

**JULY 28, 2011 CTRMA BOARD OF DIRECTORS MEETING
Summary Sheet**

AGENDA ITEM # 19

Executive Director's Update – Presentation of the Executive Director's Report

Department: Administrative

Associated Costs: None

Board Action Required: No

Description of Matter:

The Executive Director's Report is attached for review and reference and includes the following:

- a. Updated violation enforcement process.
- b. Update on procurement for project finance and development advisors.

Contact for further information: Mike Heiligenstein



REPORT TO THE BOARD OF DIRECTORS JULY 28, 2011

MIKE HEILIGENSTEIN - EXECUTIVE DIRECTOR

PRIORITY ISSUES



MoPac Improvement Project
soundwall meetings



TIFIA

OPERATIONS

UPDATED VIOLATION ENFORCEMENT PROCESS

Beginning this month, we expanded our efforts to encourage payment of tolls by reducing the number of violations needed before entering the court process. By bringing these violators in to the court process earlier, we hope to resolve these cases more efficiently and at less expense to both the customer and the agency.

Williamson County Justice of the Peace Edna Staudt began issuing arrest warrants for anyone ignoring their court summons the week of July 11th. The story was covered by multiple media sources and positively impacted call volumes at MSB, our video toll bill processor. On average, they are collecting an additional \$6 thousand a day in payments and receiving an extra 450 calls. The percentage of customers calling specifically to make payments grew by over 15%.

FINANCE

MO PAC IMPROVEMENT PROJECT

TIFIA GRANT

The Letter of Interest submitted to TIFIA was reviewed and declined. Staff continues to look for additional funding sources including the upcoming TIGER III

Discretionary Grants and the TIGER TIFIA program.

P3 PROCUREMENT

The Executive Director is reviewing options on adding financial consultant assistance in analyzing the Public Private Partnership approach to the development of the MoPac Improvement Project and Bergstrom Expressway (US 183 South). We will be working with our fellow agencies to share best practices as we move through this process.

PROJECT DEVELOPMENT

MANOR EXPRESSWAY PHASE 1

CONSTRUCTION

Phase 1 construction continues to progress. Webber has drilled 89% of the shafts, completed 95% of the footings and 77% of the columns necessary to complete the interchange at US 183. Construction teams also maintain focus on retaining wall and paving operations.

MANOR EXPRESSWAY PHASE 2

DESIGN AND CONSTRUCTION

Central Texas Mobility Constructors (CTMC) was officially issued Notice to Proceed (NTP) on June 29th. Their initial focus will be on completing design and starting construction on the western portion of the expressway from US 183 to Chimney Hill Boulevard. Completing this 1.4-mile stretch as expeditiously as possible will ensure the new flyovers operate

efficiently. Phase 1 is projected to open in late 2012. The anticipated opening of the entire project is early 2015.

RIGHT-OF-WAY

Right-of-way acquisition and negotiations with affected property owners continues for the Manor Expressway between US 183 and Parmer Lane. All parcels have been acquired for Phase 1 of the Manor Expressway from US 183 to Chimney Hill Boulevard. Negotiations are ongoing for the remaining parcels for Phase 2 of the Manor Expressway from Chimney Hill Boulevard to Parmer Lane.

MO PAC IMPROVEMENT PROJECT

PROJECT DEVELOPMENT

The MoPac Improvement Project environmental study remains on schedule. Bicycle and pedestrian enhancements have been developed and incorporated into the draft study. Seven soundwall workshops, targeted at specific neighborhoods, have been underway since late June. Affected property owners are able to view graphic displays of the proposed walls and ask questions about locations, heights and design.

The Context Sensitive Design Committee, composed of the original aesthetics committee members and new members from the surrounding neighborhoods, continues to meet to help recommend design guidelines for items

such as sound walls, bridge structures, retaining walls and landscaping.

The University of Texas' Center for Transportation Research provided their analysis of Austin's downtown street system and how the project might effect it operationally. Results indicated that the project is not expected to significantly affect downtown traffic during the morning peak period, the time frame of most concern to the City.

183A EXTENSION

CONSTRUCTION

Webber continues to make progress on the 183A Extension focusing the majority of their efforts on completing bridge work and placing retaining walls at the Scottsdale Drive crossover. Crews have also begun placing the concrete for the mainlanes. Webber erected a temporary concrete batch plant for concrete paving. Construction is reported at 61% complete.

Televent, our toll system integrator, is now actively working with Webber to begin our toll system installation.

SHARED USE PATH

Construction of the 183A shared use path from South Brushy Creek to FM 1431 is 98% complete, and the path is on schedule to open this fall. An opening event is being planned, and details will follow soon.



Central Texas Regional
Mobility Authority

Central Texas Regional Mobility Authority MoPac Improvement Project

Summary of Conclusions of CTR's DTA Assessment

The Center for Transportation Research (CTR) is an organization associated with the University of Texas. TxDOT contracted with the organization to develop a model of downtown Austin. The modeled area is bound by Red River Street to the east, MoPac to the west, Cesar Chavez Street to the South, and 35th Street to the north. This model is referred to as a Dynamic Traffic Assignment Model (DTA).

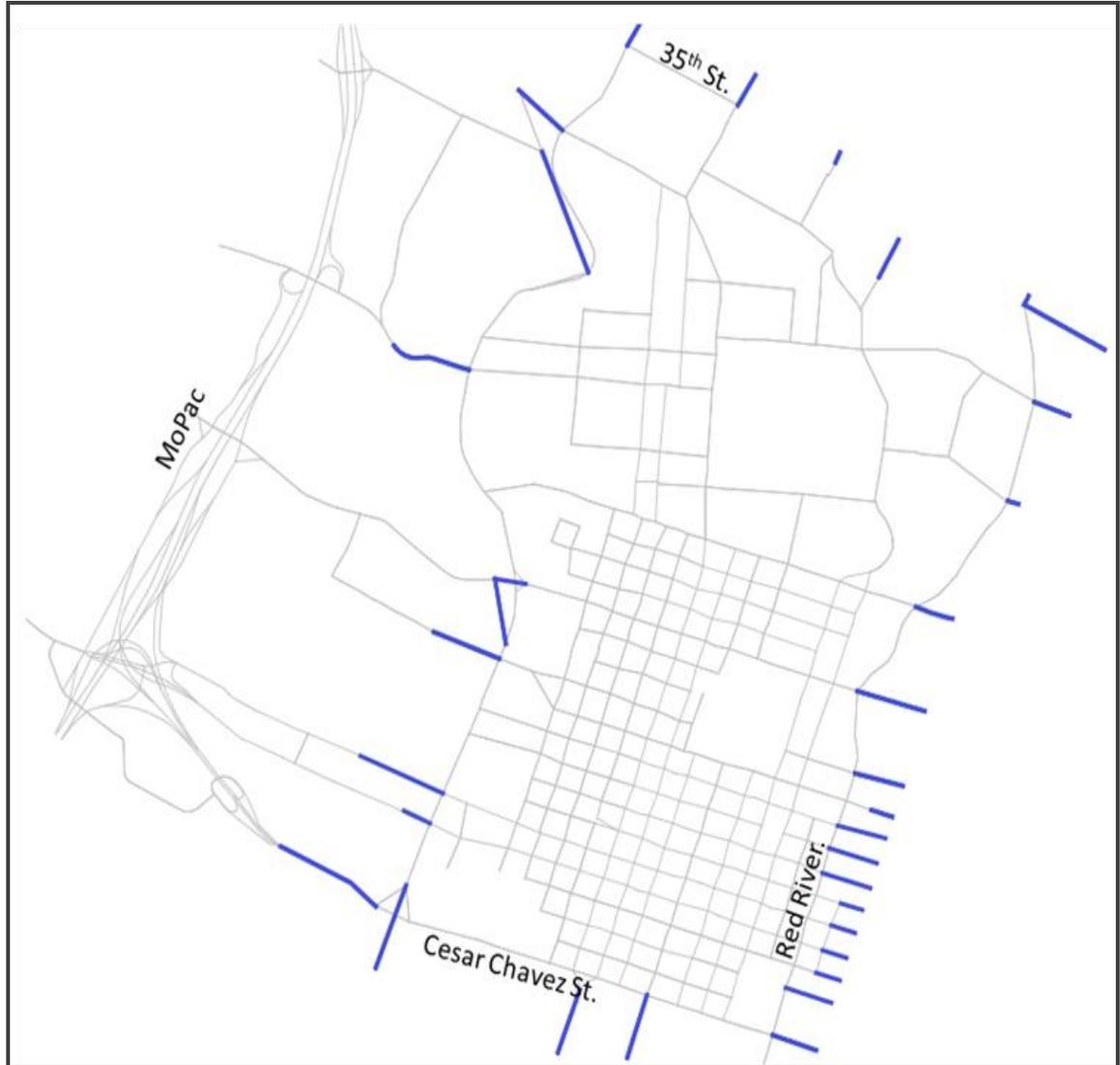


Figure 1. Limits of Study Area

CTR was requested to assess potential impacts on the downtown area that may be caused by the addition of Express Lanes on MoPac. These potential impacts may be a result of:

- The variation in the proportion of vehicles taking the Cesar Chavez/5th St. exit from southbound MoPac as result of the added connection from the Express Lanes.
- Changes in the downtown conditions if a large number of drivers headed to locations north of Cesar Chavez and 5th St. chose to utilize the Express Lanes (i.e., turning movements at intersections as well as traffic volumes on northbound streets could be affected).

Model development and calibration:

- The DTA model was utilized to assess possible impacts on AM peak (7-9AM) downtown traffic of MoPac Improvement Project
- The model accounts for dynamic changes in traffic conditions and explicitly models the impact to the existing traffic control devices (signals).
- The model was validated by comparing actual travel time and count data along several routes with the models results. The model produced very satisfactory results. The comparison shows the calibrated model is capturing the current network behavior with enough accuracy to allow for reliable results during the analysis of the proposed scenario.
- The express lane network developed by Wilbur Smith Associates for the draft traffic and revenue study was then incorporated into the DTA model. The model used a worst-case scenario in terms of the number of drivers destined to downtown using the southbound express lane.

Results on Cesar Chavez, and 5th streets:

The report's comparison of the downtown access pattern from the west between the base case and the Express Lanes scenario resulted in the following observations:

- The **total number of vehicles** entering downtown through 5th St. and Cesar Chavez remains practically the same whether the connection from the Express Lane is in place or not.
- This suggests that in the model most of the drivers using the Express Lane connection to downtown are those originally taking the Cesar Chavez/5th St. exit, which explains the small magnitude of the changes in downtown traffic conditions described in the report.

Travel times and link flows on the base case and the Express Lane scenario were compared along 30 routes (423 Links).

- **Vehicle flow** differences between scenarios do not exhibit a major change in the traffic pattern in downtown Austin during the AM peak hour.
- The difference in **travel time** along selected routes between the base case and the Express Lane scenario do not point to any major change in traffic conditions in the downtown area.
- There was a slight increase in travel time on Cesar Chavez WB which may be indicating slightly longer delay at intersections due to an increased number of left turning movements from Cesar Chavez EB into the downtown area. The report

clarifies that the impact is relatively small and may be exaggerated by the limitations of the simulation model which does not fully capture the priorities ruling permissive left turn movements.

The model evaluated **turning movements at intersections**, and the corresponding delays, for five locations on Cesar Chavez identified by the City of Austin as critical (Figure 7).

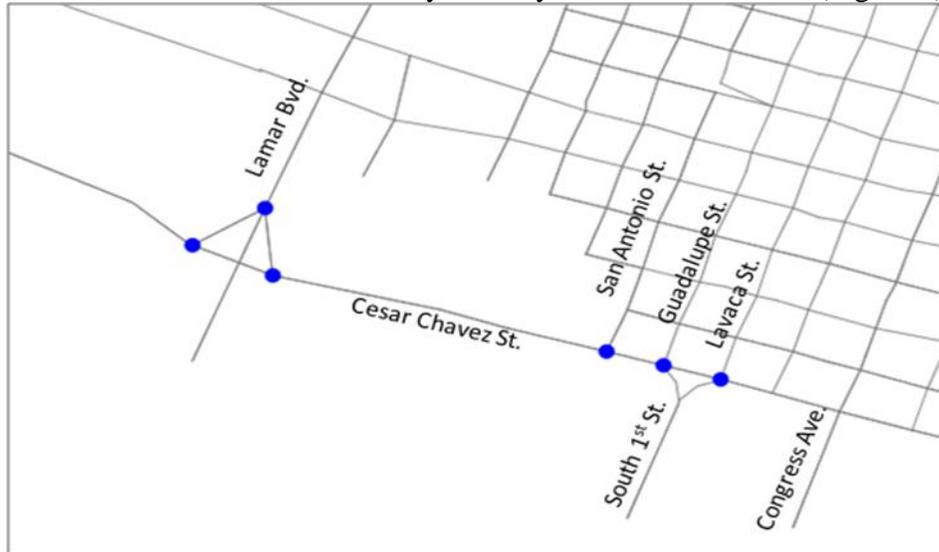


FIGURE 7. INTERSECTION MOVEMENTS AND DELAY ANALYSIS

The report indicated that the only intersection that had a somewhat noticeable variation in delay was at South First Street (see below). All of the remaining turning movement volume changes were less than 100 vph, and the changes in delay were well under five seconds per vehicle in the majority of the analyzed cases.

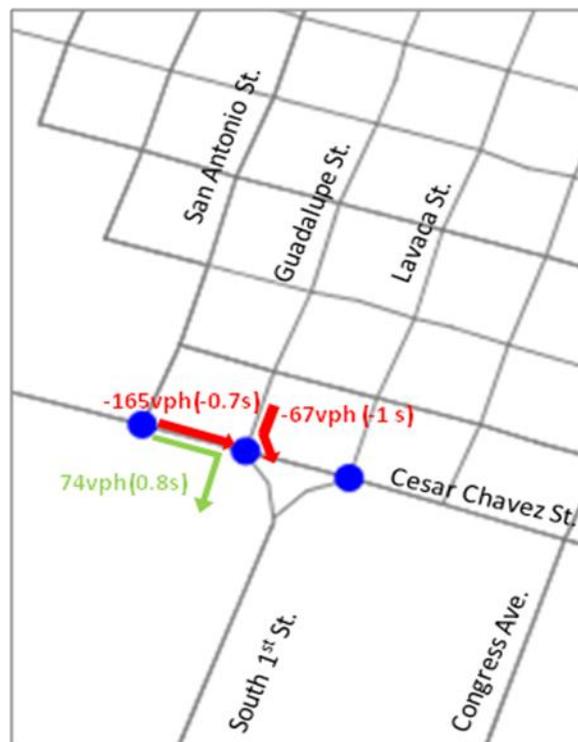


FIGURE 8. CHANGES IN TURNING MOVEMENT AND DELAY PER VEHICLE AT THE MOST AFFECTED INTERSECTION

This suggests that an increased number of vehicles are turning from Cesar Chavez to South First Street which may indicate a stronger incentive for vehicles traveling south of the river to exit on Cesar Chavez Street and not on other exits along MoPac.

CTR Report Summary:

- A comparison of downtown traffic conditions before and after the incorporation of Express Lanes to MoPac does not suggest any major change in traffic flow patterns. Link flows and travel times along selected routes remain practically unchanged, and the same is true for intersection delays.
- The express lanes model results show a slightly higher travel time on the westbound direction of Cesar Chavez Street but the impact to the intersections is relatively small.
- **Based on the study's assumptions, the addition of express lanes to MoPac will not affect downtown traffic significantly during the AM peak period.**