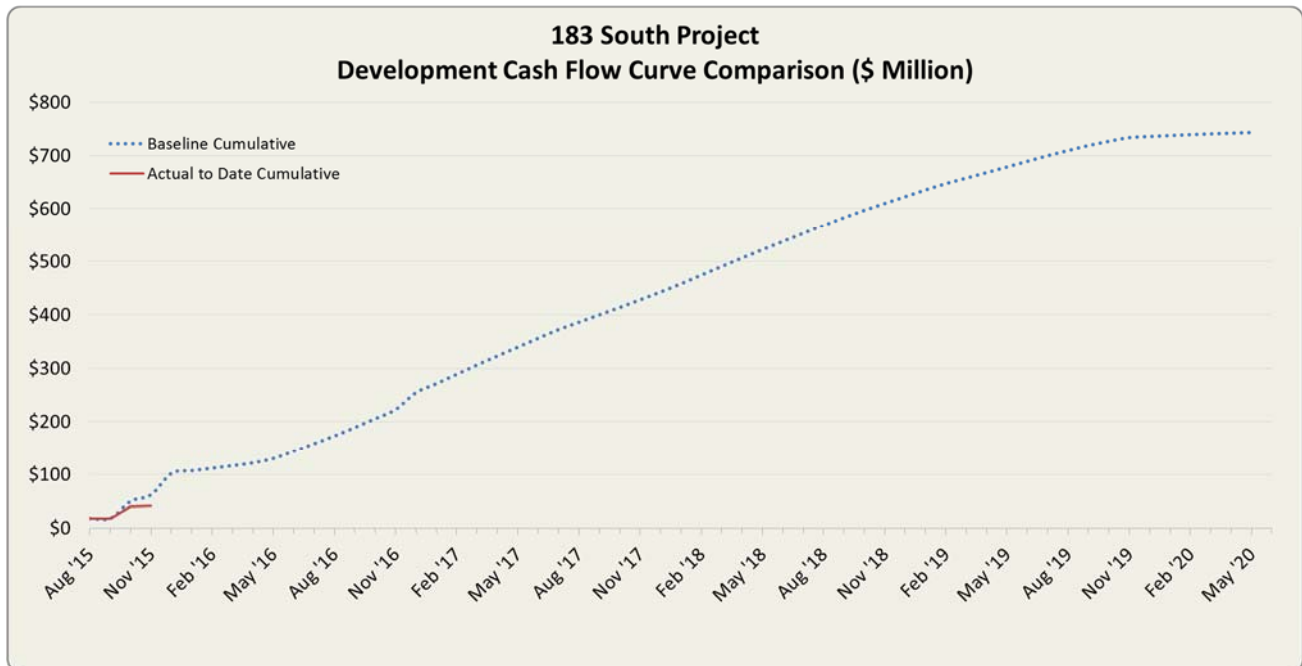
Table 3 – Project Financial Summary

Project Description	Original Costs Estimate	Expenditures to Date	Estimated Remaining Cost	Estimate at Completion
Total Project Cost	\$742,792,000	\$40,691,062	\$702,100,938	\$742,792,000

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

The following graph, Figure 3, shows the anticipated cumulative expenditures related to the development of the Project. Throughout Project development, actual cumulative expenditures will be compared against the baseline cumulative expenditure curves.

Figure 3 – Development Cash Flow Curve



DESIGN-BUILD CONTRACTOR FINANCIAL STATUS

The following summary provides the financial status of design-build contract for 183 South Project.

Table 4 – Financial Status, Design-Build Contract

Original CRC Contract Amount:	\$581,545,700.00
<i>Authorized Changes (Change Order and/or Amendments):</i>	
No authorized changes have been executed to date	\$0.00
Current Authorized Contract Amount:	\$581,545,700.00
Draw Request #1 for September 2015 (Mobilization)	\$18,692,232.02
Draw Request #2 for September 2015 efforts	\$6,024,584.52
Draw Request #3 for October 2015 efforts	\$4,245,338.95
Draw Request #4 for Nov 2015 (Pending)	\$6,727,892.12
Total Amount Earned To-Date: ⁽¹⁾	\$35,690,047.07
Retainage withheld: ⁽²⁾	\$0.00
Amount remaining for work to be completed:	\$545,855,652.93
Total Percent of Budget Expended through November 2015:	6.1%

1. Amount includes CRC's Draw Request pending for the current period
2. Retainage to be held after 95% of the Development Work is completed.

Summary of Change Orders This Reporting Period

No change orders have been executed to date.



MONTHLY PROGRESS REPORT

183 SOUTH PROJECT

January 2016

Reporting Period
December 2015



CENTRAL TEXAS
Regional Mobility Authority



CENTRAL TEXAS
Regional Mobility Authority

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David Singleton

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Mike Heiligenstein



PROJECT PARTICIPANTS

Central Texas Regional Mobility Authority



Texas Department of Transportation



Design-Build Developer



**Mobility Authority's
General Engineering Consultant**



183 SOUTH PROJECT
January 2016
Monthly Progress Report

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INTRODUCTION

This report documents and describes the progress and status of the 183 South Project through the month of December 2015.

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

PROJECT DESCRIPTION

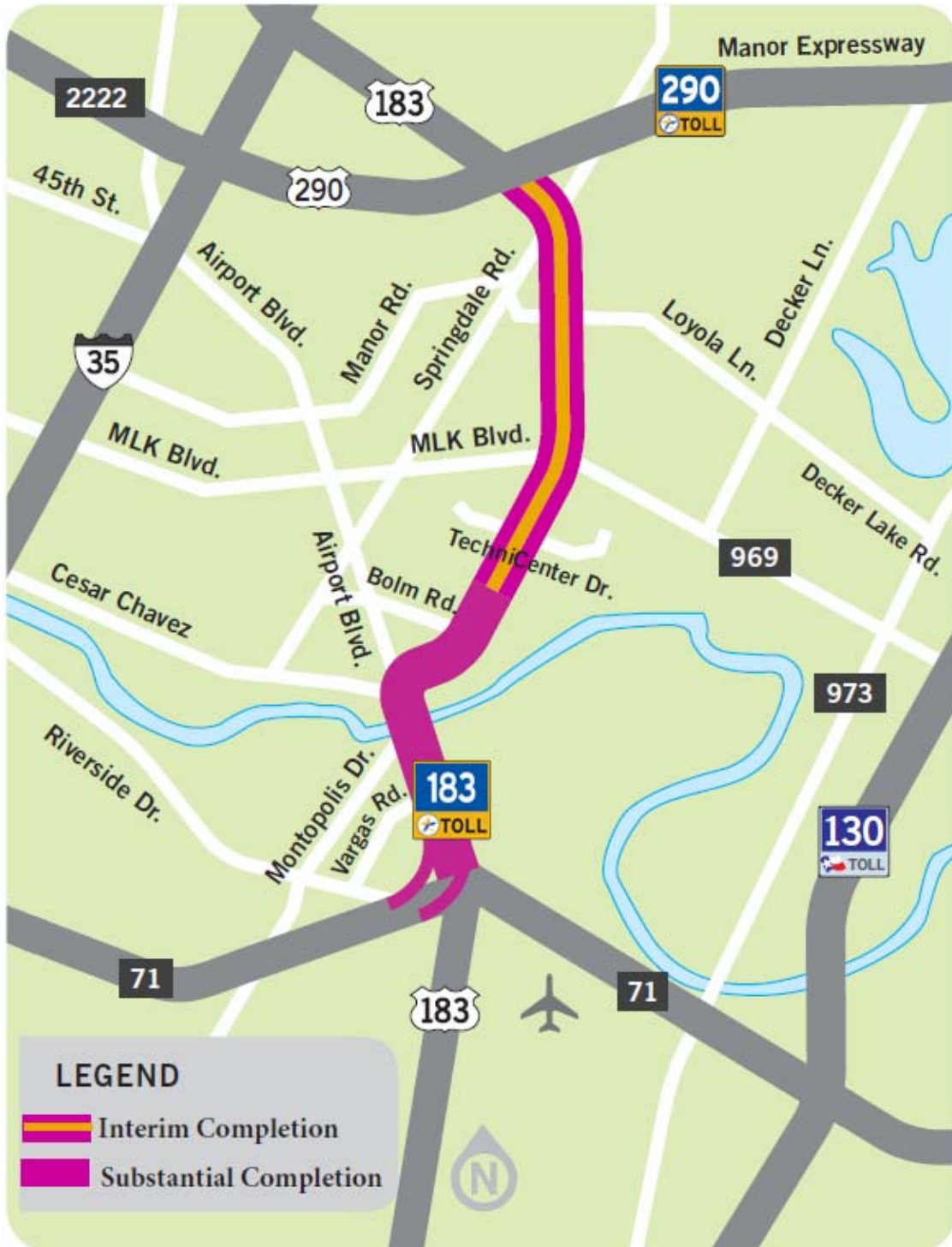
The 183 South Project is an approximately 8-mile toll project along the existing US 183 corridor between US 290 and SH 71. Within the Project limits, the existing US 183 facility is considered a four-lane major arterial (although there are six lanes in some areas) with numerous at-grade signalized intersections.

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

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

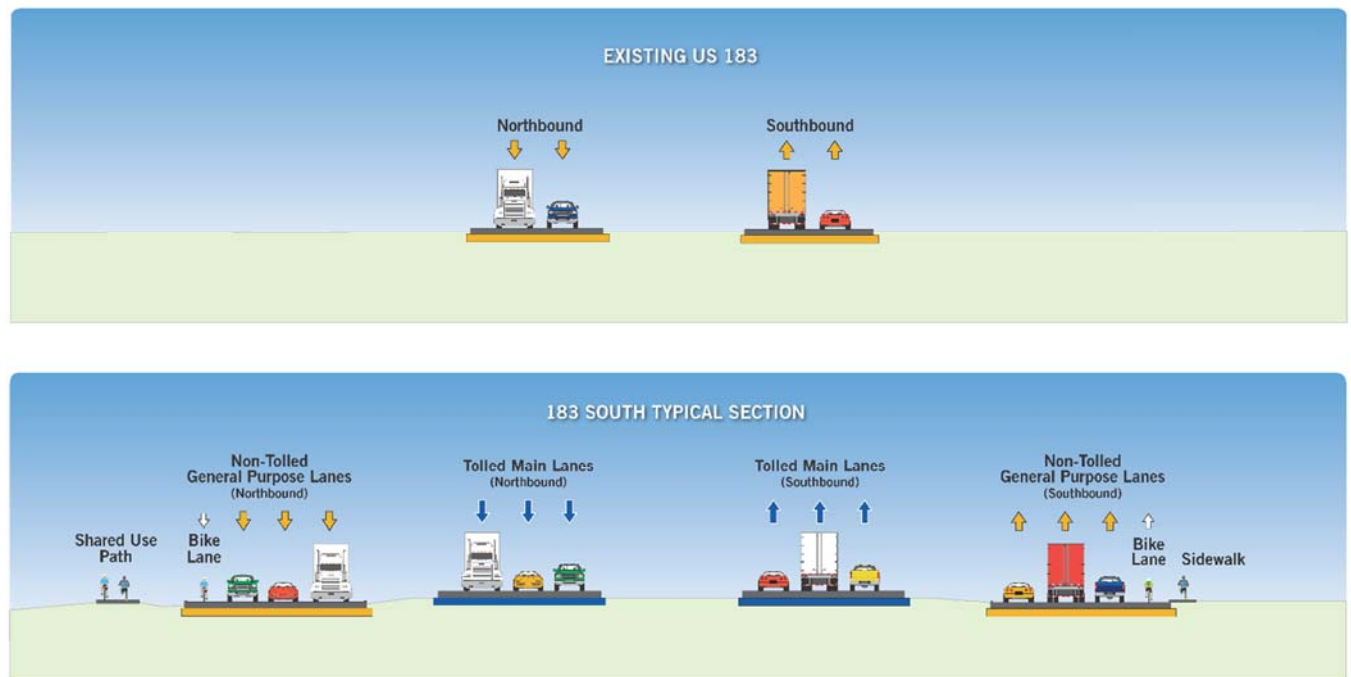
The location of the Project and the limits of the interim design-build work (shown as “Interim Completion”) is illustrated in Figure 1.

Figure 1 - Project Location Map



Existing and proposed typical sections are illustrated in Figure 2.

Figure 2 - Typical Sections



PROJECT DEVELOPMENT ACTIVITIES

MOBILITY AUTHORITY

Administrative

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

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

The Mobility Authority issued the first notice to proceed (“NTP1”) on September 10, 2015 that allowed CRC to begin submittal of components of the Project Management Plan. These submittals continue to be delivered and are subsequently reviewed by the Mobility Authority. The second notice to proceed (“NTP2”) was issued on November 30, 2015, and allowed CRC to begin efforts towards construction of the Project.

Design Oversight

The Mobility Authority continues to receive the remaining 30% design packages from CRC for review and continues to review components of CRC's Project Management Plan, Construction Management Plan, and Comprehensive Environmental Protection Plan. The Mobility Authority has approved CRC's Project Baseline Schedule (PBS2) as well as their Schedule of Values for the project. Utility coordination continues with Stakeholder meetings and design coordination. These activities are a key component of this phase of the project.

The Mobility Authority has completed contract negotiations for the oversight consultants selected for Public Involvement, Survey Quality Assurance Services, Materials Acceptance Testing Services, and Construction Inspection Services. These contracts have been executed and Notice to Proceeds have been issued.

COLORADO RIVER CONSTRUCTORS

December continued to be a productive month, with the issuance of NTP 2, advances in the design packages, technical meetings, and the expansion of the CRC team. This month the Comprehensive Environmental Protection Plan (CEPP) was submitted for review, which includes the Construction Monitoring Plan, the Hazardous Materials Plan and the Communications Plan. Final project plans continue to be submitted to the Mobility Authority for review. CRC continues to work with suppliers and vendors to discuss production demands, finalize the equipment plan and mobilize members of the construction team.

CRC executed three subcontracts this period for Breda (Reinforcing Steel), Binkley & Barfield (Natural Gas Pipeline Design), and Gorrondona and Associates, Inc. (Survey Services). CRC's contracts department continue to implement additional subcontracts and purchase orders.

Design

Design continued ramping up this period, with initial (30%) design package submittals being submitted for CTRMA review for disciplines ranging from maintenance of traffic, roadway and walls and bridges. Design is entering the phase where new 30% submittals will be under review concurrently with 65% submittals of earlier packages, as designs progress toward RFC status.

Roadway, Drainage, most Segment 1 Structures, Phase 1 MOT, and Traffic Signals 30% package reviews and comment resolution have been completed and have advanced and are on track for 65% submittal.

Signing/Pavement Markings, Traffic/ITS/Illumination, some Segment 1 Structures 30% submittal packages are near completion of review and comment resolution. Segment 2 Structures were advanced and are on track for 30% submittal next period.

Geotechnical work continued, with bridge and wall borings nearly complete and related testing more than 60% complete.

Design work needed to begin construction in schedule critical areas are being advanced as “Early Release for Construction”. These packages will begin to be submitted along with the 65% submittal packages.

Utilities

AT&T design is nearing completion and the master agreement is currently in negotiations. The City of Austin Interlocal Agreement is nearly complete and design and easement definition efforts continued this period. Minor progress was recorded this period with regard to the Austin Energy Interlocal Agreement, and the design and master utility agreements for CenturyLink, Energy Transfer, Enterprise and Grande Communication. Significant progress was realized for design and master utility agreements related to Kinder Morgan, Level 3, MCI, Texas Gas, and Telepacific.

Construction (Interim)

No construction activities this period.

Construction (Overall)

No construction activities this period.

RIGHT-OF-WAY ACQUISITION

In accordance with the terms of the Design/Build Agreement between the Mobility Authority and CRC, the Mobility Authority is obligated to obtain possession or acquire the right-of-way needed for the Interim Development Work of the 183 South Project within 180 days of issuance of NTP1 to CRC. With NTP1 issuance on September 10, 2015 this 180-day window expires on March 8, 2016. Right-of-Way acquisition efforts are currently on schedule to meet this date.

Current status of acquisitions critical to construction activities:

- 12 – Land Acquisition Parcels
 - 4 – Acquired for Construction
 - 8 – Remaining to be acquired

- 6 – Drainage Easement Parcels
 - 2 – Acquired for Construction
 - 4 – Remaining to be acquired

PUBLIC INVOLVEMENT

The team held a kick off meeting with the Public Involvement Services Provider, Group Solutions, on November 18, 2015. The goal for the public involvement efforts is to provide a world class and collaborative communications effort that follows the Bleiker method. The team initiated work on a full library of 183 South graphics, including branding, fact sheet, maps, and PowerPoint presentation template. In addition, the team began review of the draft 183 South Community Relations Program Plan.

The team held a kick off meeting with CRC regarding their involvement in the overall community relations program on December 2, 2015. CRC's current major role in the program is to set up and manage the telephone hotline and provide construction activity information.

Within the reporting period, there were five inquiries received through the project e-mail hotline. There was one comment on opposition to toll financing and support of 183 South becoming a hazmat route and one comment in support of the project extending to SH45SE in the future. The remaining three were inquiries for job opportunities with the contractor.

LOOK AHEAD

Colorado River Constructors (CRC) activities scheduled for the next period include; finalization of initial deliverables (e.g. Hazardous Materials Management Plan, Sustainability Plan), documentation of pre-existing site conditions, permitting, right-of-way (easements), utility relocation design, utility master agreement negotiations, completion of geotechnical borings, testing and reporting, and continued design of roadway, drainage, bridge, MOT aesthetics, walls, maintenance of traffic/traffic control plans, traffic pavement markings, signs, signals, lighting and ITS. CRC will also continue mobilizing for construction, securing locations for a field office, lay down yard and concrete plant, bringing construction personnel to the site and continue to refine the equipment plan in anticipation of mobilizing equipment to the site.

The following public involvement activities are anticipated in the next month:

- Hold a team workshop to finalize the 183 South Community Relations Plan and the roles and responsibilities matrix.
- Initiate updates to the 183 South stakeholder list.
- Continue to respond to public inquiries through the e-mail hotline, social media, and the Mobility Authority's main number.
- Launch the phone hotline.
- Begin offering community presentations to neighborhood organizations.

Materials and Equipment:

- No concerns or issues to date.

DEVELOPMENT PROGRESS

CRC has submitted and the Mobility Authority has approved the Project Baseline Schedule (PBS2). During the reporting period, CRC submitted Schedule update 03 with a Data date of December 27, 2015.

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

Table 1 - Schedule of Project Milestones

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

¹Actual dates

DESIGN-BUILD CONTRACTOR PROGRESS

Table 2 shows the Development Progress in Construction based on efforts to date as of December 27, 2015.

Table 2 – Design-Build Contractor Progress

Development Task	% Complete
Project Administration	21%
Mobilization	25%
Submittals and Permitting	18%
Utility Adjustments	5%
Development Design	31%
Utility Coordination	22%
Earthwork	0%
Utility Relocation	0%
Frontage Roads/General Purpose	0%
Mainlanes	0%
Sidestreets/Intersections	0%
Structures	0%

PROJECT FINANCIAL SUMMARY

Table 3 shows the overall financial status for the 183 South project through the end of December 2015. The original budgets established for the Project along with the expenditures to date are provided.

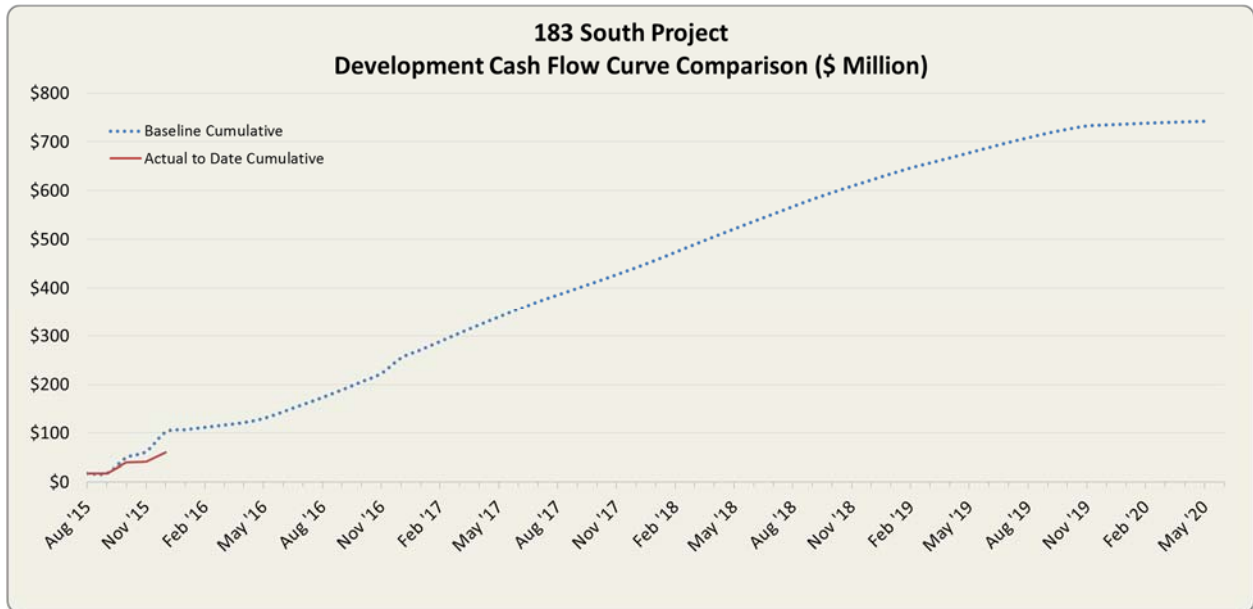
Table 3 – Project Financial Summary

Project Description	Original Costs Estimate	Expenditures to Date	Estimated Remaining Cost	Estimate at Completion
Total Project Cost	\$742,792,000	\$60,559,235	\$682,232,765	\$742,792,000

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

The following graph, Figure 3, shows the anticipated cumulative expenditures related to the development of the Project. Throughout Project development, actual cumulative expenditures will be compared against the baseline cumulative expenditure curves.

Figure 3 – Development Cash Flow Curve



DESIGN-BUILD CONTRACTOR FINANCIAL STATUS

The following summary provides the financial status of design-build contract for 183 South Project.

Table 4 – Financial Status, Design-Build Contract

Original CRC Contract Amount:	\$581,545,700.00
<i>Authorized Changes (Change Order and/or Amendments):</i>	
No authorized changes have been executed to date	\$0.00
Current Authorized Contract Amount:	\$581,545,700.00
Draw Request #1 (September 2015, Mobilization)	\$18,692,232.02
Draw Request #2 (September 2015)	\$6,024,584.52
Draw Request #3 (October 2015)	\$4,245,338.95
Draw Request #4 (November 2015)	\$6,727,892.12
Draw Request #5 (December 2015, Pending)	\$6,770,057.46
Total Amount Earned To-Date: ⁽¹⁾	\$42,460,104.53
Retainage withheld: ⁽²⁾	\$0.00
Amount remaining for work to be completed:	\$539,085,595.47
Total Percent of Budget Expended through November 2015:	7.3%

1. Amount includes CRC's Draw Request pending for the current period
2. Retainage to be held after 95% of the Development Work is completed.

SUMMARY OF CHANGE ORDERS THIS REPORTING PERIOD

No change orders have been executed to date.



Meeting Date: January 27, 2016
AGENDA ITEM # 16

Quarterly update on transportation projects under construction and development.

**CENTRAL TEXAS
Regional Mobility Authority**

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

Summary:

The Director of Engineering will provide a summary of project activities from October 2015 through December 2015 for the following projects:

- MoPac South Environmental Study
- 183 North Environmental Study
- Oak Hill Parkway
- SH 71 Express

Backup provided: Quarterly Activities Reports



**CENTRAL TEXAS
Regional Mobility Authority**

ENVIRONMENTAL STUDIES

**Quarterly
Progress
Report**

January 2016

OAK HILL PARKWAY

MOPAC SOUTH ENVIRONMENTAL STUDY

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

183 NORTH MOBILITY PROJECT



Oak Hill Parkway

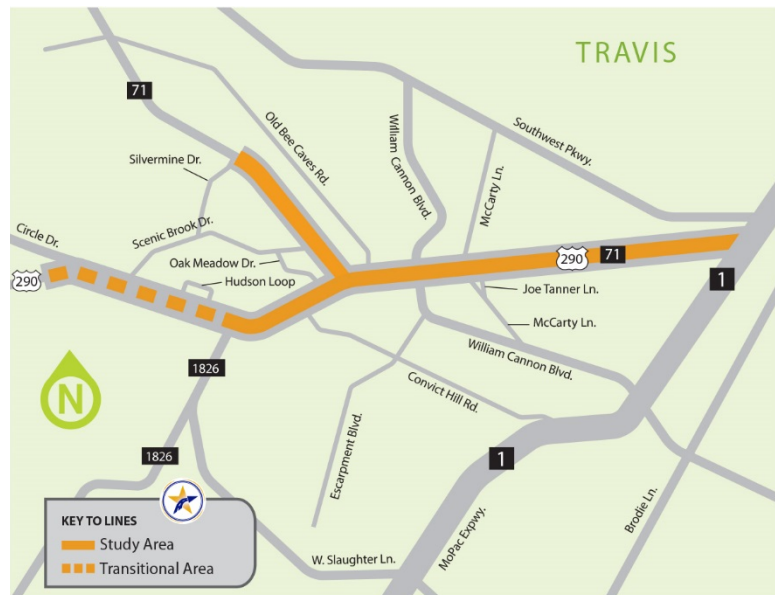
INTRODUCTION

This report documents and describes the Oak Hill Parkway Project for the period through December 31, 2015. This Project is currently in the environmental clearance phase of development which requires the completion of an Environmental Impact Statement (EIS), consistent with the regulations contained in the National Environmental Policy Act of 1969 (NEPA). The Project is currently being developed jointly by the Central Texas Regional Mobility Authority and the Texas Department of Transportation (TxDOT) Austin District.

PROJECT DESCRIPTION

The Project encompasses the area surrounding the existing “Y at Oak Hill” intersection of US 290 and SH 71. It includes the study of US 290 West from FM 1826 to Loop 1 and SH 71 West from Silvermine Drive to US 290 West. A transition may be necessary through Circle Drive to ensure adequate and safe operations of the facility.

In 2012, TxDOT and the Mobility Authority initiated a new environmental study of US 290 and SH 71, called the Oak Hill Parkway. Together, TxDOT, the Mobility Authority, their consultants, partner agencies, and the public developed mobility improvement concepts and a methodology for screening the concepts. The concepts represented the range of reasonable alternatives required by the National Environmental Policy Act (NEPA). The preliminary concepts were presented to the public during numerous public involvement activities.



The iterative process involved initial scoping discussions, collaboration regarding concepts to be evaluated and the project’s purpose and need, evaluation of the concepts through a screening process, and carrying forward for further study the concepts that best meet the project purpose and need. As of January 2015, the remaining build concepts are being further developed as Alternative A and Alternative C. The No Build, or “Do Nothing,” Alternative is also being carried forward and will serve as a baseline for analysis. These alternatives will be evaluated in detail during the Draft EIS process, resulting in the identification of a preferred alternative.

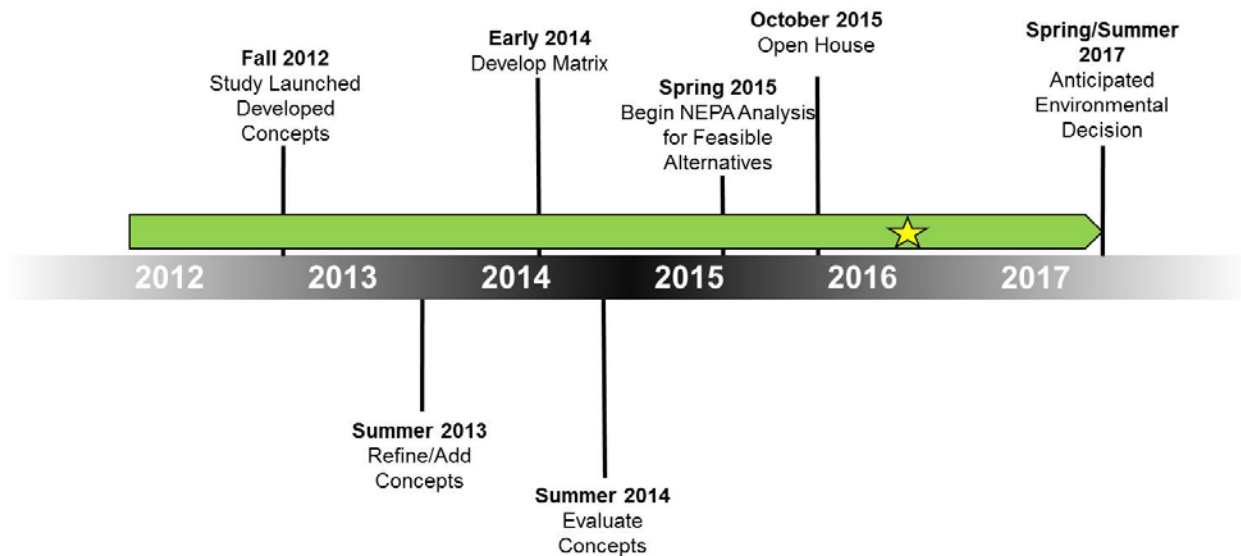
The EIS document is currently being prepared by a consultant team led by Rodriguez Transportation Group, Inc. (RTG) under a professional services agreement with the TxDOT Austin District. The Mobility Authority, supported by Atkins under their General Engineering Consultant contract, is coordinating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

RECENT ACTIVITIES

- Significant outreach to stakeholders occurred in the fall and winter of 2015. The team continues to contact and meet with stakeholders with concerns regarding right-of-way acquisition and other project-related issues. Multiple meetings have been held with OHAN leadership, including on October 19.
- On Thursday, October 29, 2015, TxDOT and the Mobility Authority held the sixth open house for the Oak Hill Parkway project. More than 155 members of the public attended to learn more about and provide comments on: an updated look at the design of Alternatives A and C, including artistic renderings of key intersections; the draft matrix for this third phase of evaluation; an update on designs and ideas for Context Sensitive Solutions including bicycle/pedestrian improvements and intersection aesthetics; and information provided at the recent Water Quality Workshop including off-site water detention.
- Efforts with TxDOT and the City of Austin continue for potential off-site water detention facilities.
- The design level schematics for both Alternatives A and C are being refined as the engineering aspects are reviewed and as a result of public comment from the sixth open house.
- The environmental study team has begun the robust analysis of Alternatives A, C, and the No Build Alternative against the phase three evaluation criteria. The results of this analysis will indicate the preferred alternative. We anticipate the evaluation results as well as the full Draft Environmental Impact Statement being made available for public review and comment in 2017.
- The public involvement team will continue to work with the community during 2016 on landscaping, tree re-location possibilities, context sensitive design of structures, Williamson Creek enhancements, funding, and noise. A public hearing is anticipated to be held in the first quarter of 2017.

SCHEDULE

The Environmental Impact Statement process is into its fourth year of development and is now anticipated to take approximately five years to complete.





DEVELOPING

THE PROJECT

WITH THE

COMMUNITY

AVOID MEETING FATIGUE – GO ONLINE!
We build informed consent through a host of different online methods, including: lots and lots of online surveys, newsy e-newsletters, e-blasts with a thorough 'what we heard from you' recap after events, an online chat with the project team, promoted twitter campaigns, a mobile-friendly website, and a robust context sensitive solutions online survey through MetroQuest.

DIG DEEPER INTO PUBLIC INTERESTS!
We've held 12 facilitated, issue-specific workshops that feature interactive exercises and dig deeper into community concerns like tolling, water quality, and project aesthetics.

HUMANIZE THE PROJECT'S VOICE!
We quickly respond to all public inquiries with a personal email or phone call, and we meet face-to-face with stakeholders early and often. At our big open houses, they know our names and know we care.

BE ROBUST WITHOUT BUSTING YOUR BUDGET!
With two agencies involved, we manage in-house personnel and consultants to best meet all of our needs, as well as use the agencies' web-based resources. We make strategic choices when to spend the big bucks (i.e. 19k direct mail pieces, oh my!) and when to conserve (i.e. have a project table at another project's open house).

BE STRATEGIC WHEN AND HOW YOU PUT ON A PUBLIC MEETING!
We use the tools in our tool box strategically; a tailored approach instead of 'checking the box' public involvement. We spend the \$\$\$ and the effort on large open house-style public meetings at key milestones when the community can meaningfully make an impact on the project.

DON'T LOSE SIGHT OF STRATEGY!
Our team consists of two transportation agencies and a whole slew of consultants. We all meet quarterly to discuss how our outreach strategy and implementation meets the Bleiker Method. This ensures that we're speaking with one strategic voice!

WHAT IS THE OAK HILL PARKWAY?
Nestled in the Texas Hill Country is the intersection of US 290 and SH 71. For decades, the community has faced one of the most infamous congestion snarls in Austin at the "Y" in Oak Hill. We are in year four of a five year Environmental Impact Statement (EIS) process for the Oak Hill Parkway Project. This proposed upgrade of a four lane roadway to a six lane toll facility, includes improved and expanded non-tolled travel lanes; new direct connections at the interchange of US 290 and SH 71; and new bicycle facilities and roadway aesthetics through context sensitive solutions.

OBJECTIVES ARE THE "TRUNK" OF THE PROJECT
OUR STRATEGY IS FOCUSED ON OBJECTIVES, NOT TECHNIQUES:
1. See the project through our stakeholders' eyes
2. Bring the public along with us in our decision-making
3. Articulate and clarify key issues
4. Ensure the public has ownership in the project
5. Depolarize opposition
6. Build informed consent

OAK HILL PARKWAY TIMELINE

- **1980s:** Studies on how to fix the problem at US 290 and SH 71 begin, followed by a series of stops/starts
- **2007:** The most recent study is stopped by public controversy and lack of funding
- **2012:** The project is rebooted as "Oak Hill Parkway" – a name chosen as part of a community "envisioning" process
- **2016:** We continue to build informed consent, now focusing on concerns about toll financing, tree preservation, and elevated structures
- **The future:** As the Draft EIS is prepared, we work to meet our objectives in advance of the public hearing in 2017

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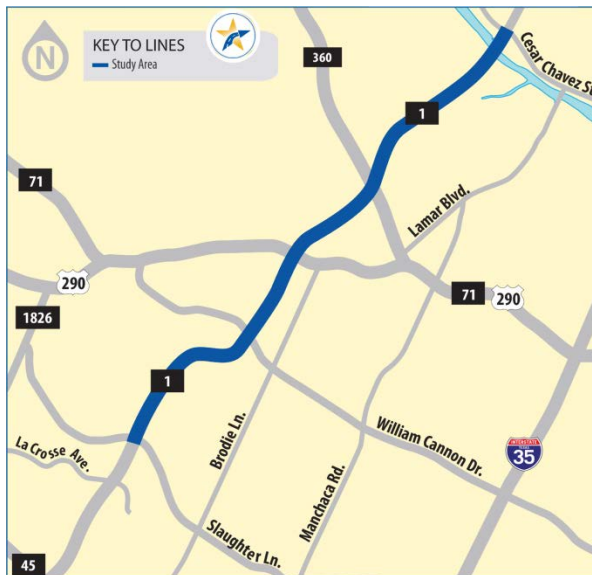




MoPac South Environmental Study

PROJECT DESCRIPTION

MoPac Expressway south of Cesar Chavez Street is a vital transportation artery for Austin. Initial construction started in 1973 and various sections have been under construction for the past 40 years. Currently, this eight-mile section is a four- to six-lane freeway which attracts as many as 130,000 cars and trucks per day on the north end. Over time, growth in the corridor – residential, retail and commercial – led to increased congestion and reduced mobility. Funding for an environmental study along with preliminary and final design was allocated to the project under Rider 42 of the General Appropriations Act (2011, HB 1, 82nd Legislature, Regular to the Session). Rider 42 funds are state funds from Proposition 12 set aside to study the most congested roadways in Texas.



The Mobility Authority, supported by HNTB under their General Engineering Consultant contract, is leading the environmental study and community outreach program which launched in April 2014 in partnership with the Texas Department of Transportation (TxDOT).

The environmental study will thoroughly analyze the corridor from Cesar Chavez Street to Slaughter Lane and determine the best alternative for improving mobility. The result will be documented in an Environmental Assessment that will consider “build” and “no build” options. Over the course of the study, a full range of alternatives will be developed that will take into account the needs of drivers,

transit riders, bicyclists and pedestrians as well as surrounding businesses, neighborhoods and the environment. Through extensive analysis of the engineering feasibility, social, economic and environmental impacts of each alternative, as well as consideration of public input, the study team will recommend a solution.

RECENT ACTIVITIES

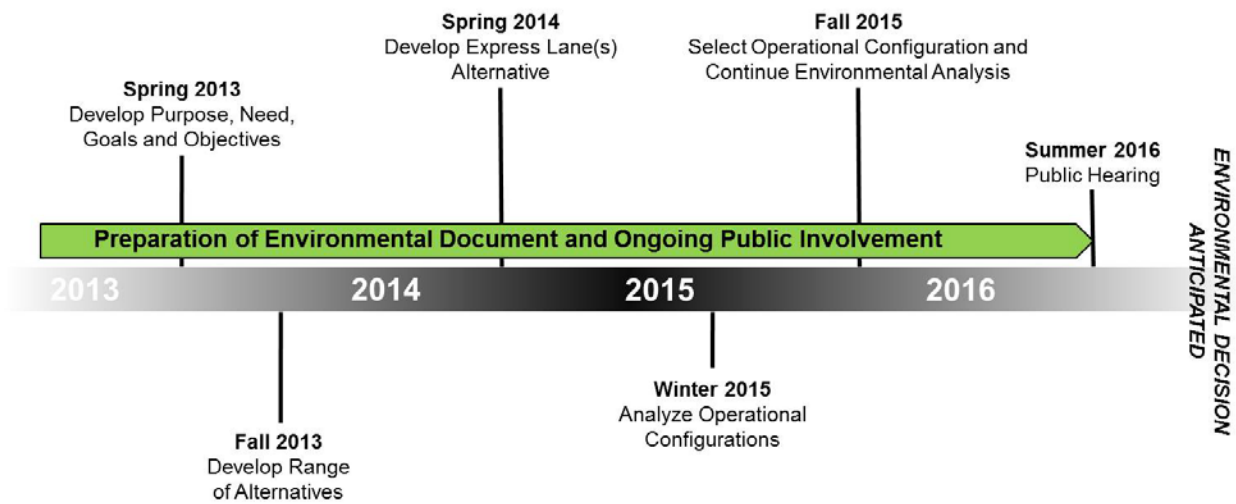
- The project team finalized preparations for the November 10th Open House and Virtual Open House, including the development of a series of informational videos that explained the benefits and drawbacks of each configuration, provided information on the project’s potential to impact downtown traffic, and depicted the operational configurations of the configurations using VISSIM and CORSIM analysis tools.
- Stakeholder meetings/workshops designed to share information and receive feedback were held with the City of Austin Parks Department and the City of Rollingwood on October 19, with the Sierra

Club on October 27, with Austin High School and Cesar Chavez Street stakeholders on November 5, and with parks stakeholders on November 19.

- The project team began work to update traffic projections to be based upon the 2040 CAMPO travel demand model.
- More than 1,500 written comments from the November 10 public meeting were received, and will be analyzed and incorporated into the Environmental Study were possible. In addition, responses to each comment will be generated and released in an Open House Summary and Analysis document. This document will later become a part of the Environmental Assessment.
- The project team is utilizing the input received from the November 10 public meeting, along with the study’s Purpose, Need, Goals and Objectives to prepare a framework for the evaluation and selection of a preferred configuration for the Express Lanes Alternative.

SCHEDULE

The high-level schedule below has been updated to reflect the extension of the environmental process launched in early 2013.



MoPac Intersections Environmental Study

PROJECT DESCRIPTION



The Mobility Authority, supported by HNTB under their General Engineering Consultant contract, and in coordination with the Texas Department of Transportation (TxDOT), prepared an environmental study document for proposed operational and safety improvements including grade separation of the MoPac mainlanes under Slaughter Lane and La Crosse Avenue. The environmental study launched in May of 2013. If the proposed improvements are environmentally cleared, the project will be turned over to TxDOT to design, construct, and maintain.

RECENT ACTIVITIES

- A Public Hearing was held on July 30, 2015 at Bowie High School. More than 120 people attended. The project team received more than 300 official comments.
- The project team analyzed the comments, developed responses and resubmitted the EA to TxDOT.
- TxDOT's Environmental Division approved the draft Environmental Assessment (EA) as satisfactory for further processing. The document is available for public review on the project website.

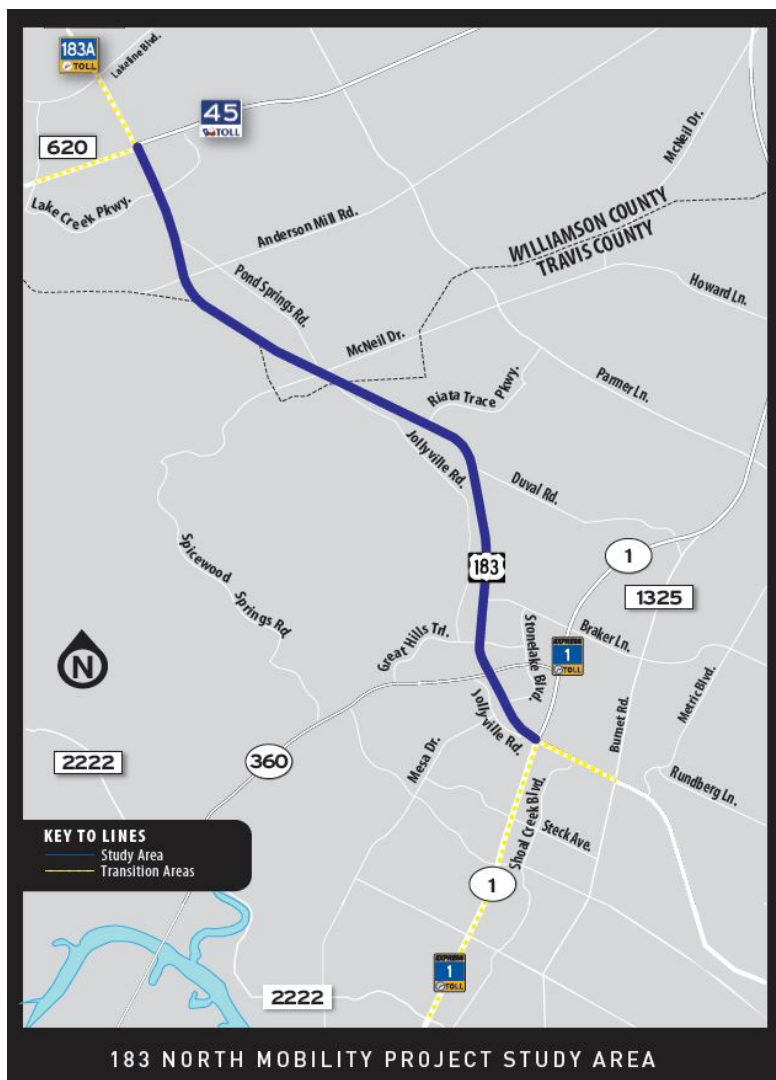
SCHEDULE

An environmental decision was received on December 22, 2015. Now that the project is environmentally cleared, TxDOT will assume responsibility for final design, construction, and public communication.

183 NORTH MOBILITY PROJECT

PROJECT DESCRIPTION

In August 2013, the Central Texas Regional Mobility Authority (Mobility Authority), supported by HNTB under their General Engineering Consultant contract, and the Texas Department of Transportation (TxDOT) launched the 183 North Mobility Project. This environmental study, nearing completion, thoroughly analyzed an eight-mile segment of US 183 between SH 45 North and MoPac to determine the best options for managing congestion, as well as improving transit reliability and emergency response times. The study will also look at ways to connect mobility improvements on 183 North to the MoPac corridor.



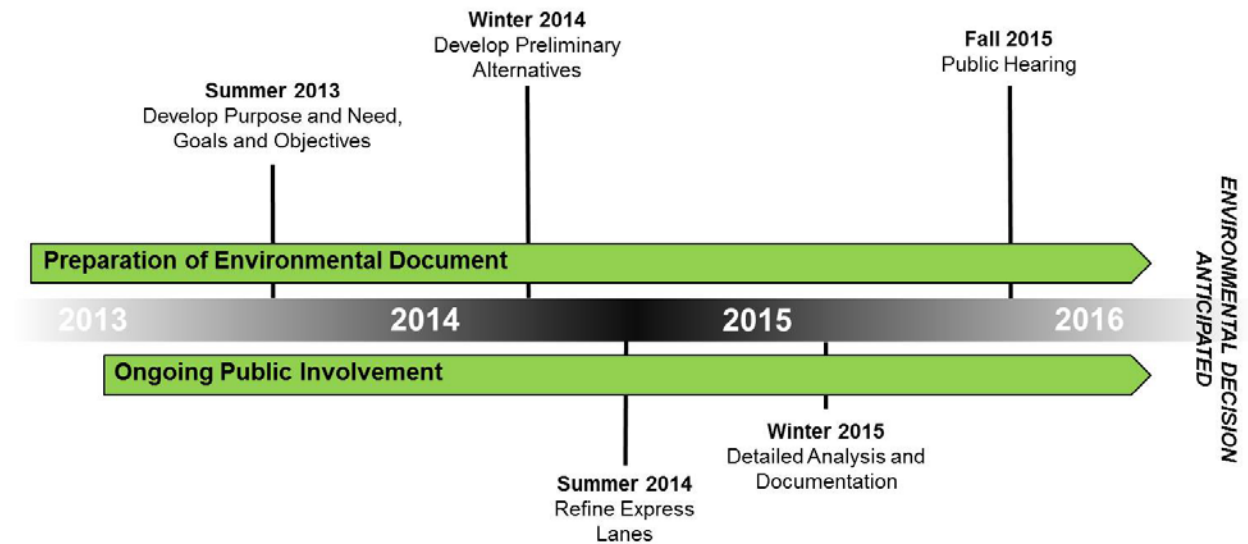
The 183 North Mobility Project was selected as one of the recipients of the CAMPO Surface Transportation Program – Metropolitan Mobility (STP-MM) funding program. Proposed improvements include the addition of two lanes in each direction in the median of the existing US 183 North (from SH 45 North to MoPac), as well as direct connectors at the US 183/ SH 45 interchange and at the US 183/MoPac interchange. In addition, inclusion of a fourth general purpose lane is proposed in both directions to provide four continuous general purpose lanes south of McNeil Drive. In summer 2014, the team announced that the alternatives being carried forward for further study are Express Lanes and the No Build alternative. A decision on which will be implemented is expected in early 2016.

PROJECT DEVELOPMENT

- The draft environmental document, including all technical memoranda and social, economic, and environmental impact evaluations, was made publicly available on October 12, 2015.
- The 100% schematic design is pending resolution of design exception comments and signage updates; review and approval of the design exceptions are being coordinated with TxDOT.
- A CAMPO 2040 Plan amendment has been proposed to revise the 183 North project description to include an extension of the fourth general lane and revise the total project cost to \$650 million. The plan amendment will be an action item at the February Transportation Policy Board meeting.
- Opportunities for transit expansion are currently being evaluated and coordinated with Capital Metro.
- The fourth Technical Working Group meeting was held October 28, 2015.
- Public Hearing was held on November 12, 2015. The opportunity to review and receive public comment on the draft environmental document concluded on November 22, 2015. The draft Public Hearing Summary and Response report was submitted to TxDOT for review on December 18, 2015.
- The complete list of public hearing comments was posted to the project website on January 8, 2015.
- The project team provided a project update to the City of Austin Council on November 18, 2015.
- A stakeholder meeting with City of Austin, Travis County, and bicycle advocacy groups was held on November 19, 2015. The project team presented to the Bicycle Advisory Council on December 18, 2015. A technical meeting with Bicycle Advisory Council is planned for February 17, 2016.

SCHEDULE

An environmental finding from TxDOT’s environmental division is expected in early 2016.





January 27, 2016
AGENDA ITEM # 17

Executive Director's Report.

CENTRAL TEXAS
Regional Mobility Authority

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

Summary:

Executive Director's Monthly Report

- A. Project Updates.
- B. San Gabriel signals.
- C. Park and Ride
- D. Mobility Transformation Advisory Council.

Backup provided: Executive Director's Report



PROJECT UPDATES

MoPac Improvement Project



- CH2M construction resources have been maintained in size since last month.
- Drilled shaft foundation work for retaining walls and soundwalls is more than 60% complete. Approximately 15% of the soundwalls are in place.
- Construction activities related to the 42" City waterline relocation at Camp Hubbard and Camp Mabry are nearly complete. CH2M's current schedule shows a tie-in to the existing water system in February.
- Paving operations (except for the final driving surface) are nearly complete on the northern half of the project. The remaining paving operations are dependent on having consistently warmer, overnight temperatures because it is typically night work requiring major lane closures. Paving operations continue at specific locations on the south end to facilitate impending traffic shifts associated with the northbound undercrossing.
- A major traffic shift associated with the northbound undercrossing construction activities, including dropping one main lane for northbound MoPac across Enfield, is scheduled to take place in mid-February. This will allow more room to facilitate the excavation of the undercrossing. The traffic shift will not occur until the Mobility Authority authorizes the change.
- Discussions with TxDOT and FHWA are being held to receive federal approval of an additional 60 day time extension to the schedule in order to complete the partially-executed Change Orders.
- CH2M's schedule submitted with their latest draw request indicates a completion of the project in March of 2017. This schedule has not been accepted by the Mobility Authority.

- CH2M has formally submitted two claims. A formal Dispute Resolution Board (DRB) hearing for the claim associated with the 42" water line design delay is scheduled for February 11, 2016; a separate DRB hearing for the rock hardness claim is scheduled for March 2, 2016.
- CH2M continues to develop their cure response to the Notice of Default issuance by the Mobility Authority; the cure period ends on February 1, 2016.

183 North Mobility Project



- The draft Public Hearing Summary and Response report was submitted to TxDOT for review on December 18, 2015.
- The complete list of public hearing comments was posted to the project website on December 18, 2015.
- The 100% schematic design is pending resolution of design exception comments and signage updates; review and approval of design exceptions is being coordinated with TxDOT.
- A CAMPO 2040 Plan amendment has been proposed to revise the 183 North project description to include an extension of the fourth general lane and revise the total project cost to \$650 million. The plan amendment will be an action item at the February Transportation Policy Board meeting.
- The Mobility Authority, TxDOT, and the project team continue to meet regularly with City of Austin and other stakeholders to provide status updates. Opportunities for transit expansion are currently being evaluated and coordinated with Capital Metro. A technical meeting with Bicycle Advisory Council is planned for February 17, 2016.

MoPac South Environmental Study



- A fourth Open House and concurrent Virtual Open House was held in November. Six operational configurations were presented. All materials shown are archived and available through the project website.
- The project team began the development of the Open House summary and comment/response report. Public comments were posted to the project website on January 7, 2015.
- The project team is working to develop evaluation criteria by which to determine a preferred alternative from the six operational configurations shown at the November 10, 2015 Open House.
- The Technical Work Group and the public will be engaged as this preferred alternative is identified and shared.

MoPac Intersections Environmental Study

- An environmental decision was received from TxDOT on December 22, 2015. TxDOT will now assume responsibility for final design and construction.

SH 45SW Environmental Study



- The designer is currently addressing comments to the 90% design plans from the Mobility Authority and TxDOT.
- The design team included refinements which would reduce environmental impacts and improve safety. These design refinements required a reevaluation of the environmental impacts in the area of the changes. The areas of

reevaluation were presented to the public in a virtual open house and at two community meetings. Official comments were received from August 14th – 21st, 2015. The reevaluation documents are currently at TxDOT ENV for review and determination.

- The Mobility Authority, TxDOT, and the design team continue to meet regularly with BSEACD, City of Austin, and Travis County to provide a status update and receive input on the design approach. There have been fifteen coordination or working meetings to date.
- The development of construction plans is anticipated to be complete in January 2016. Letting for construction is anticipated in April 2016, pending final TTC funding approval.

183 South Project



- Colorado River Constructors (CRC), Flour / Balfour Beatty, our design/build contractor for the 183 South Project, received NTP 1 on September 10 which allows design to commence. Design activities have begun and preliminary design submittals started to arrive in late October.
- NTP2 was issued to CRC on November 30, 2015. This permits the contractor to move forward on construction related activities. Active construction is anticipated to launch in late spring 2016.
- A facilitated Executive Partnering Session was held on December 8, 2015. A follow-up Design Leads Partnering Session was held on January 7, 2016. These Partnering Sessions have been very effective in strengthening the overall team communications and relationships.
- Weekly Technical Working Group (TWGs) Meetings are held between the oversight team

and CRC to successfully work through many of the design, right-of-way and utility challenges on this project.

- CRC is completing submittals for their 30% Design plans. Approximately 75% of the 30% design process is completed as CRC continues to work on plan development for the upcoming 65% plan submittal phase. The oversight team continues to review and provide comments for each of these submittals.
- CRC continues to submit required deliverables for their approaches in both design and construction. The oversight team reviews and comments on these plans as they are made available.
- The 183 South Community Relations Program Plan was drafted during the reporting period.
- The community relations team also met with CRC regarding their involvement in the overall community relations program on December 2, 2015. CRC's major role in the program is to manage the telephone hotline and provide construction activity information.
- Staff has completed scoping and negotiation efforts to contract firms for Construction Inspection, Survey, and Materials Acceptance Testing. These contracts were executed and Notice to Proceeds issued in late December/early January. These consultants will begin to be integrated into the oversight team in January 2016.
- Project Funding activities were completed on November 18, 2015.
- The team updated the Initial Finance Plan based on TIFIA participation and received concurrence and approval by TxDOT and FHWA.
- Federal Project Authorization and Agreements (FPAA) were issued on November 30, 2015.
- CRC is completing submittals for their 30% Design plans. Approximately 75% of the 30% design process is completed as CRC continues to

work on plan development for the upcoming 65% plan submittal phase.

- ROW Acquisition continues in efforts to complete acquisition prior to the March 8, 2016 deadline specified in the D/B contract.
- Utility coordination remains a key function of schedule success as CRC is working with 15 different utility companies in securing the necessary agreements for relocations.

Kellam Road, Phase I Project



Kellam Rd. open to traffic

- Replacement of plantings in the ponds after flooding and dead trees was completed.
- Signal construction on Pearce was completed in January and will undergo a 30-day test period once Austin Energy installs the transformer.
- Flooding damage to slopes on the south end of the project were repaired.
- Final surveying of ponds is underway to determine conformance to plans. Some re-work to ponds will be required as part of final punch list.

290 East Toll (Manor Expressway) Phase II



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

- CTMC is submitting final documentation to achieve Final Acceptance.
- A Dispute Resolution Board hearing has been scheduled for February 23rd to resolve the drainage claim issue raised by CTMC.

290 East Toll Interim Intersection project

- The 290 East Toll/SH 130 Operational Interim Improvements was posted for letting on November 3. The bid opening was held December 11; we received two bids. The selected bidder will be announced for board approval at the January 2016 board meeting. Construction should begin in March. We anticipate that the interim improvements could be open to traffic as early as summer 2016.
- Ultimately, when funding is identified, the Mobility Authority anticipates constructing up to three direct connector bridges between the SH 130 and 290 Toll facilities. These bridges will give drivers a free-flowing direct connection and free up mobility on the frontage road intersection underneath the toll facilities. We advertised for a Design Firm on November 13, held a pre-proposal meeting December 7, and received nine (9) statements of qualifications on January 12. We anticipate awarding a contract at the March 2016 Board Meeting.

Oak Hill Parkway Project



- Efforts with TxDOT and the City of Austin continue for potential off-site water detention facilities.
- The design level schematics for both Alternatives A and C have been refined as a result of continued stakeholder outreach and public comment from the sixth open house and are ready for the detailed analysis phase of the NEPA process.
- The environmental study team has begun the robust analysis of Alternatives A, C, and the No

Build Alternative against the phase three evaluation criteria. The results of this analysis will indicate the preferred alternative. We anticipate the evaluation results as well as the full Draft Environmental Impact Statement being made available for public review and comment in 2017.

- The public involvement team will continue to work with the community during 2016 on landscaping, tree re-location possibilities, context sensitive design of structures, Williamson Creek enhancements, funding, and noise. A public hearing is anticipated to be held in the first quarter of 2017.

SH 71 Toll Lanes



- Coordination meetings between McCarthy and the Toll Integrator continue.
- McCarthy has completed the Design Phase.
- Earthwork activities at the SH 130 interchange continue.
- SH 71 bridge deck work over SH 130 has been completed and rail work has begun.
- The Onion Creek Bridge deck was completed.
- Work on walls near Presidential and Spirit of Texas is ongoing.
- Utility adjustments are complete.
- Traffic switch for northbound FM 973 to the new route was completed
- Next traffic switch will be for the eastbound frontage road near FM 973 planned in the next month.
- Emphasis is to complete the FM 973 interchange; some of the drill shafts have been completed.