



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

February 26, 2020  
**AGENDA ITEM #5**

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Approve and adopt the 2019  
Mobility Authority Annual Report

Strategic Plan Relevance: Regional Mobility/Economic Vitality/ Sustainability  
Department: Executive/Finance/Communications  
Contact: Dee Anne Heath, Director of Government Relations&  
Communications  
Associated Costs: N/A  
Funding Source: N/A  
Action Requested: Consider and act on draft resolution

The 2019 Mobility Authority Annual Report has been previously distributed to the Board of Directors. In accordance with the Section 101.013(b) of the Mobility Authority Policy Code, this item requests the Board to formally approve and adopt the 2019 Mobility Authority Annual Report& Financial Statements. Following Board approval, the Executive Director will officially file the 2019 Mobility Authority Annual Report with Travis County and Williamson County.

Backup Provided: Draft resolution  
Draft 2019 Annual Report

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

**RESOLUTION NO. 20-0XX**

**ADOPTING THE MOBILITY AUTHORITY ANNUAL REPORT FOR 2019**

WHEREAS, pursuant to Texas Transportation Code Section 370.261 and Mobility Authority Policy Code Section 101.013(b), the Central Texas Regional Mobility Authority (CTRMA) is required to prepare an Annual Report on its activities during the preceding year and describing all turnpike revenue bond issuances anticipated for the coming year, the financial condition of the authority, all project schedules, and the status of the Mobility Authority's performance under the most recent Strategic Plan; and

WHEREAS, each Annual Report must be submitted to the Board for review, approval and adoption; and

WHEREAS, the Mobility Authority is required to file the 2019 CTRMA Annual Report with the Commissioners Courts of Travis County and Williamson County not later than March 31, 2020; and

WHEREAS, the Executive Director provided a draft of the proposed 2019 CTRMA Annual Report for the Board's review and consideration at the Mobility Authority's February 27, 2019 Board Meeting, a copy of which is attached hereto as Exhibit A; and

WHEREAS, the Executive Director recommends that the Board approve and adopt the proposed 2019 CTRMA Annual Report attached hereto as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby approves and adopts the 2019 CTRMA Annual Report attached hereto as Exhibit A and directs the Executive Director to file the 2019 CTRMA Annual Report with the Commissioners Courts of Travis County and Williamson County not later than March 31, 2020.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 26<sup>th</sup> day of February 2020.

Submitted and reviewed by:

Approved:

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Geoffrey Petrov, General Counsel

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Robert W. Jenkins, Jr.  
Chairman, Board of Directors

**Exhibit A**



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

Annual Report &  
Financial Statements

# 2019

# KEEPING YOU CONNECTED

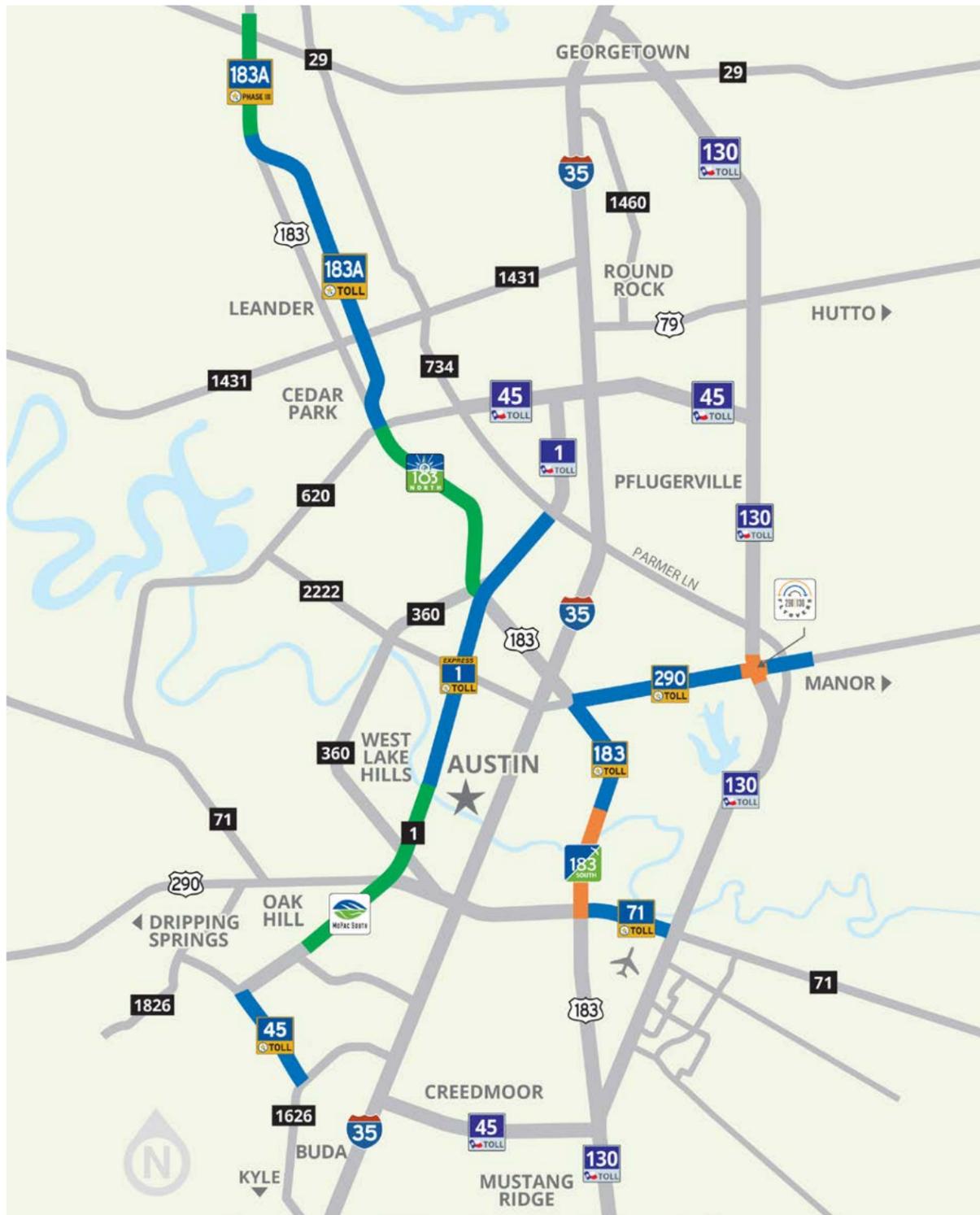
*To all the places you live, work, and play*



# REGIONAL *map*

## LEGEND

- OPEN TO TRAFFIC
- CONSTRUCTION
- IN DEVELOPMENT



## our MISSION

*Implement innovative and sustainable transportation options to enhance quality of life and economic vitality in Central Texas.*





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# AUSTIN

## by the numbers



**METRO  
POPULATION  
2,000,059**

## The Cost of Congestion:

According to the Texas A&M Transportation Institute's Urban Mobility Report, the story is simple: **TRAFFIC IS BAD, AND GETTING WORSE.**

- In 2017, Austin commuters experienced 68,187,000 hours of travel delays. That's 66 hours of delays per commuter.
- In 2017, Austin forfeited \$1,248,000,000 from lost productivity and wasted fuel due to traffic congestion. That's \$1,269 per commuter.
  - The average for all large urban areas\* across the United States was 61,500,000 hours of travels days, or 54 hours/ \$950 per commuter.

\*A population of between 1 and 3 million constitutes a large urban area



**MEDIAN  
HOME PRICE\***  
**\$407,400**



**MEDIAN AGE**  
**34.2**



**MEDIAN  
MONTHLY RENT**  
**\$1,155**



**AVERAGE  
ANNUAL SALARY**  
**\$51,840**



**UNEMPLOYMENT  
RATE**  
**2.9%**



**AVERAGE  
COMMUTE TIME**  
**26.8 MIN**

\*Austin Board of Realtors, 2019

In 2019, U.S. News analyzed 125 metro areas in the United States and rates Austin:



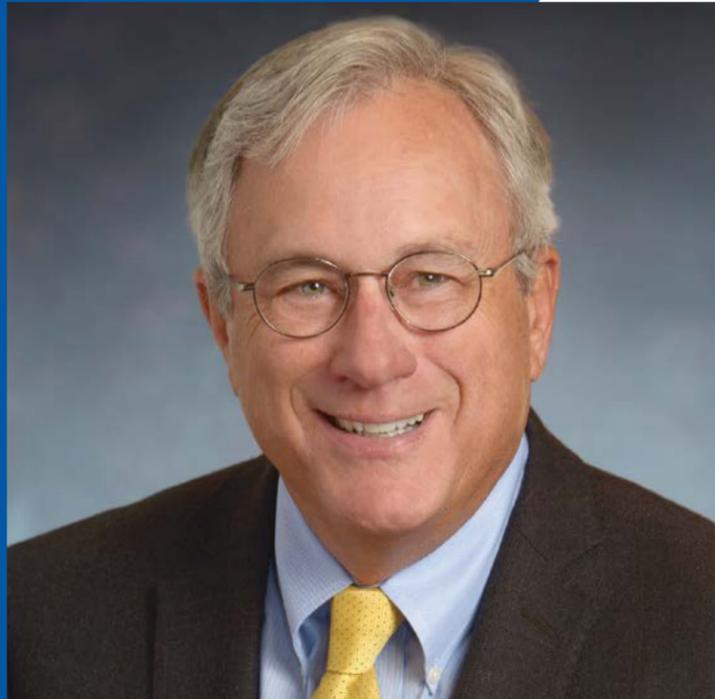
**#1 BEST PLACES  
TO LIVE**



**#4 BEST PLACES  
TO RETIRE**

Source: U.S. News & World Report, 2019





*a letter from our*  
**EXECUTIVE  
DIRECTOR**

**“It’s all about moving people in the fastest, most efficient, and smartest ways possible.”**

## Central Texas is Evolving. **SO ARE WE.**

Whether you’ve just moved to Austin or have been here awhile, you’ll discover that our mobility solutions connect you to the people and places that matter most.

For eight consecutive years, the five-county Austin metro area has been named the fastest growing region in the country. This is great news for the local economy, with unemployment rates well below the national average and a healthy market for job seekers. But another trend that comes with that rapid growth is housing affordability challenges, which have made living near the urban core out of reach for so many. According to the *Austin American-Statesman*, much of Austin’s population boom is occurring in surrounding communities. More families are putting down roots in the growing suburban areas of Travis, Williamson, and Hays counties, placing an even greater strain on our already overburdened roadway network. With commute times historically above the national average, the region is starting to see the benefits of the added capacity infrastructure improvements the Mobility Authority is delivering.

So yes, Central Texas is evolving. But the good news is that so are we. As a leading provider of mobility solutions, the Mobility Authority is embracing that growth with open arms. We’re pioneering new and innovative solutions to keep our region moving and to ensure that building a life here is within reach for those who seek it.

This year we established a brand-new connection with the opening of the 45SW Toll road in southwest Travis and northern Hays counties. The new roadway is already surpassing projected transactions, showing just how strong the demand really is for a faster commute. Paving the way for further relief, we opened Phase I of the 183 Toll road in east Austin, which is on track for full project completion in 2020.

What’s more, we’re leveraging our partnership with Capital Metro to make public transportation a more viable option than ever before, and investing in Movability, a transportation management association that connects commuters with mobility options through area employers. **It’s all about moving people in the fastest, most efficient, and smartest ways possible.** By implementing proven technologies like express lanes, park & rides, and other transportation demand management strategies, we’re moving the needle on commuter behavior in a meaningful way while offering reliable transportation options that keep Central Texans connected to all the places they live, work, and play.

Sincerely,

Mike Heiligenstein  
Executive Director





## *a letter from our* **CHAIRMAN**

**We at the Mobility Authority are many faces with a shared vision.”**

## **Mobility REIMAGINED.**

It is with honor that I have accepted the role of chairman to lead the Mobility Authority in delivering a greater mobility future for our community. While my tenure as chairman is recent, my roots in Central Texas date back several decades. Many know me as owner and president of ABC Home & Commercial Services, an Austin-based company I have owned and managed since 1983. Serving the people of Central Texas has become ingrained in the culture of my business and my life. I look forward to applying that customer-centric perspective to help solve some of our region’s most pressing mobility challenges.

Being entrusted to lead this agency is a responsibility I don’t take lightly. I’ve experienced firsthand the travel time benefits of the Mobility Authority’s efforts beginning with its earliest projects like the 183A and 290 Toll roads. Enabling faster, more efficient movement of people and goods helped me reach my customers faster and fueled my growing business. Since then, the Mobility Authority has grown from a small startup into the multi-billion dollar entity that it is today. The time is right to maintain our focus on optimizing the regional transportation network that keeps us all connected.

**We at the Mobility Authority are many faces with a shared vision.** We live here and work here. We drive to work, school, child care, and more, and travel the same roads you do to get there. Our team of dedicated employees loves the Central Texas region as much as you do and is committed to preserving and improving everything that makes it great. We are engineers, planners, problem solvers, technology specialists, analysts, communicators, and asset managers. But that’s not all we are; we wear many hats when it comes to being Central Texans. We are neighbors, artists, teachers, parents, mechanics, business owners, volunteers, soccer coaches, and so much more.

We invite you—our neighbors—to explore who we are and what we do. Meet the many faces behind the mobility solutions that are transforming the Central Texas region to a well-connected network of critical roadways. Get to know us, and reimagine mobility with us.

Sincerely,

Bobby Jenkins  
Chairman

Bobby Jenkins was

### ***Appointed by Governor Greg Abbott***

to serve as chairman of the Mobility Authority’s Board of Directors. He took the oath of office September 11, 2019 for a term set to expire February 1, 2021.

The Austin Chamber of Commerce honored Bobby Jenkins as 2017

### ***“Austinite of the Year”***

for his decades of service to strengthen our community and practice philanthropy.



# the MOBILITY AUTHORITY story

We build more than toll roads. Our projects include preserved and improved non-tolled general-purpose lanes and multimodal bicycle and pedestrian facilities to enhance mobility for all travelers.

Mobility Authority Inception



2002

183A Toll Phase I Opens



2007

2019

45SW Toll Opens



183 Toll Phase I Opens



2017

71 Toll Lane Opens

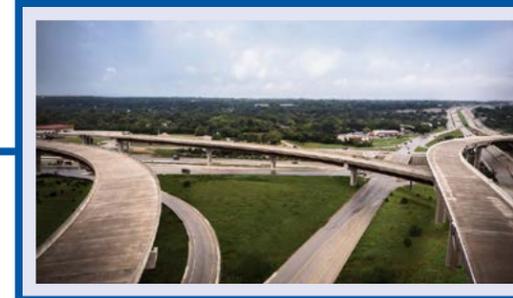


MoPac Express Lane Opens



2014

290 Toll Phase II Opens



2012

290 Toll Phase I Opens



183A Toll Phase II Opens



# a regional INVESTMENT

The Mobility Authority has evolved as envisioned by the legislature when it was created nearly two decades ago. Since the agency's inception in 2002, the agency has transformed a regional investment of \$559 million into **\$2.1 billion in added capacity infrastructure improvements, with 231 lane miles open to traffic and another 155 lane miles under construction.**



## Turning Dollars into Solutions

Public dollars for transportation improvements are in short supply, yet our mobility needs are greater than ever. The state and federal governments have not raised their respective portions of the gas tax since 1991 and 1993. Rather than waiting decades, or longer, for public funding to become available, we use a flexible financing approach that allows us to build the added capacity we need today. The revenue we generate is reinvested right here in Central Texas to continue expanding our regional network.

In 2014 and 2015, the Texas voters approved Propositions 1 and 7, respectively, allocating additional funding to transportation infrastructure. The combined funds that have been allocated to the Central Texas Region total \$1.3 billion over the next ten years.

To put that in perspective, the proposed improvements to I-35 are estimated at close to \$10 billion alone. We need more tools in our transportation funding toolbox to cover our region's critical needs.



Moving forward,  
we anticipate

## LEVERAGING AN ADDITIONAL INVESTMENT BY THE REGION

to develop over **\$3.4 billion** in infrastructure improvements.



## ABOUT HALF OF THAT INVESTMENT INCLUDES NON-TOLLED IMPROVEMENTS,

such as new general-purpose lanes, bike and pedestrian enhancements, and aesthetic upgrades.



# many faces ONE VISION

Our team of dedicated employees loves the Central Texas region as much as you do and we are committed to preserving and improving everything that makes it great. We wear many hats when it comes to being Central Texans. Here is what some of us have to say about living and working in Central Texas:



“ By working at the Mobility Authority, I am able to see first-hand how my contributions impact my family and our quality of life. Not many people get to say that. I am truly blessed. ”

**TRACIE BROWN,**  
Director of Operations



“ I use the Mopac Express Lane to get home as fast as I can to these munchkins. ”

**GREG MACK,**  
Assistant Director of IT and Toll Systems



“ As a native Austinite there is no other place I'd rather live, work, and play. ”

**DEE ANNE HEATH,**  
Director of Communications and Government Relations

“ My main motivation at the Mobility Authority is to help others like me who want to get home to our families and experience the important events in our kids' lives. ”

**OSCAR SOLIS,**  
Senior Project Manager



“ Getting the chance to work on the biggest projects in the region making some of the biggest differences in people's lives is awesome. Getting to see it all built is even better. ”

**MIKE SEXTON,**  
Assistant Director of Engineering

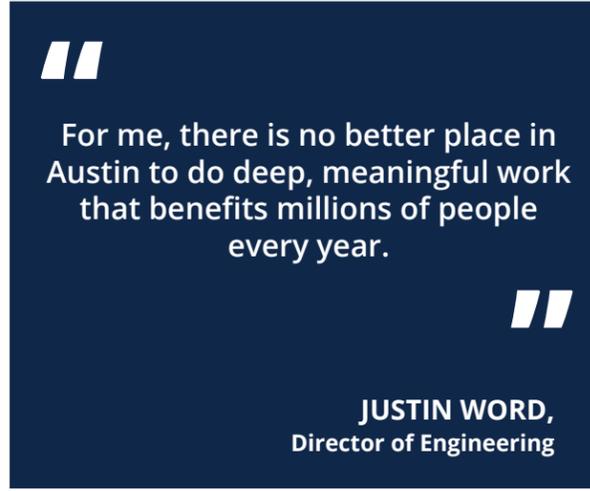


“

When we open a new road, I'm filled with pride about the transportation options we're giving residents and visitors.

”

**MARY TEMPLE,**  
Controller



“

For me, there is no better place in Austin to do deep, meaningful work that benefits millions of people every year.

”

**JUSTIN WORD,**  
Director of Engineering



“

It's easy to be passionate about your work when it directly impacts the quality of life for our region. I am proud to play a role in keeping our region moving.

”

**LISA POHLMAYER,**  
Senior Project Manager — Asset Management



“

My father, brother, and I have all made careers in improving the regional transportation landscape of Central Texas. I love being reminded of our careers every day when I drive the roads in the region.

”

**LLOYD CHANCE,**  
Senior Project Manager — Construction



“

My family is my top priority. I take pride in being able to provide options that don't just help me and mine, but others as well.

”

**FABIOLA NEWMAN,**  
Traffic & Incident Management  
Center Manager



“

It's rewarding to have experienced the evolution of this agency, from a small start-up to the multi-billion-dollar entity that it is today.

”

**BILL CHAPMAN,**  
Chief Financial Officer



# our board OF DIRECTORS

We are governed by a seven-member board of directors responsible for setting policies, identifying priority projects, and ensuring the agency is operated in an efficient, effective, and transparent manner. Our volunteer members are appointed by our founding counties and serve two-year terms.

## A SPECIAL THANK YOU...

to our outgoing chairman, Ray A. Wilkerson, for 10 years of dedicated service to Central Texas. We appreciate the many benefits his time and expertise made possible for the region.



**Bobby Jenkins**

Chairman  
Gubernatorial Appointee — 2019



**Nikelle S. Meade**

Vice-Chair  
Travis County Appointee — 2012



**David B. Armbrust**

Board Member  
Travis County Appointee — 2012



**John Langmore**

Board Member  
Travis County Appointee — 2018



**David Singleton**

Board Treasurer  
Williamson County Appointee — 2003



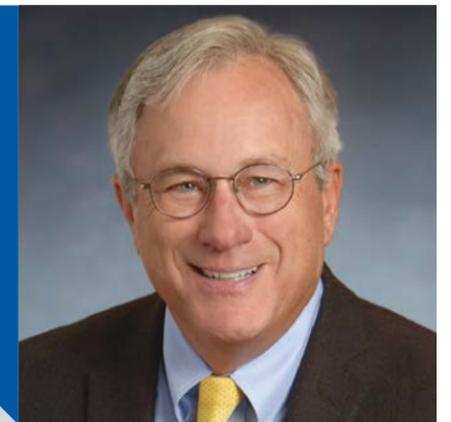
**Mark Ayotte**

Board Secretary  
Williamson County Appointee — 2017



**Mike Doss**

Board Member  
Williamson County Appointee — 2019



**Mike Heiligenstein**

Executive Director  
Since 2003



# building NEW CONNECTIONS



## Community Celebrates Opening of 45SW Toll Road

In May 2019, we joined the community and elected officials in celebrating the long-awaited opening of the 45SW Toll road. The new, 3.6-mile roadway links the southern end of MoPac eastward to FM 1626 in Hays County, offering drivers an alternative to congested neighborhood streets. In the first 60 days of operations, the roadway surpassed projections, confirming just how great demand really is for this new connection. Drivers are already experiencing the benefits of time saved and less congested neighborhood streets, particularly through the Shady Hollow neighborhood.

### Environmental Preservation

The 45SW Toll was designed and constructed with Best Management Practices to protect the environmentally-sensitive Edwards Aquifer Recharge Zone.

- Provides 98% removal of the increase in Total Suspended Solids (TSS) over the recharge zone rather than the required 80%.
- 90% of the project was built above ground level to avoid excavation and protect karst features, and more than half the right-of-way was preserved as natural vegetation.
- The Mobility Authority invested nearly \$19 million in environmental conservation efforts.
- More than 100 trees were preserved by replacing fill slopes with retaining walls.

### Mobility Authority Pioneers Wrong-Way Driving Technology in Central Texas

In an effort to combat incidents resulting from wrong-way driving, the Mobility Authority outfitted 45SW with a wrong-way intelligent warning system that detects wrong-way motorists, activates roadside signage to alert drivers and notifies law enforcement of the wrong-way movement—before an incident occurs. Since installation of the intelligent warning system in June 2019, 13 wrong-way events have been detected and corrected, avoiding potential crashes.

Drivers who use 45SW Toll save up to



in travel time.

Drivers continuing to use local neighborhood routes save up to



compared to pre-construction travel times.



Traffic volumes on neighborhood streets **have been reduced by 30%.**



Average weekday transactions are **30% higher than projected.**





45SW is a lifesaver! We live in Circle C and our son plays soccer at Marbridge off of 1626. Last Spring, when we had to drive Slaughter to Brodie to 1626, it would take us easily 30-40 minutes to get to soccer practice on a weeknight.

**NOW THAT 45SW IS OPEN — IT TAKES US 7 MINUTES...YES — SEVEN. THANK YOU!!!!**

~Carrie Stein, Circle C Resident.



To say I am thrilled to have this road finally complete is an understatement.

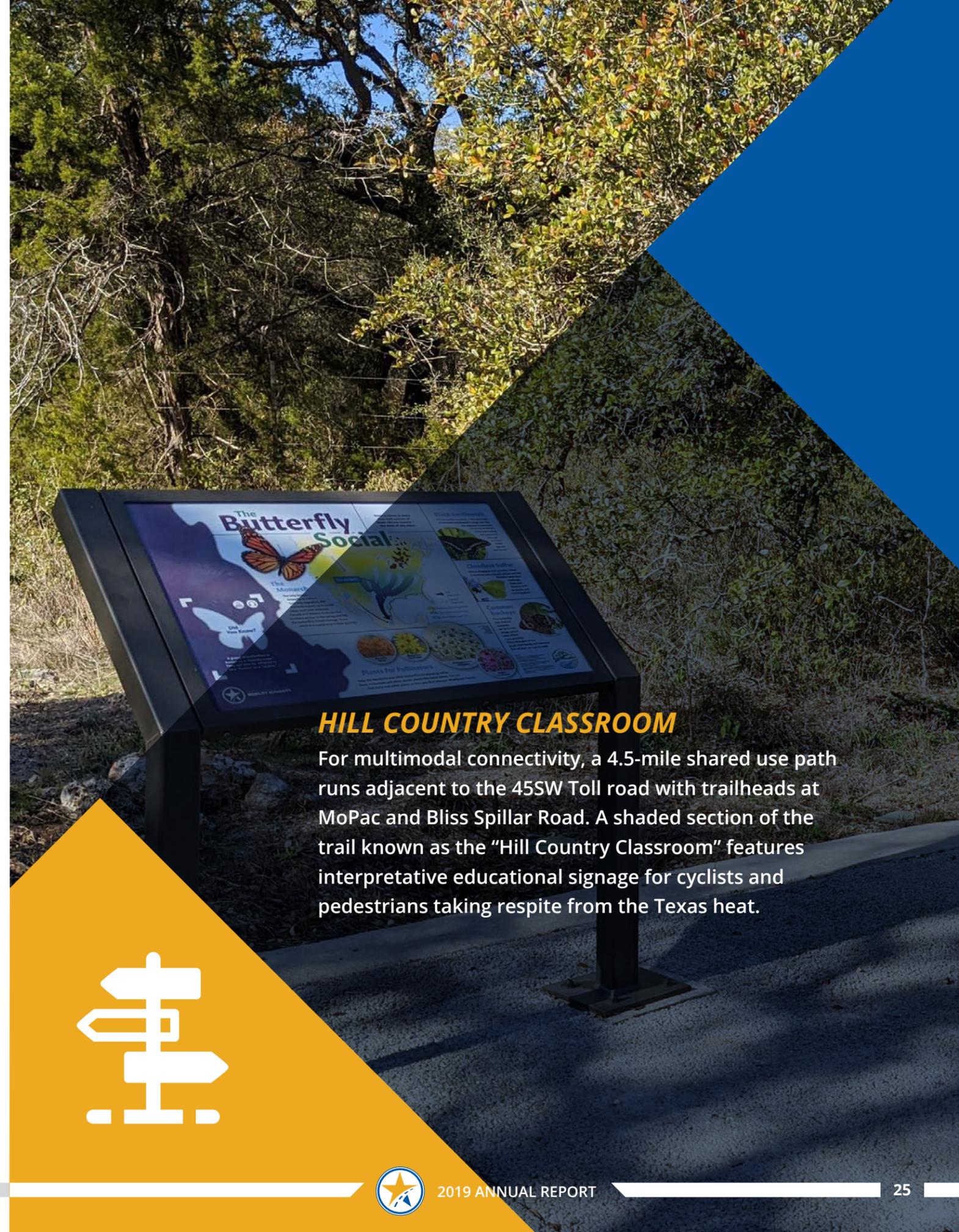
**I BELIEVE THIS HIGHWAY WILL NOT ONLY BE THE MOST ENVIRONMENTALLY SENSITIVE IN TEXAS, BUT ALSO THE SAFEST.**

~State Representative Vikki Goodwin

## Augmented Reality

The Mobility Authority's mobile application provides users of the 45SW Trail an interactive augmented reality animation experience. The narrated educational experience, available in English and Spanish, teaches users about the region's history, its native plants and animals, the Edwards Aquifer, and more.

"Trail Explorer by CTRMA," is available on iTunes and the Google Play store as of December 2019.



## HILL COUNTRY CLASSROOM

For multimodal connectivity, a 4.5-mile shared use path runs adjacent to the 45SW Toll road with trailheads at MoPac and Bliss Spillar Road. A shaded section of the trail known as the "Hill Country Classroom" features interpretive educational signage for cyclists and pedestrians taking respite from the Texas heat.





## Now Open: 183 Toll Road, Phase I

Construction of the 183 South Project reached a major milestone in August 2019. Phase I, or the North End of the project, opened to traffic and tolling, offering drivers the option to use the new 183 Toll road and bypass the traffic signals between US 290 and Techni Center Drive. When the full project opens in late 2020, drivers will have a non-stop, signal-free option all the way to the Austin-Bergstrom International Airport.

Delivering on the promise of greater mobility for all, the project is also enhancing non-tolled capacity along the corridor. The total number of traffic signals on the non-tolled lanes will be reduced from five to two, and the \$25 million investment in bicycle and pedestrian facilities will improve quality of life for those who bike or walk.

## A New Sense of Place

Neighborhood-specific trees, enhanced landscaping, trailheads, and other aesthetic elements will give the US 183 corridor a new sense of place. The Mobility Authority is proud of the robust community outreach effort that helped inform the planned aesthetics. We know that people support what they help create. That's why we engaged the community during the development process to ensure the corridor ultimately reflects the community's cultural values and aesthetic preferences.



Over the past four decades, Callahan's General Store has weathered the transformations, transitions, and generational turnovers in Austin because of our prime location.

**AS WE EAGERLY AWAIT THE COMPLETION OF THE 183 SOUTH PROJECT, I APPLAUD THE MOBILITY AUTHORITY'S DESIGN, WHICH WILL OFFER OUR CUSTOMERS IMPROVED ACCESS FROM THE NORTH AND SOUTH."**

~Charley Wilson, Callahan's General Store

### A FREE RIDE FOR ELECTRONIC TAG HOLDERS

To give drivers a chance to try the new road and adjust to the new traffic pattern, those with an electronic tag got to drive toll-free on both the 45SW and 183 Toll roads for the first month of operations.



Austin-Bergstrom International Airport

## Travel time savings

for ABIA-bound commuters could be as much as

**33 minutes**

when the project is complete.



For the first month of tolling (September 2019), average weekday transactions of the toll road were

**34,957—  
220% above projections.**





## **Flyover Bridges for Signal-free Travel**

Construction is progressing rapidly on three flyover bridges to link the SH 130 and 290 Toll Roads in eastern Travis County. With construction anticipated to be complete in 2021, drivers from outlying suburban areas to the north and south will soon enjoy a faster commute into the heart of Austin. Together with our partners at TxDOT, we're delivering this project on an accelerated timeline. In fact, the south-to-west direct connector opened in early January 2020, roughly eight months ahead of schedule. Rapid project delivery, as well as project financing through a Transportation Infrastructure and Innovation Act (TIFIA) loan, equates to a reduced overall project cost. Interest savings over the life of the loan will ultimately equate to \$80-\$100 million.



# **OPENED JANUARY 2020**

**Flyover bridge from southbound  
SH 130 to westbound 290 Toll**





# the ROADS AHEAD

The Mobility Authority has a number of projects in development to bring mobility improvements to Travis and Williamson counties.



## 183A Phase III

Unprecedented population growth in Williamson County—most notably in Cedar Park, Leander and Liberty Hill— has led to increased traffic volumes and unsustainable congestion along US 183. Thanks to the 183A Phase III Project, enjoying the benefits of suburban living no longer means sacrificing connectivity with the rest of the Central Texas region. Constructing this third phase of 183A will help relieve congestion, improve safety, and enhance mobility for commuters in Williamson County.

In August 2019, the project received a Finding of No Significant Impact, clearing the way for final design. The project is anticipated to break ground in late 2020, extending the 183A Toll Road 6.6-miles northward to north of SH 29 in Liberty Hill. An adjacent shared use path will facilitate bicycle and pedestrian travel, in line with the Mobility Authority's commitment to providing more reliable travel, for any way you travel.



## 183 North Mobility Project

An express route into downtown is on the horizon for North Austin commuters. In partnership with TxDOT, the Mobility Authority is forging ahead with plans to construct two variably-priced express lanes in each direction along a 9-mile stretch of US 183 between MoPac and SH 45 North. This new reliable travel option will significantly reduce travel times to an estimated 9 minute trip. With a direct connector ramp to the existing MoPac Express Lane, the project will provide drivers from far north Austin an uninterrupted route into Austin's downtown core.

Drivers who prefer not to pay a toll will benefit from the operational improvements and added pavement that will bring the total number of non-tolled lanes to four where only three exist today. Those who travel by foot or by bike can look forward to additional enhancements such as new shared-use path segments, sidewalks, and cross-street connections which will help facilitate travel to nearby schools.



Congestion on this stretch of roadway caused **1,617,906 hours of delay** costing the region more than \$30 million annually.

"This corridor is the **74<sup>th</sup> most congested roadway in the State of Texas.**"

~The Texas A&M Transportation Institute 2018





## MoPac South Environmental Study

Attracting up to 160,000 cars and trucks a day, the MoPac corridor south of Cesar Chavez Street is a vital artery linking commuters to major highways like US 290 and Loop 360, as well as downtown Austin. Over time, expanding population and regional development have made it one of the most congested roadways in Texas, negatively impacting mobility and quality of life.

***If we do nothing to address congestion, drivers could spend an additional 35 minutes traveling the corridor by 2035.***

In August 2019, the Mobility Authority received the green light from TxDOT to resume efforts on the MoPac South Environmental Study. Launched in 2013, the study is being implemented to analyze the congested MoPac corridor and determine the best approach to managing congestion in a manner that promotes environmental stewardship and sustainability.

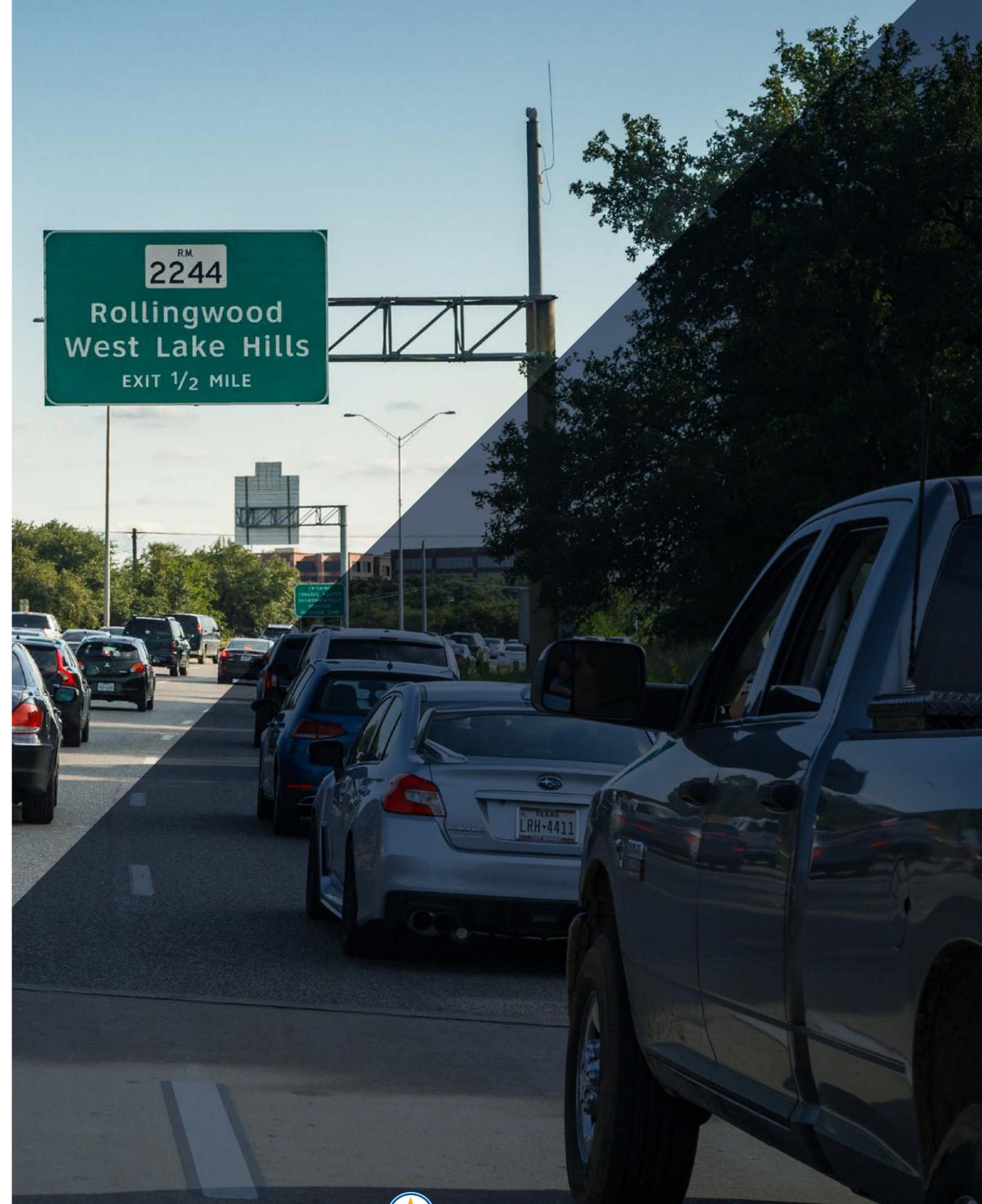
Additional community engagement opportunities will take place throughout 2020, and a Recommended Preferred Alternative will be shared for review and comment at an open house. Construction could begin as early as 2023.

## Barton Skyway Ramp Relief

Overwhelming demand for the southbound MoPac corridor near Barton Skyway has caused unpredictable travel times. Following the opening of the MoPac Express Lane, opportunities for additional operational improvements on southbound MoPac near Barton Skyway were identified. The Mobility Authority is exploring improvements to help alleviate the consistent bottleneck from traffic merging onto southbound MoPac at the Barton Skyway and Bee Caves Road entrance ramps.

The improvements are compatible with the proposed MoPac South Express Lane(s), and include adding pavement for auxiliary and merge lanes to improve operations, traffic flow, and throughput.

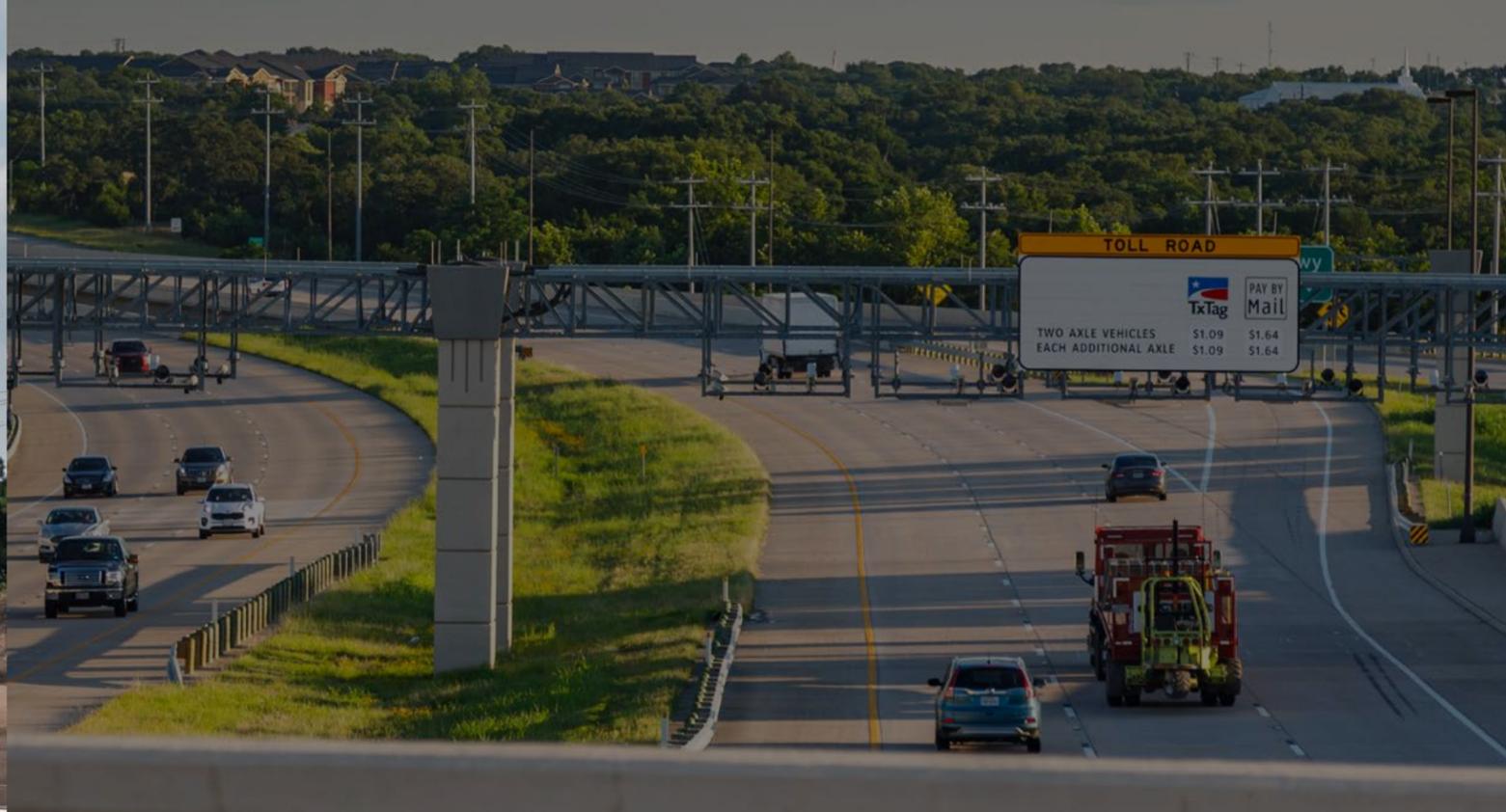
***If approved, construction could begin as soon as early 2021.***





# rising to the CHALLENGE

Our system of open roads delivers Central Texans to all the places they live, work, and play in a faster, more reliable manner than alternate routes. The following roadways have exceeded traffic and revenue projections, spurred economic development, improved travel times, and reduced congestion on adjacent roadways.



## 183A Toll



In 2018, travel times on 183A Toll were reduced by 53 percent compared with US 183. This equates to a time savings of approximately 11 minutes.



Traffic volumes have increased steadily by approximately 16 percent per year since 2016, consistently outpacing projections.



Emergency first responders, police, fire, and EMS have toll-free access to the tolled mainlanes of 183A, reducing response times by approximately 13 minutes since prior to construction.



The annual crash rate for the mainlanes of 183A between 2016 and 2018 has remained approximately 72 percent below the Texas statewide average for urban interstate highways.





## 290 Toll Road

- In 2018, travel times on 290 Toll were reduced by 48 percent compared with the non-tolled lanes of US 290. This equates to a time savings of approximately six minutes.
- Traffic volumes have increased steadily by approximately 5 percent per year since 2016, consistently outpacing projections by as much as 19 percent in 2018.
- Emergency first responders, police, fire, and EMS have toll-free access to the tolled mainlanes of 290 Toll, reducing response times by approximately six minutes since prior to construction.
- The annual crash rate for the mainlanes of 290 Toll between 2016 and 2018 has remained approximately 95 percent below the Texas statewide average for urban interstate highways.



## 71 Toll Lane



In 2018, travel times on the 71 Toll Lane were reduced by 17 percent compared with the non-tolled general-purpose lanes.



Traffic volumes have increased steadily by approximately 15 percent per year since 2016.



Emergency first responders, police, fire, and EMS have toll-free access to the 71 Toll Lane, reducing response times by approximately 27 percent, or about 1 minute, since prior to construction.



The annual crash rate for the mainlanes of SH 71 between April 2017 and December 2018 has remained approximately 95 percent below the Texas statewide average for urban interstate highways.





## MoPac Express Lane



Express Lane shows an average of one million transactions per month since January 2019



In 2018, travel times on MoPac were reduced by 37 percent compared with the general-purpose lanes. This equates to a time savings of approximately 8 minutes.



Traffic volumes have increased steadily by approximately three percent per year since 2016.



Emergency first responders, police, fire, and EMS have toll-free access to MoPac Express Lane reducing response times by approximately 14 minutes since prior to construction.



The annual crash rate for the mainlanes of MoPac between October 2017 and December 2018 has remained approximately 94 percent below the Texas statewide average for urban interstate highways.



# MOVING PEOPLE in the smartest ways

Our mobility solutions look beyond the pavement to deliver relief in a sustainable manner, while prioritizing customer and community service.

## Transportation Demand Management is Key to Greater Mobility

Addressing traffic congestion is about more than added capacity. In order to achieve long-term relief, we must also look at incentivizing changes in commuting habits by managing demand.

- Our partnership with local transit provider Capital Metro allows toll-free access to all our facilities, which has begun to move the needle on commuter behavior. We're also working together on a Park & Ride initiative which will bring more commuter lots to the suburbs and make carpooling and transit use a more viable option for a greater percentage of commuters.
- Commute Solutions is our regional Transportation Demand Management partner that promotes greater efficiency and more optimal use of existing roadways. By discouraging less efficient travel behavior like single-occupant vehicle use, peak-hour travel, and travel on high-congestion roadways, the program encourages more efficient behavior such as use of public transit, carpools, vanpools, walking, biking, teleworking, alternative work schedules, and more.



### Pilot Program Waives Tolls for Qualified Veterans

November 2019 marked the one-year anniversary since the Mobility Authority's Qualified Veteran Discount Program took effect. We are proud to offer this program which waives tolls on 183A Toll, 290 Toll, the 71 Toll Lane, 45SW Toll, and 183 Toll for qualified veterans registered for the program. As of December 2019, 5,558 veterans have registered for the program.

Disabled veterans, Purple Heart recipients, and Legion of Valor or Medal of Honor recipients interested in registering should visit [www.MobilityAuthority.com/veterans](http://www.MobilityAuthority.com/veterans).

The Express Lane has converted

**an average of 12,266 passenger miles per week**

**from single occupancy vehicle commuting to transit.**

Since the MoPac Express Lane became fully operational in 2017,

**CapMetro Express Bus ridership increased by 161% on certain routes.**

**More than \$110,000 in tolls have been waived for CapMetro**

**on MoPac between October 2018 and August 2019, constituting 31% of all waived tolls in the Express Lane.**



# 2019 FINANCIAL STATEMENTS

The Mobility Authority's financial statements are prepared in accordance with accounting principles generally accepted in the United States (GAAP) as applied to government units on an accrual basis. To view the audited Financial Statements and Management Discussion and Analysis, please visit [www.MobilityAuthority.com/financials](http://www.MobilityAuthority.com/financials).

## Statements of Net Position June 30, 2019 and 2018

	2019	2018
<b>CURRENT ASSETS:</b>		
Unrestricted:		
Cash and cash equivalents	\$ 44,232,326	\$ 49,687,164
Investments	88,707,812	35,008,355
Due from other governments	12,345,989	4,336,907
Accrued interest receivable	782,617	192,484
Prepaid expenses and other assets	200,167	46,518
<b>Total unrestricted</b>	<b>146,268,911</b>	<b>89,271,428</b>
Restricted:		
Cash and cash equivalents	69,051,895	92,822,518
<b>Total restricted</b>	<b>69,051,895</b>	<b>92,822,518</b>
<b>Total current assets</b>	<b>215,320,806</b>	<b>182,093,946</b>
<b>NONCURRENT ASSETS:</b>		
Restricted assets:		
Cash and cash equivalents	128,276,321	26,661,063
Investments	214,341,876	177,722,684
<b>Total restricted assets</b>	<b>342,618,197</b>	<b>204,383,747</b>
Pension asset	177,226	826,397
Total capital assets, net	1,810,304,756	1,673,629,024
<b>Total assets</b>	<b>2,368,420,985</b>	<b>2,060,933,114</b>
Total deferred outflows of resources	107,391,830	108,056,556
<b>Total assets and deferred outflows of resources</b>	<b>\$ 2,475,812,815</b>	<b>\$ 2,168,989,670</b>

## Statements of Net Position (continued) June 30, 2019 and 2018

	2019	2018
<b>CURRENT LIABILITIES:</b>		
Payable from current assets:		
Accounts payable	\$ 4,368,846	\$ 1,079,771
Due to other governments	3,843,193	4,073,939
Accrued expenses	1,048,980	584,371
<b>Total payable from current assets</b>	<b>9,261,019</b>	<b>5,738,081</b>
Payable from restricted current assets:		
Construction accounts payable	22,328,944	45,136,616
CAMPO RIF payable	4,000,000	2,000,000
Accrued interest payable	27,687,951	25,942,463
Bonds, notes payable and other obligations, current portion	14,460,000	7,425,000
Unearned revenue	575,000	12,318,439
<b>Total payable from restricted current assets</b>	<b>69,051,895</b>	<b>92,822,518</b>
<b>Total current liabilities</b>	<b>78,312,914</b>	<b>98,560,599</b>
<b>NONCURRENT LIABILITIES:</b>		
Bonds, notes payable and other obligations, net of current portion	1,733,443,031	1,433,999,854
<b>Total noncurrent liabilities</b>	<b>1,733,443,031</b>	<b>1,433,999,854</b>
<b>Total liabilities</b>	<b>1,811,755,945</b>	<b>1,532,560,453</b>
Total deferred inflows of resources	235,911	278,184
<b>Total liabilities and deferred inflows of resources</b>	<b>1,811,991,856</b>	<b>1,532,838,637</b>
<b>NET POSITION:</b>		
Net Investment in capital assets	439,875,334	447,015,053
Restricted for debt service	118,363,136	106,764,024
Unrestricted	105,582,489	82,371,956
<b>Total net position</b>	<b>663,820,959</b>	<b>636,151,033</b>
<b>Total liabilities and net position</b>	<b>\$ 2,475,812,815</b>	<b>\$ 2,168,989,670</b>

## Statements of Revenue, Expenses and Changes in Net Position Years Ended June 30, 2019 and 2018

	2019	2018
<b>OPERATING REVENUES:</b>		
Tolls	\$ 108,314,272	\$ 91,491,730
Grant proceeds and other operating	40,514	681,812
<b>Total operating revenues</b>	<b>108,354,786</b>	<b>92,173,542</b>



## Statements of Revenue, Expenses and Changes in Net Position (continued)

Years Ended June 30, 2019 and 2018

	2019	2018
<b>OPERATING EXPENSES:</b>		
Administrative expenses	9,581,813	7,671,173
Operations and maintenance	18,942,686	19,196,015
Other operating expenses	6,099,937	3,689,114
Depreciation and amortization	29,933,665	28,045,493
<b>Total operating expenses</b>	<b>64,558,101</b>	<b>58,601,795</b>
<b>Operating income</b>	<b>43,796,685</b>	<b>33,571,747</b>
<b>NONOPERATING REVENUES (expenses):</b>		
Interest income	5,273,584	2,541,537
Gain on sale of assets	4,348	—
Financing expense	(2,529,291)	( 226,753)
Interest expense, net of interest capitalized	(35,551,238)	(34,908,809)
<b>Total nonoperating revenues (expenses), net</b>	<b>(32,802,597)</b>	<b>(32,594,025)</b>
<b>Change in net position before capital grants and contributions</b>	<b>10,994,088</b>	<b>977,722</b>
TxDOT capital grants and contributions, net	16,675,838	17,326
<b>Change in net position</b>	<b>27,669,926</b>	<b>995,048</b>
Total net position at beginning of year	636,151,033	635,155,985
Total net position at end of year	<b>\$ 663,820,959</b>	<b>\$ 636,151,033</b>

## Statements of Cash Flows

Years Ended June 30, 2019 and 2018

	2019	2018
<b>Cash flows from operating activities:</b>		
Receipts from toll fees	\$ 101,641,302	\$ 91,130,996
Receipts from grants and other income	40,514	681,812
Payments to vendors	(26,158,836)	(22,051,246)
Payments to employees	(5,160,799)	(4,789,619)
<b>Net cash flows provided by operating activities</b>	<b>70,362,181</b>	<b>64,971,943</b>
<b>Cash flows from capital and related financing activities:</b>		
Proceeds from notes payable and other obligations	312,568,386	90,521,885
Payments on revenue bonds issuance	(2,254,919)	—
Payments on interest	(52,427,010)	(54,324,611)
Payments on bonds	(9,028,847)	(9,403,471)
Purchase of capital assets	(1,022,477)	(302,647)
Payments for construction in progress	(174,467,655)	(240,014,400)
Proceeds from capital grants	9,114,794	28,679,062
<b>Net cash flows provided by (used) in capital and related financing activities</b>	<b>82,482,272</b>	<b>(184,844,182)</b>

## Statements of Cash Flows (continued)

Years Ended June 30, 2019 and 2018

	2019	2018
<b>Cash flows from investing activities:</b>		
Interest income, gross of capitalized interest	9,913,994	5,083,086
Purchase of investments	(379,881,060)	(178,465,748)
Proceeds from sale or maturity of investments	289,512,410	261,164,872
<b>Net cash flows provided by (used in) investing activities</b>	<b>(80,454,656)</b>	<b>87,782,210</b>
<b>Net increase (decrease) in cash and cash equivalents</b>	<b>72,389,797</b>	<b>(32,090,029)</b>
Cash and cash equivalents at beginning of year	169,170,745	201,260,774
Cash and cash equivalents at end of year	<b>\$ 241,560,542</b>	<b>\$ 169,170,745</b>
<b>Reconciliation of change in net position to net cash provided by operating activities:</b>		
Operating income	\$ 43,796,685	\$ 33,571,747
<b>Adjustments to reconcile change in net position to net cash provided by operating activities:</b>		
Depreciation and amortization	29,933,665	28,045,493
<b>Changes in assets and liabilities:</b>		
Increase in due from other governments	(8,009,082)	(391,555)
(Increase) decrease in prepaid expenses and other assets	(153,649)	(8,519)
Increase (decrease) in accounts payable	3,289,075	(727,881)
Increase in accrued expenses	233,863	4,541,014
Increase in pension asset	649,171	(471,258)
Increase in deferred outflow of resources	664,726	421,167
Increase (decrease) in deferred inflow of resources	(42,273)	(8,265)
<b>Total adjustments</b>	<b>26,565,496</b>	<b>31,400,196</b>
<b>Net cash flows provided by operating activities</b>	<b>\$ 70,362,181</b>	<b>\$ 64,971,943</b>
<b>Reconciliation of cash and cash equivalents:</b>		
Unrestricted cash and cash equivalents	\$ 44,232,326	\$ 49,687,164
<b>Restricted cash and cash equivalents:</b>		
Current	69,051,895	92,822,518
Noncurrent	128,276,321	26,661,063
<b>Total</b>	<b>\$ 241,560,542</b>	<b>\$ 169,170,745</b>





*about the*  
*Central Texas*  
**REGIONAL  
MOBILITY  
AUTHORITY**

The Central Texas Regional Mobility Authority is a local, independent government agency created in 2002 to improve the regional transportation system in Travis and Williamson counties. The Mobility Authority implements innovative and sustainable transportation options to enhance quality of life and economic vitality in Central Texas. The Mobility Authority operates 183A Toll, 290 Toll, the 71 Toll Lane, the MoPac Express Lane, 45SW Toll, and 183 Toll (Phase I). The agency is finishing construction of the 8-mile 183 South Project and the 290/130 Flyovers Project.

For more information, visit [www.mobilityauthority.com](http://www.mobilityauthority.com).





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