

BACK TO WORK



CENTRAL TEXAS
Regional Mobility Authority

2010 ANNUAL REPORT

BACK TO WORK

This past year, the Mobility Authority launched two major construction projects, our first since 2007, and the timing couldn't have been better. Companies were hungry for work; commodity prices were down, and that meant highly competitive bidding and significantly lower construction costs. It also meant hundreds of jobs for people who might otherwise have been unemployed.

Most of us probably don't think much about the people behind the concrete columns and steel beams we drive on, but it takes hundreds from all walks of life to design and build today's superhighways. These individuals love what they do, but many have struggled in recent years as the economy worsened and construction jobs dried up. Fortunately, the Mobility Authority has been able to put a number of them back to work this year. In doing so, we wanted to highlight their work, the difficulties they face and the contribution they make to improving our world.



CENTRAL TEXAS
Regional Mobility Authority

Employment Growth





MIKE HUDSON
McKINNEY DRILLING COMPANY
SUPERINTENDENT



RAY A. WILKERSON
MOBILITY AUTHORITY
CHAIRMAN



MESSAGE FROM THE CHAIRMAN

These are uncertain times, but here at the Mobility Authority, you would never know it. Despite a challenging economy, we are charging ahead with a major roadway expansion program that is putting dozens of companies and hundreds of employees back to work. Our expansion program has been made possible by the solid financial performance of our 183A project, the dedicated work of our staff, and the ongoing support of our customers and business and community partners.

Working together, we have been able to secure more than \$165 million to fund the northern expansion of 183A and to start phase 1 of the Manor Expressway project. Another \$430 million over the next few months will be sought to complete the remainder of the Manor Expressway. Meanwhile, we are partnering with TxDOT in launching the development of the MoPac Improvement Project, which could be under construction by 2013.

Behind the scenes, the Mobility Authority and a team of public and private sector employees are busy bringing the Mobility Authority's vision for these projects to life. In the pages that follow, you'll learn more about their efforts to overcome the adversity of today and to use their skills to build a better tomorrow for the people of Central Texas.

Ray A. Wilkerson
RAY A. WILKERSON
CHAIRMAN

2010 MOBILITY AUTHORITY BOARD

JAMES H. MILLS
VICE CHAIRMAN



ROBERT L. BENNETT
TREASURER



NIKELLE MEADE



DAVID SINGLETON



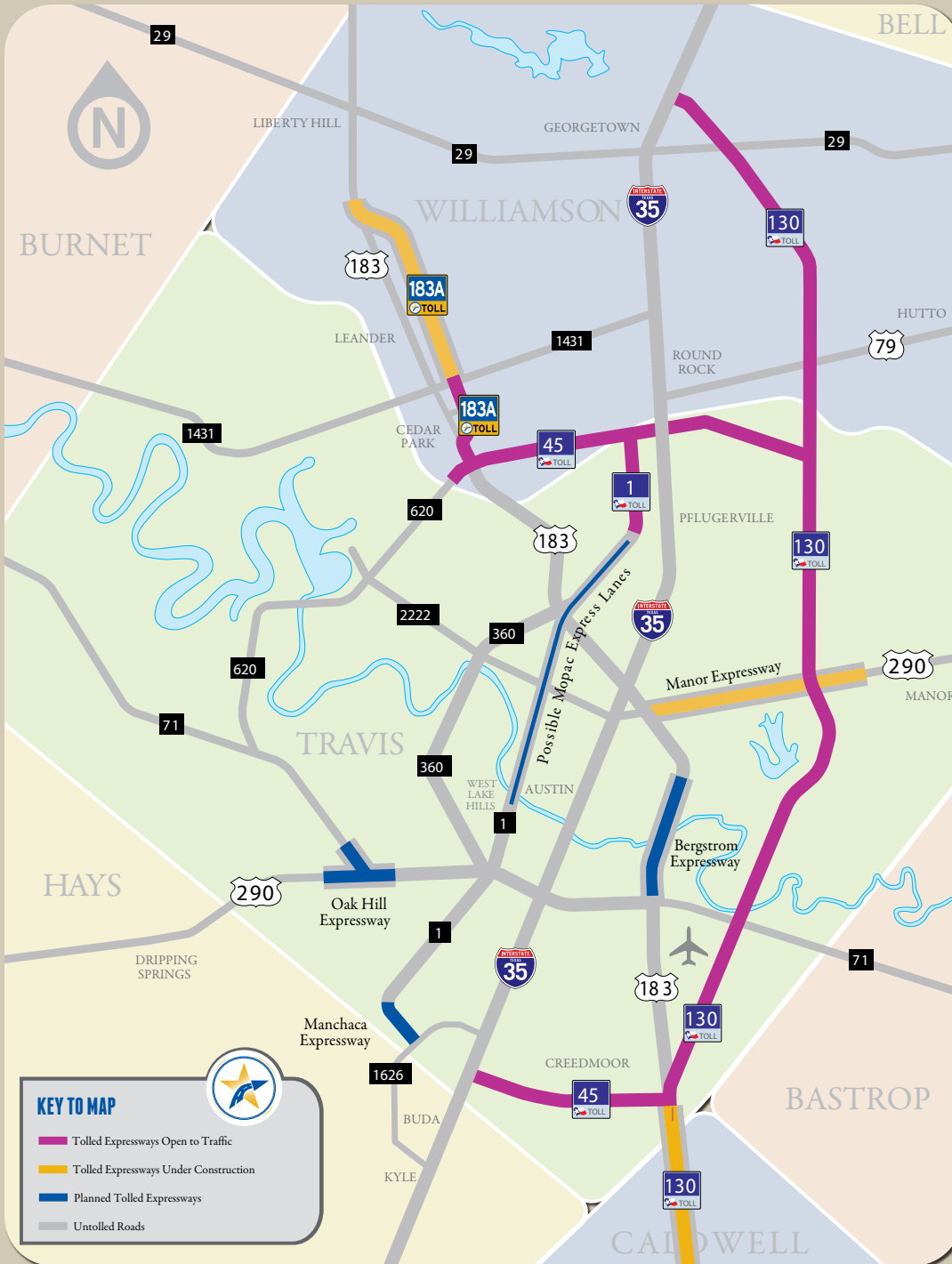
HENRY H. GILMORE



CHARLES HEIMSATH



MOBILITY AUTHORITY PROJECTS



TOLLED EXPRESSWAYS OPEN TO TRAFFIC

- 1 Loop 1 Extension
- 45 SH 45 North
- 45 SH 45 Southeast
- 130 SH 130
- 183A 183A

TOLLED EXPRESSWAYS UNDER CONSTRUCTION

- 130 SH 130 (Segments 5 & 6)
- 183A 183A Extension
- 290 Manor Expressway

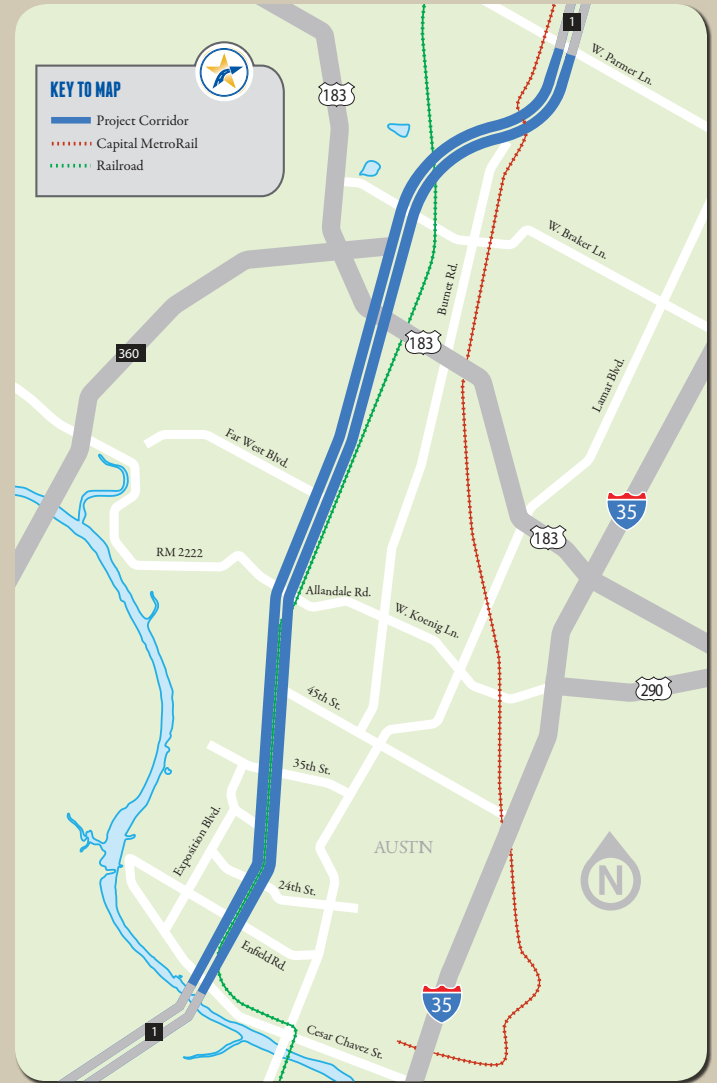
Regional Mobility Plan

Since 2002, the Mobility Authority has been working steadily to implement a network of high capacity expressways serving the entire region.



MANOR EXPRESSWAY

Groundbreaking March 10, 2010



MOPAC IMPROVEMENT PROJECT

Project Started July 7, 2010



183A NORTHERN EXTENSION

Groundbreaking March 25, 2010



Mobility Authority Chairman Ray Wilkerson breaks ground on the 183A Northern Extension



Mobility Authority Board Members and local partners celebrate the start of the 183A Extension project



Dirt Flying on 183A Extension Project

The Mobility Authority broke ground in March 2010 on the 5-mile, Northern Extension of the 183A toll road. Funding for the project came from the issuance of \$95 million in Senior Lien Revenue Bonds and \$45 million in Build America Bonds placed with a pension fund. The 183A Northern Extension is being constructed by Webber and is slated for completion in 2012. When the 183A Northern Extension opens, a new tolling scenario, approved by the Mobility Authority Board, will take effect. It will include annual toll rate adjustments based on inflation and a redistribution of rates along the entire 183A project.

183A is delivering a dose of excitement to Matt Allman's job. Before joining the 183A extension project, he oversaw construction of a wastewater treatment plant near Dallas. Now, he's overseeing the installation of drainage structures on 183A.

"We got this job months before the last one ran out. We've been real lucky," says Allman.

Despite that good fortune, Allman says his company, Royal Vista Inc., has had its share of challenges. "We had to cut out the overtime and lay off some employees." 183A has meant stable employment for 20 Royal Vista employees including Allman who lives about a mile from the job site. "I knew I was going to be here two years. I knew I had job security right here near home," says Allman. Allman takes great pride in doing his job well. "It's gotta be done right, and we don't try to short cut anybody. We do it by the book."





“I LIKE THAT I CAN DRIVE BY AND SAY TO MY KIDS ‘I BUILT THIS.’ THERE’S PRIDE IN THAT.”

**MATT ALLMAN
ROYAL VISTA INC.
PROJECT SUPERINTENDANT**



For Chris Bilich, Resident Engineer on the 183A Northern Extension project, things are just a little less stressful than they once were. Bilich was part of a team that converged on New Orleans after Hurricane Katrina to replace a pair of 5.5-mile long bridges on I-10 with ones capable of withstanding future storms. By 2009, he decided it was time for a new challenge. “I wanted to get back to Texas, and I was excited by the chance to be in charge of a major construction project like 183A,” says Bilich. Bilich liked knowing that in a difficult economy, he would have stable employment. “We’ll be here for two years. That’s a very good thing right now, and we’re all very happy about that.”





“WE’VE HAD OUR FAIR SHARE OF CUTS IN THE LAST COUPLE OF YEARS. IT’S NICE TO BE ON A PROJECT THAT IS MEANINGFUL AND HAS SOME LONGEVITY.”

**CHRIS BILICH
HNTB CORPORATION
RESIDENT ENGINEER**



**“AS THE OWNER OF A SMALL BUSINESS, I FEEL
VERY FORTUNATE NOT TO HAVE EXPERIENCED
THE FALLOUT THAT OTHER FIRMS HAVE.”**

**KAREN FRIESE
K FRIESE & ASSOCIATES, INC.
PRESIDENT**



Mobility Authority Executive Director Mike Heiligenstein addresses audience at Manor Expressway groundbreaking



Mobility Authority Board Members with local public and private partners break ground on Manor Expressway project



Manor Expressway on the Road to Completion

The initial phase of the 6.2-mile Manor Expressway project kicked off in March 2010. Using a \$59 million federal stimulus program grant, the Mobility Authority is constructing a direct flyover interchange at US 183. The first 1.4 miles of the Manor Expressway are expected to open in 2012.

The Mobility Authority is also actively acquiring property for the remainder of the project and is expected to hire a design-build contractor in FY 2011. Construction will be funded by a \$127 million grant from TxDOT combined with revenue bonds issued by the Mobility Authority. The full Manor Expressway project could be open to traffic by 2014.

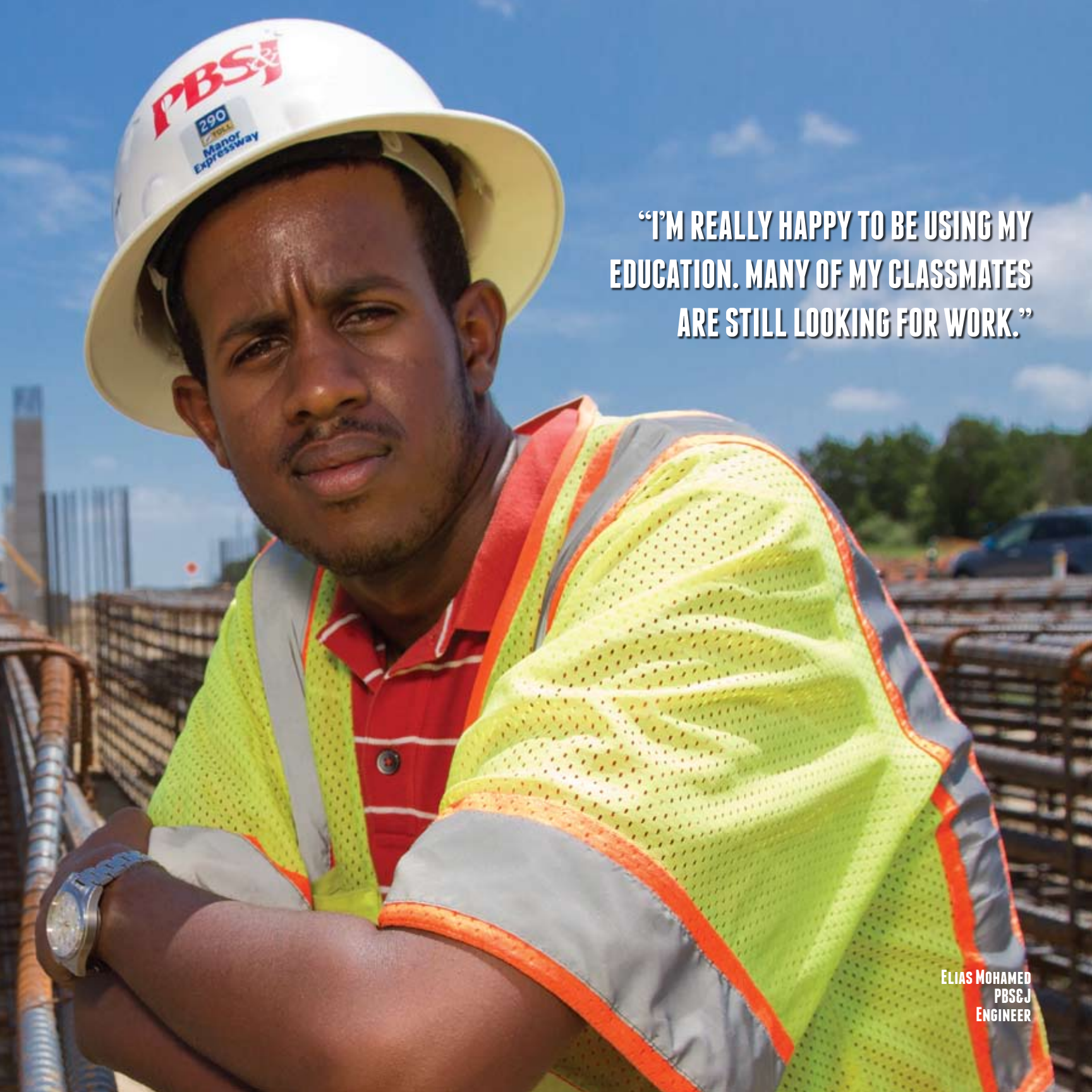


As the president of a small Austin engineering firm, Karen Friese has seen many of her competitors struggle in recent years. With the tough economy, there simply wasn't that much work available. Fortunately, Friese was able to keep finding new work, and in late 2008, her firm was hired to work on the Mobility Authority's Manor Expressway project. "It was a fantastic opportunity, and you can quote me on that! That project allowed my staff to showcase their talents in a big way," says Friese, whose firm provided utility relocation and drainage design services to the Mobility Authority. "Drainage is a critical piece of any construction project, and a proper design generally goes unnoticed by the public." According to Friese, proper drainage is important because it protects water quality, prevents flooding, reduces vehicle hydroplaning and protects the roadway from deterioration. "We love working for the Mobility Authority and couldn't be more thankful to them for providing opportunities to a small business like ours."



A recent graduate of Texas Tech University, Elias Mohamed is the pride and joy of his family. Still, a college degree was no guarantee for Mohamed, who graduated in the middle of the great recession. “I was looking for a job for five months,” says Mohamed. His persistence paid off when he was hired as a construction inspector by PBS&J, an Atkins Company, who is overseeing construction of the Manor Expressway project. “I find it really interesting,” says Mohamed who is currently monitoring the construction of bridge foundations. Mohamed says he takes his job very seriously. “I am one of the guys who ensures the bridges will be safe to drive on.”





**“I’M REALLY HAPPY TO BE USING MY
EDUCATION. MANY OF MY CLASSMATES
ARE STILL LOOKING FOR WORK.”**

**ELIAS MOHAMED
PBSCJ
ENGINEER**



MOPAC IMPROVEMENT PROJECT



An Austin-based employee of Wilbur Smith Associates, Christopher Mwalwanda has spent most of his time lately working on projects in other parts of the state and country. He says he's happy to finally have a project close to home doing the traffic and revenue study for the MoPac Improvement Project. "We are going to

be developing traffic demand models to get a better idea about how people are using the corridor and how we can make things better for them in the future," says Mwalwanda. He says the MoPac corridor is especially challenging because it isn't just a commuter route into and out of downtown Austin. "It is busy most of the day," says Mwalwanda. Despite being excited about the MoPac project, Mwalwanda says a great deal of uncertainty remains at companies like his. "With Congress unable to pass a transportation reauthorization bill and TxDOT facing tight budgets, fewer projects are moving forward," says Mwalwanda.



Express Lane Project On MoPac Gets Moving

The MoPac Improvement Project found new life this past year thanks to the support of State Senator Kirk Watson, Texas Transportation Commission Chair Deirdre Delisi and Mobility Authority Chairman Ray Wilkerson. Together, these three individuals negotiated a financial partnership to fund a long delayed environmental study of the corridor. They also secured commitments to expedite the environmental study, setting a goal of having it completed in 2012.

While the environmental study will consider a wide range of alternatives for the corridor, one alternative being considered is constructing one express lane in each direction on an 11-mile stretch of MoPac from Lady Bird Lake in downtown Austin north to Parmer Lane. The lanes would be free to buses and van pools, which would be able to travel between downtown Austin and the suburbs without delay. Excess capacity in the lane would be opened to other vehicles that could pay a toll and bypass congestion. Tolls would be adjusted up or down based on demand to ensure the lane remains free flowing. The Mobility Authority is also proposing to build entry and exit ramps connecting the lanes directly with downtown Austin.

A man in a dark blue suit and yellow tie stands with his arms crossed on a set of train tracks. The tracks run parallel to a busy highway with several cars. The background shows a clear blue sky and some greenery.

**“IT’S GREAT THAT WE CAN
ADDRESS MOBILITY NEEDS EVEN
IN A TIGHT ECONOMY.”**

**CHRISTOPHER MWALWANDA
WILBUR SMITH ASSOCIATES
VICE PRESIDENT**

**“I LOVE EXCEEDING
EXPECTATIONS, AND I LOVE
MAKING SURE MY CUSTOMER
SERVICES REPRESENTATIVES
DO THE SAME THING.”**



**BILLY BLACKMAN
MUNICIPAL SERVICES BUREAU
CALL CENTER SUPERVISOR**

“From what I know, it was pioneering.” That’s how Billy Blackman, Call Center Supervisor for Municipal Services Bureau (MSB), describes the Pay by Mail program he helped launch in 2008. Blackman, a five year employee of an automotive company call center, was lured to MSB in 2008 after he heard that they would be the first private company in the country to implement a video tolling payment program. “I knew if we did it right and took care of the customers, it would only grow, and I really wanted to be a part of that.” Blackman says he’s been impressed by the Mobility Authority’s innovative culture and constant focus on improvement. “Slow isn’t in the Mobility Authority’s vocabulary,” says Blackman. “If there’s ever a hint of an issue, it’s addressed immediately and in the best interest of the customer.”



All-Electronic Tolling Continues to Pay Dividends

The Mobility Authority’s decision to go cashless in December 2008 is paying off. Through a unique contract with Austin based Municipal Services Bureau (MSB), the Mobility Authority has been able to streamline operations and maximize revenue collection. About 80% of motorists have an electronic toll account. The 20% who do not are automatically billed through the Mobility Authority’s Pay by Mail program, which MSB operates. Once a vehicle’s license plate is photographed at the toll plaza, MSB processes the image, obtains the owner’s name and address and mails the customer a bill. In FY 2010, the Mobility Authority generated over \$4 million from the Pay by Mail program.





IH-35 Motorists Get HERO

The Mobility Authority has launched a popular motorist assistance program on Interstate 35. The program known as HERO, or Highway Emergency Response Operator, is being funded by the Capital Area Metropolitan Planning Organization using federal stimulus dollars. The goal of the program is to keep traffic flowing by getting disabled vehicles off the roadway, assisting with traffic control at accident scenes and removing dangerous debris. Motorists who have been assisted are raving.

What Customers are Saying About HERO:

"I would have missed work, but luckily I was saved by a HERO!"

"Ya'll are guardian angels! Thanks for the assistance."

"He was very nice, and he saved my job interview."



Working on cars and helping people has been a lifelong passion of Bud Tolliver. As a young boy, Tolliver's dad taught him how to repair engines.

From those early beginnings, he went on to manage the repair shop of a VW dealer. Midway through his career, he changed direction and took a job building artificial knees, hips and shoulders for an orthopedics company.

When the company folded in 2005, Tolliver ran his own auto repair shop for a while before deciding to retire.

Then he got a call from one of his old co-workers who told him about a new motorist assistance program that was getting started in Austin. "I was really excited about the opportunity to use

my auto repair skills to help people in need," says Tolliver. Whether it's a disabled car or an accident, Tolliver says a HERO driver is often the first responder on the scene. "Our goal is to secure the scene, render aid and get traffic moving as quickly as possible."

**“THERE’S NOTHING MORE REWARDING
THAN HELPING SOMEONE IN DISTRESS.”**



**BUD TOLLIVER
WP ENGINEERING CONSULTANTS, INC.
SUPERVISOR**



CENTRAL TEXAS
Regional Mobility Authority



2010 FINANCIAL REPORT

Ended June 30, 2010 and 2009

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

STATEMENTS OF NET ASSETS:

ASSETS

Assets:	2010	2009	
Current Assets:			
Cash and cash equivalents	\$ 124,518	\$ 123,191	
Investments	3,362,663	3,372,267	
Due from other agencies	6,236,288	695,259	
Accrued interest receivable	99,905	3,663	
Prepaid expenses and other assets	40,609	43,258	
	Total current assets	9,863,983	4,237,638
Restricted Assets:			
Cash and cash equivalents	36,995,359	17,431,280	
Investments	148,371,858	36,405,621	
	Total restricted assets	185,367,217	53,836,901
Property, toll road and equipment, net	226,051,265	233,452,840	
Construction work in progress	68,961,711	31,866,693	
Bond issuance costs, net	10,825,177	9,039,559	
	Total Assets	\$ 501,069,353	\$ 332,433,631

❧ LIABILITIES ❧

Liabilities:	2010	2009
Current Liabilities:		
Accounts payable	\$ 13,623,816	\$ 6,505,070
Accrued interest payable	7,641,363	4,183,872
Accrued expenses	416,381	364,475
Total current liabilities	21,681,560	11,053,417
Noncurrent Liabilities:		
TIFIA bond	74,110,047	70,752,832
State Infrastructure Loan	32,153,244	-
Bonds payable - 2009 Series	-	14,929,167
Bonds payable - 2005 Series	172,924,728	173,082,981
Bonds payable - 2010 Series	140,116,204	-
Accumulated accretion on capital appreciation bonds	3,831,815	2,970,896
Retainage payable	134,317	144,777
Total Liabilities	\$ 444,951,915	\$272,934,070

❧ NET ASSETS ❧

Net Assets:	2010	2009
Invested in capital assets, net of related debt	11,915,783	12,641,786
Restricted for other purposes	34,337,672	42,620,137
Unrestricted	9,863,983	4,237,638
Total net assets	56,117,438	59,499,561
Total Liabilities and Net Assets	\$ 501,069,353	\$ 332,433,631

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS:

❧ OPERATING REVENUES ❧

Operating Revenues:	2010	2009
Tolls	\$ 20,216,374	\$ 17,404,343
Grants and contributions	5,675,189	-
Other	917	3,087
Total Revenues	\$ 25,892,480	17,407,430



2010 FINANCIAL REPORT, CONTINUED

Ended June 30, 2010 and 2009

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS CONTINUED:

❧ OPERATING EXPENSES ❧

Operating Expenses:	2010	2009
Salaries and wages	\$ 2,055,813	\$ 2,149,952
Other contractual services	3,232,206	2,799,299
Professional services	1,563,241	2,855,899
General and administrative	10,858,442	10,139,443
Total Operating Expenses	\$ 17,709,702	\$ 17,944,593
Total Operating Increase (Loss)	\$ 8,812,778	\$ (537,163)

❧ NON-OPERATING REVENUES/EXPENSES ❧

Non-operating Revenues/Expenses:	2010	2009
Interest income, net of interest capitalized	\$ 369,867	\$ 950,218
Interest expense	(11,934,768)	(11,546,645)
Loss on sale of fixed assets	-	(85,785)
Change in Net Assets	(3,382,123)	(11,219,375)
Total Net Assets at Beginning of the Year	\$ 59,499,561	\$ 70,718,936
Total Net Assets at End of the Year	\$ 56,117,438	\$ 59,499,561

STATEMENTS OF CASH FLOWS:

❧ CASH FLOWS FROM OPERATING ACTIVITIES ❧

Cash Flows From Operating Activities:	2010	2009
Receipts from toll fees	\$ 14,675,345	\$ 17,404,490
Receipts from other fees	5,676,106	3,087
Receipts from interest income	487,929	949,890
Payments to vendors	(7,689,117)	(7,531,211)
Payments to professionals	(1,563,241)	(2,855,899)
Payments to employees	(1,891,600)	(2,124,342)
Net Cash Flows Provided by Operating Activities	\$ 9,695,422	\$ 5,846,015

❧ CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES ❧

Cash Flows From Capital and Related Financing Activities:	2010	2009
Acquisitions of property and equipment	\$ (179,063)	\$ (2,210,650)
Payments on interest	(7,439,500)	(7,439,450)
Acquisitions of construction in progress	(31,094,063)	(16,960,973)
Proceeds from Series 2010 Bonds	175,539,243	-
Payment of Series 2009 Bonds	(15,000,000)	15,000,000
Net Cash Flows Provided by (Used In) Capital and Related Financing Activities	\$ 121,826,617	\$ (11,611,073)

❧ CASH FLOWS FROM INVESTING ACTIVITIES ❧

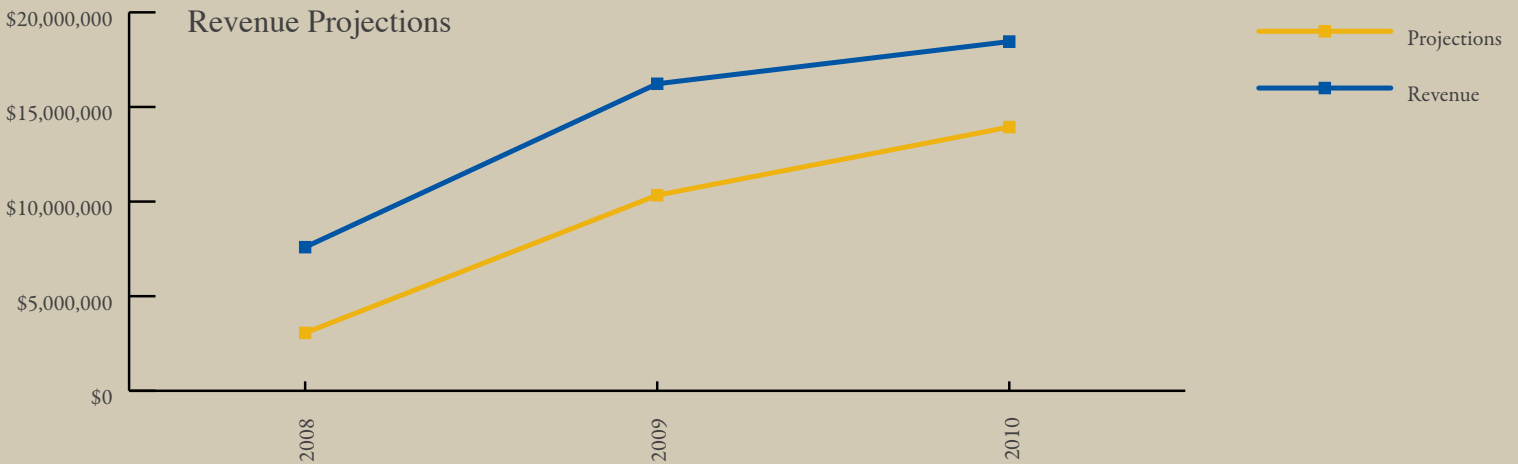
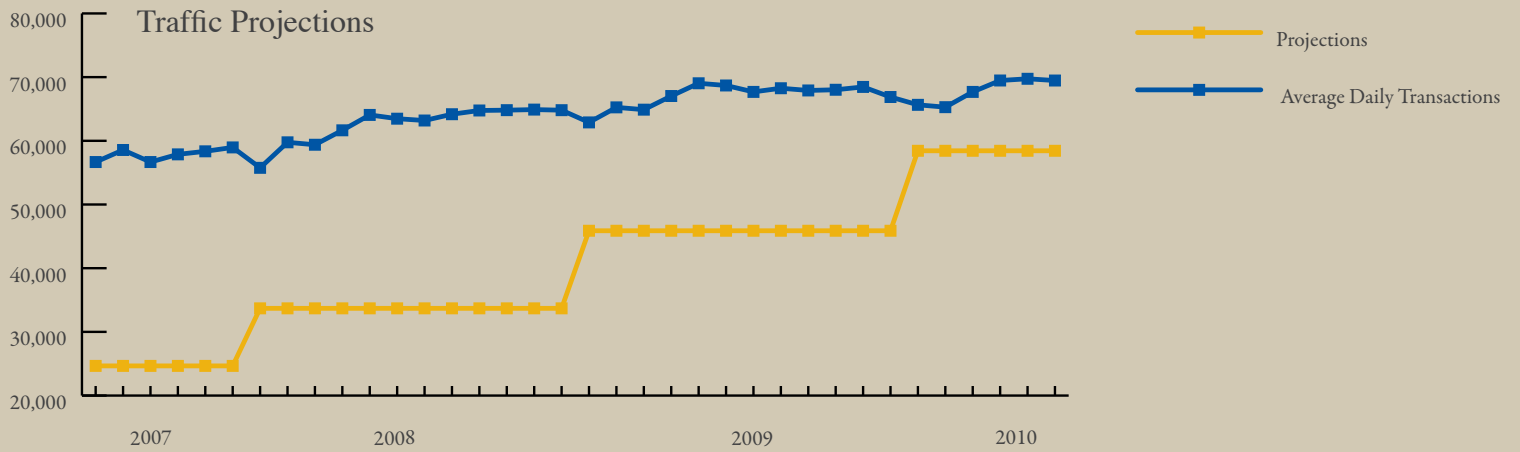
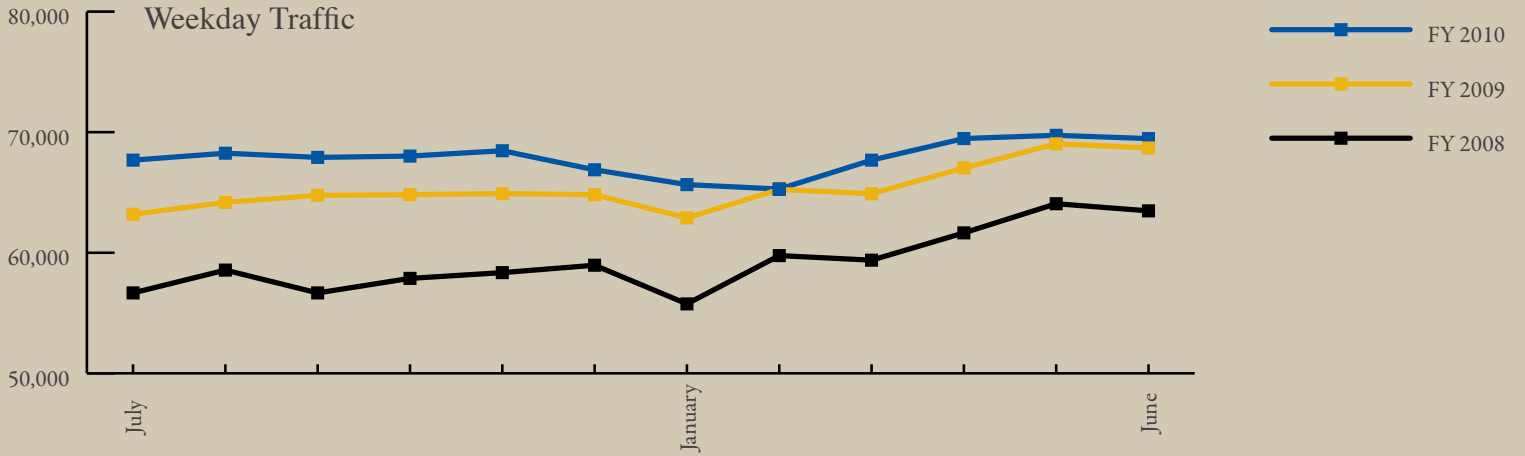
Cash Flows From Investing Activities:	2010	2009
Purchase of investments	\$ (275,333,312)	\$ (37,184,820)
Proceeds from sale or maturity of investments	163,376,679	48,335,688
Net cash flows (used in) provided by investing activities	(111,956,633)	11,150,868
Net increase in cash and cash equivalents	19,565,406	5,385,810
Cash and cash equivalents at beginning of year	17,554,471	12,168,661
Cash and Cash Equivalents at End of Year (Including \$36,995,359 for 2010 and \$17,431,280 for 2009 Reported in Restricted Assets)	\$ 37,119,877	\$ 17,554,471

❧ RECONCILIATION OF CHANGES IN NET ASSETS TO NET CASH USED IN OPERATING ACTIVITIES ❧

Reconciliation of Change in Net Assets to Net Cash Used in Operating Activities:	2010	2009
Change in net assets	\$ (3,382,123)	\$ (11,219,375)
Adjustments to reconcile change in net assets to net cash used in operating activities:		
Depreciation and amortization	7,580,638	8,134,396
Non-operating interest	7,439,500	7,439,450
Changes in assets and liabilities:		
Increase in prepaid expenses and other assets	2,649	11,611
(Increase) decrease in on-cash revenue (due from other agencies)	(5,541,029)	147
Increase in accounts payable	3,543,881	1,374,388
Increase in accrued expenses	51,906	105,398
Total adjustments	13,077,545	17,065,390
Net Cash Flows Provided by Operating Activities	\$ 9,695,422	\$ 5,846,015



183A PERFORMANCE





WORKING FOR MOBILITY

Below is a list of firms currently working on Mobility Authority projects including, design, construction, finance, operations and public involvement.

A Greater Austin Development Company	Highway Technologies	Pink Consulting, Inc.
Aaron Concrete Construction	HNTB	Pioneer Bridges
Aguirre & Fields, LP	Huggins Seiler & Associates	PMB Helin Donovan LLP
Alliance Transportation Group	HVJ Associates, Inc.	Raba Kistner
American Rail Services	Indus Construction, L.P.	Ranger Excavating
Ameritex	Infrastructure Services, Inc.	Rice Environmental Services
Arsenal Brand, LP	Inland Geodetics	Rifeline
Austin Pre Stressed	J.D. Ramming Paving Company, Ltd.	RJ Rivera Associates, Inc.
Austin Traffic Signal	Jannett Joseph Translation Services	Roadway Specialties
Baker-Aicklen & Associates, Inc.	JD Ramming Paving Company	Rodriguez Engineering Laboratories
BPI Environmental	JP Morgan	Rodriguez Transportation Group, Inc.
Bury+Partners, Inc.	JRB Engineering, LLC	Royal Vista
Campaign Monitor	Julia Robinson Photography	Scott Derr Painting Company
Choctaw Erectors, Inc.	K Friese and Associates, Inc.	Sheets & Crossfield, PC
City Express	Keville Enterprises, Inc.	Stantec
Craig Olden, Inc.	Kirk Tuck Photography	SWCA Environmental Consultants
Cultural Strategies	Land Strategies Inc.	T-Rex Services
Cunningham-Allen, Inc.	Lauren Concrete	Telvent
Dandy Idea	Levy Company	Terracon Consultants, Inc.
DIJ Construction, Inc.	Locke Lord Bissell & Liddell	Texas Concrete
EarthCam, Inc.	Loomis Partners, Inc.	Texas Curb Cut
EBC Construction, LLC	McCarthy Print	Texas Star Document
Ebuilder	McGray & McGray Land Surveyors, Inc.	Texas Strike Force
F & W Electrical Contractors, Inc.	McKinney Drilling Company	The Whitley Company
Fast Signs	Meltwater News	Transmit Mix
First Southwest	Mike Butler	Transportation Strategies
FUGRO Consultants, Inc.	Monkee-Boy	TrevCon
Graffiti Removal, Inc.	MSX International	URS Corporation, Inc.
Gram Traffic Counting	Municipal Services Bureau, Inc.	Vinson & Elkins
Gray Jansing & Associates, Inc.	N-Line Traffic	Waeltz & Prete, Inc.
Group Solutions RJW	Nancy Ledbetter & Associates, Inc.	Webber, LLC
H.L. Chapman Pipeline Construction	Panther Creek Transportation, Inc.	Weigelt
Haegelin Construction Company	Paragon Printing	Wilbur Smith Associates
Hahn, TX	PaveTex Engineering and Testing, Inc.	Wolf
Hanson Pipe	PBS&J, an Atkins Company	WP Engineering
HDR, Inc.	Penhall Company	



CENTRAL TEXAS
Regional Mobility Authority

301 Congress Ave.
Suite #650
Austin, TX 78701

P: 512-996-9778
F: 512-996-9784

WWW.MOBILITYAUTHORITY.COM