



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY



20 YEARS OF MOBILITY

2022
ANNUAL
REPORT

TABLE OF CONTENTS

1	Regional Map
1	About the Mobility Authority
2	A Letter From Our Chairman
4	A Letter From Our Executive Director
6	Our Board of Directors
8	20 Years of the Mobility Authority
14	183A Phase III Project
15	183 North Mobility Project
16	Barton Skyway Ramp Relief Project
17	Projects Under Study
18	Travis County Projects
20	Programs: More than Roads
24	2022 Strategic Plan
25	2022 Financial Statements

REGIONAL MAP



ABOUT THE MOBILITY AUTHORITY

The Central Texas Regional Mobility Authority is a local, independent government agency created in 2002 to improve the regional transportation system in Travis and Williamson counties. The Mobility Authority implements innovative and sustainable transportation options to enhance quality of life and economic vitality in Central Texas. The Mobility Authority owns and operates 183A Toll, 290 Toll, the 71 Toll Lane, the MoPac Express Lane, 45SW Toll, and 183 Toll. For more information, visit [MobilityAuthority.com](https://www.MobilityAuthority.com)

20 YEARS OF MOBILITY



A LETTER FROM OUR
CHAIRMAN



We've taken care to innovate, as well as explore new concepts and technology, benefiting our customers and turning our organization into an industry leader."

CELEBRATING THE PAST

2022 marks a special year for the Mobility Authority. This year, we celebrate our 20th anniversary – two decades of mobility progress, delivering on our commitment to implement innovative, multimodal transportation solutions.

From the beginning, our agency has refused to fall prey to stagnancy – a symptom that often plagues the transportation sector. Instead, the Mobility Authority hit the ground running in 2002 with the planning and design of the first phase of the 183A Toll Road. Now the agency operates six open roadways, connecting two of the fastest growing counties in the state. We continue to subscribe to the idea that for transportation projects to truly succeed, we must think slow and act fast. As a result, the Mobility Authority is already in the process of constructing two additional projects that will provide congestion relief and reliable options for Travis and Williamson counties.

There are lessons to be learned from the past. For the Mobility Authority, it comes down to a few factors. First, we've taken care to innovate, as well as explore new concepts and technology, benefiting our customers and turning our organization into an industry leader. From being the first in the region to install wrong-way driving technology, to implementing and planning more than 70 miles of bike and pedestrian paths, and piloting next-generation roadway technology, we continue to explore and expand upon all the ways mobility can make an impact in the daily lives of our community.

Our success is truly a testament to the staff and leadership who comprise the Mobility Authority. These are Central Texans, dedicated transportation, engineering, and community experts, whose technical knowledge and commitment to our agency's mission are responsible for achieving our objectives.

Along our journey, we discerned that in order to not only contribute, but play a pivotal role in the transformation of our region's transportation system, we must invest in collaborative partnerships. This means working with folks both within and beyond our industry, from state agencies to local neighborhood associations. It is through these partnerships that we are able to develop projects that reflect the current and future mobility needs of our region.

At our core, the Mobility Authority has always been about enhancing the lives of all Central Texans. Thank you for supporting us these last 20 years – we are honored to have your trust and will continue to work tirelessly to contribute to the solutions of our region's most complex mobility problems.

Sincerely,

Bobby Jenkins
Chairman



A LETTER FROM OUR
**EXECUTIVE
DIRECTOR**

“

In the last few years, as the world grappled with a public health crisis, we have truly illustrated who we are – an agency focused on enhancing the lives of our community.”

A NEW ERA

It is a privilege to lead the Mobility Authority as we mark our 20-year anniversary.

Throughout the decades, this agency has demonstrated a commitment to advancing connectivity and reliability in the region. In the last few years, as the world grappled with a public health crisis, we have truly illustrated who we are – an agency focused on enhancing the lives of our community. We sustained that focus under challenging circumstances and evolved with the community as we changed how we live, work, and move around Central Texas. Despite the obstacles, we managed to reach this impressive anniversary milestone on a high note, with traffic on our roadways bypassing pre-pandemic levels and having recently delivered the largest single roadway project by a local entity in our region’s history. We also recently broke ground on two major projects that will proactively work to ease congestion and enhance quality of life for our fellow residents.

As we head into 2023, the Mobility Authority is well-positioned to build upon this success. Our dedicated workforce, financial strength, and proven ability to execute critically needed infrastructure will enable us to continue to advance our regional transportation system and position our community for sustained economic health.

Our dedicated staff reflects our ambitions to drive innovation, push the standards on road safety, and maintain the balance of the need for infrastructure with the protection of our environment. We’ve made a tremendous start and I am optimistic about what we’ll be able to accomplish together as we embark on a new era in mobility.

As we plan for the future, we will continue to ask the important questions: How best to continue carrying out our mission? In what ways can we bolster our reach and communication with the community and our customers? And what system gaps can we fill in with roadway safety and alternative transportation?

It is a worthy charge and one I hope you will join with us.

Sincerely,

James M. Bass
Executive Director

OUR BOARD OF DIRECTORS

We are governed by a seven-member board of directors who are responsible for setting policies, identifying priority projects, and ensuring that the agency operates in an efficient, effective, and transparent manner. The Governor appoints the Chairman, and the Commissioners Courts for Travis and Williamson counties each appoint three members to voluntarily serve on the Board for two-year terms.



BOBBY JENKINS
Chairman
Gubernatorial Appointee
Sworn in 2019



NIKELLE S. MEADE
Vice-Chair
Travis County Appointee
Sworn in 2012



DAVID SINGLETON
Board Treasurer
Williamson County Appointee
Sworn in 2003



MIKE DOSS
Board Secretary
Williamson County Appointee
Sworn in 2019



DAVID B. ARMBRUST
Board Member
Travis County Appointee
Sworn in 2012



HEATHER GADDES
Board Member
Williamson County Appointee
Sworn in 2021



JAY BLAZEK CROSSLEY
Board Member
Travis County Appointee
Sworn in 2022

OUR COLLECTIVE HISTORY



EXPLOSIVE GROWTH

Think back to the turn of the century. Austin and the larger Central Texas region had been experiencing significant and steady growth. The once-small college town was becoming a bustling city – THE place to be, rated among the top places to live year after year.

With opportunity also comes challenges. Roads and highways designed to accommodate “old Austin” were hindered by severe congestion. In fact, Austin had become the most congested medium-sized city in the entire country¹ – and this caused significant economic and safety impacts for our residents.

All this was compounded by the fact that transportation funding was failing to keep up with demand. State and federal gasoline taxes had not been increased since 1991 and 1993, respectively, and that gas tax generated funding could only provide for about one-third of the transportation projects needed in Central Texas.² With a general resistance to tax increases, lawmakers had difficulty finding enough funding to address the region’s need.

Counties to tackle U.S. 183 bypass- New regional group makes solution for congested highway its top priority

By Laura Heinauer

CEDAR PARK -- A toll road alternative to the notoriously jammed U.S. 183 moved one step closer to reality last week when it was named the initial project for a joint effort by Williamson and Travis counties to address traffic concerns.

In their regional mobility authority petition to the state transportation commissioner's office, commissioners from Travis and Williamson counties identified U.S. 183A, a project estimated to cost \$276.5 million, as the first project the coalition would pursue; it would be followed by Texas 45 Southeast, which would connect Texas 130 with Interstate 35 in southeastern Travis County.



Critically needed projects were being stalled, some for **several decades**

The region simply could not afford or build enough roads to accommodate this growth. The money available to address local road needs was insufficient to build or maintain even modest plans in a timely manner. Critically needed projects were being stalled, some for several decades, or passed off to local municipalities who were unequipped to fund and execute these large-scale projects themselves.

Additionally, rapid population growth was projected to continue, doubling over the next quarter of a century. It was imperative that state leaders find and implement a new strategy and new funding options to make up for the billions in shortfall.

THE FORMATION OF THE MOBILITY AUTHORITY

As a result, transportation funding was a major focus during the 77th Texas Legislative session in 2001 and led to the passage of Senate Bill 342, authorizing the formation of regional mobility authorities (RMAs). RMAs were intended to provide for local control over the planning, development, and financing of toll roads as a way to enable regions to leverage limited transportation dollars into funding for major improvements and much needed congestion relief.

Travis and Williamson County Commissioners acted quickly to take the necessary step toward improving mobility in the region and filed a petition to form the Central Texas Regional Mobility Authority in September 2002. Shortly after, the Texas Transportation Commission granted approval for its formation and the Counties appointed the original board of directors in January 2003, putting into action the first Regional Mobility Authority in the State of Texas.

The final piece of this puzzle came in 2003 when the Texas Legislature passed House Bill 3588 to form a statutory framework allowing RMAs to utilize innovative tools to develop and finance a variety of multi-modal transportation projects.

¹ Schrank, David, and Lomax, Tim.. The 2002 Urban Mobility Report. Texas A&M University: Texas Transportation Institute. June 2002. <https://static.tti.tamu.edu/tti.tamu.edu/documents/umr/archive/mobility-report-2002.pdf>

² Heald, Charles W. "Whether under the Texas Constitution the Texas Department of Transportation May Provide Funds for a Toll Road Project without a Requirement for Repayment." Received by Honorable John Cornyn, 1 Dec. 2000, <https://www.texasattorneygeneral.gov/sites/default/files/request-files/request/2000/RQ0319JC.pdf>.



In our short history, the Mobility Authority has transformed a regional investment of **\$670 million into \$2.97 billion** in added capacity infrastructure projects.

MISSION-DRIVEN

Despite its infancy, the Mobility Authority was now entrusted with the enormous task of finding ways to fund and construct transportation infrastructure throughout the region. It adopted a mission statement, began collaborating with other regulatory and transportation authorities, and implemented a comprehensive Public Involvement Plan to guide communications with the community. From the beginning, the Mobility Authority focused on setting a high standard, following best practices, and hiring experienced professionals to successfully implement a new vision for enhanced mobility in Central Texas.

As evident from our mission statement then and now, our agency has always understood that mobility is intrinsically linked to the quality of life of our community. Reliability, safety, accessibility, and environmental health are all key elements encompassed by this holistic term – and are all impacted by how we go about strategically planning, investing, and constructing our transportation infrastructure. In the same vein, alleviating congestion and increasing connectivity helps sustain our region's economic engine.

With flexible financial tools at its disposal, the Mobility Authority funds mission-driven projects and system improvements through revenue bonds. User fees are then used to fund operations and repay those bonds. In addition, once a project is complete, toll revenue collected stays local, covering routine maintenance of our facilities, as well as future

infrastructure improvements and expansions in Central Texas. The Mobility Authority also pursues loans under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program which can help supplement project funding. It's through these financial mechanisms which allow our agency to deliver critically needed projects in a timely manner compared to the traditional pay-as-you-go, tax-supported approach.

In our short history, the Mobility Authority has transformed a regional investment of \$670 million into \$2.97 billion in added-capacity infrastructure projects, with over 600 tolled and non-tolled lane miles* developed with nearly half of those still operated by the agency.

**Includes 183A Toll, 290 Toll, 71 Toll Lane, MoPac Express Lane, 455W Toll, and 183 Toll.*





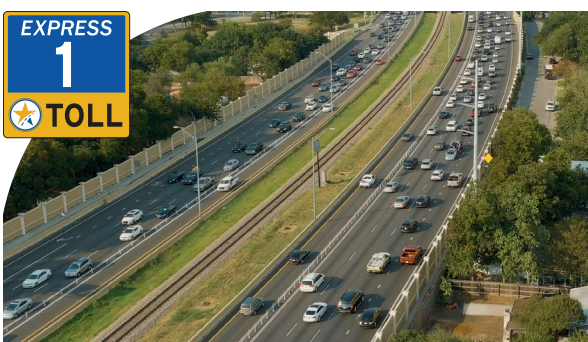
183A Toll: The Mobility Authority's inaugural project – an 11-mile toll road from RM 620 through Cedar Park and Leander – created a reliable alternative to the gridlocked US 183. Since the second phase opened in 2012, increasing numbers of commuters have taken advantage of its time-saving benefits. In addition, the corridor primed the region for economic development, attracting millions of dollars of commercial and residential real estate, retail, restaurants, and more.



290 Toll: Mirroring the success of 183A, the 6.2-mile 290 Toll Road tripled the previous capacity of US 290, transforming one of our area's most gridlocked routes into one of the fastest ways in and out of Austin during rush hour. Since opening in 2014, retail outlets, restaurants, medical facilities, and other businesses have flocked to the corridor, showing just how closely infrastructure and economic opportunity are linked.



71 Toll Lane: In 2017, the Mobility Authority celebrated the opening of our third toll road, offering drivers a free-flowing and reliable bypass route along SH 71 east of the Austin-Bergstrom International Airport (AUS) from Presidential Boulevard to SH 130. The airport continues to experience significant growth in passengers, prompting a massive expansion project. Electric car manufacturer Tesla has constructed a new factory on a 2,100-acre site just north of the SH 71/SH 130 Toll interchange.



MoPac Express Lane: This 11-mile, variably priced express lane stretches from Cesar Chavez Street in downtown Austin north to Parmer Lane, providing drivers with a reliable alternative, particularly during congested time periods.



45SW Toll: This greenfield project created a brand-new connection for drivers between the southern end of MoPac and FM 1626 in Hays County. During peak travel periods, traffic volumes on Brodie Lane have been reduced by up to 32 percent, offering greater mobility and safety for drivers and residents alike. Through innovative construction practices and implementation of permanent Best Management Practices (BMPs), the roadway ensures continued protection of water quality and the Edwards Aquifer Recharge Zone.



183 Toll: The latest roadway to open, the 8-mile 183 Toll Road tripled the previous capacity of US 183 with three toll lanes and up to three non-tolled lanes in each direction, improved the non-tolled general-purpose lanes, and provided a non-stop route to Austin-Bergstrom International Airport. With more than \$25 million in added pedestrian and bicycle facilities, this new connection provides safe and reliable connectivity for all users.

HISTORY OF PROVEN SUCCESS

Earlier population projections were right – less than a quarter-century later, our community now totals more than 2.3 million people. Major tech and manufacturing companies including Tesla, Samsung, Apple, and Oracle now call Central Texas home, drawing even more businesses and people to the area.

All types of travel have increased significantly and our facilities are recording all-time high usage. Our pedestrian- and cyclist-friendly facilities are serving an even greater need since the COVID-19 pandemic.

With the exploding population and stagnant gas tax, our purpose has never been greater. Building on our history of proven success, should the projects under study move forward, we would leverage our investment in the region to a total of \$3.8 billion in infrastructure improvements for Central Texas in the near term. About one-half of that investment includes non-tolled improvements, such as new as well as additional general-purpose lanes, bike and pedestrian enhancements, and aesthetic upgrades, to enhance mobility for all travelers.

While our agency serves an important role in transforming our regional transportation system, we are only one piece of the larger mobility puzzle. Our success is due in part to the assistance, funding, and collaboration we have received from our local and state partners. Their support has been critical to our ability to deliver new and innovative mobility solutions to Central Texas.

Together we'll deliver the mobility solutions that make us safer, stronger, and more resilient.



183A PHASE III PROJECT

PROACTIVE CONGESTION RELIEF

The project includes a 5.3-mile extension of the existing 10-mile 183A Toll Road north from Hero Way to north of SH 29. Together with the associated access ramps, frontage road improvements and transitions the overall project length will be approximately 6.6 miles.

The timing of the 183A Phase III Project has always been an important consideration for the Mobility Authority, knowing that unprecedented growth in both Leander and Liberty Hill will continue in the coming years. The Project is designed to accommodate this growth by providing a reliable, safe, and time-saving travel option, in addition to implementing non-tolled improvements.

With more than a year of construction already under our belt, progress on the 183A Phase III Project has remained strong and steady. Field crews have been hard at work installing drainage, retaining walls, and performing extensive earthwork. Most visible, however, is the construction of bridges that will eventually carry the new 183A Toll lanes over key intersections.

In addition to providing proactive congestion relief to Williamson County, the project will also address multimodal mobility needs with an adjacent shared use path for bicyclists and pedestrians that will stretch from the existing path at Hero Way to Seward Junction Loop, connecting Liberty Hill to Leander and Cedar Park by bike or foot.

The design-bid-build project is being constructed by The Lane Construction Corporation and is anticipated to open to traffic in 2025.

With more than
a year of construction
already under our belt,
progress on the 183A
Phase III Project has
remained strong and
steady.

183 NORTH MOBILITY PROJECT

IMPROVING MOBILITY, CULTIVATING COMMUNITY

In the spring of this year, the Mobility Authority broke ground on the 183 North Mobility Project which will improve mobility, reduce congestion, and enable more reliable travel times for commuters, public transit, and emergency responders. The project includes two tolled express lanes in each direction along a 9-mile stretch of US 183 in North Austin from its intersection with MoPac to SH 45 North, a direct connector to the existing MoPac Express Lane, and a fourth general-purpose lane in areas where only three currently exist along northbound and southbound US 183.

With the addition of several non-tolled elements including new shared use path connections, sidewalks and cross-street connections for bicycles and pedestrians, the 183 North Mobility Project illustrates the Mobility Authority's commitment to delivering a comprehensive mobility system for the region. Through its added capacity and mobility options, and by connecting it with the agency's existing 183A Toll and MoPac Express Lane, this project will allow for complete connectivity from Liberty Hill to downtown Austin.

As construction begins to advance, field crews have already launched a multi-phased approach to resurfacing the existing roadway along the project corridor, as well as working on bridge foundations and the installation of LED high mast lighting which will improve visibility and safety in the corridor.

The design-build project is being constructed by Great Hills Constructors, a joint venture comprised of Archer Western Construction and Sundt Construction. It is anticipated to open to traffic in 2026.

The 183 North Mobility
Project will allow for
complete connectivity
from Liberty Hill to
downtown Austin.



BARTON SKYWAY RAMP RELIEF PROJECT

EXPEDITIOUS SOLUTIONS

The Mobility Authority identified the need for the Barton Skyway Ramp Relief Project through outreach efforts related to the MoPac Improvement Project in 2019. Overwhelming demand for the southbound MoPac corridor near Barton Skyway and Bee Caves Road has exceeded capacity of the existing configuration. Concerns for congestion and safety prompted the Mobility Authority to expedite delivery of a relief project.

The Barton Skyway Ramp Relief Project will add pavement for auxiliary and merge lanes on southbound MoPac at Bee Caves Road and Barton Skyway entrance ramps. These non-tolled improvements intend to alleviate congestion at Winsted Lane, Enfield Road, Bee Caves Road, and Barton Skyway, and improve travel time throughout the corridor.

This fall, the Board of Directors awarded the contract for construction to Dan Williams Company. Construction is anticipated to begin in 2023.

The Barton Skyway Ramp Relief Project will add pavement for auxiliary and merge lanes on southbound MoPac designed to alleviate congestion extending all the way up to Lady Bird Lake.



UNDER STUDY

STAYING AHEAD OF THE CURVE

Developing an efficient and safe transportation system requires a visionary, yet pragmatic, approach. Particularly for one of the fastest growing regions in the country, that translates to identifying gaps in infrastructure and planning for the future. The Mobility Authority's success in delivering timely, critically needed projects to Central Texas is in part due to the organization's ability to balance projects at different stages of planning and development.

290 EAST: LIVING ON THE EDGE

From its opening in 2014, to its subsequent phases of expansion, usage of the 290 Toll Road is higher than ever. And it's no wonder, as small towns like Manor, Hutto, and Taylor have captured the attention of residents and tech companies alike. It's transformative economic development like that of the Samsung semiconductor campus planned for Taylor that will continue to drive growth in the eastern portion of the region and make the efficient movement of people and goods all the more critical for the economic wellbeing of this community.

As such, there is considerable community interest in the feasibility of extending the 290 Toll Road to SH 95 in Elgin. If identified as a Mobility Authority project, next steps could include additional traffic data analysis, identifying funding options and availability, consideration of the effects of other potential projects in the area, and collaboration with local officials and other regional agencies like the Capital Area Metropolitan Planning Organization (CAMPO).



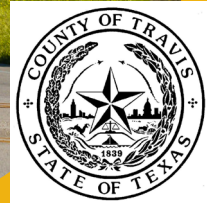
MOPAC SOUTH: PROVEN PERFORMANCE

Expanding population and regional development has transformed the MoPac Expressway from a roadway that served primarily local traffic into an essential connection for the Central Texas region. In particular, the stretch of corridor between Cesar Chavez Street and Slaughter Lane provides a critical link to downtown Austin.

The Mobility Authority is performing an environmental study to determine the best option for improving mobility and safety along this eight-mile segment in a manner that promotes environmental stewardship, and reliability for all road users. To date, the Mobility Authority has held five open houses to gather feedback and input from the community and is currently planning for additional public meetings to finalize the environmental phase.

The Mobility Authority is expediting delivery of several projects in Travis County's Capital Improvement Program. This partnership leverages the Mobility Authority's unique organizational structure to develop and construct the projects on an accelerated timeline, with the County providing the funding, operation, and maintenance of the non-tolled facilities. These projects will address drainage and roadway safety concerns while facilitating bicycle and pedestrian movement.

- The roadway now allows for dedicated bicycle and pedestrian movement and accommodates local traffic to nearby neighborhoods and schools and travelers to Circuit of the Americas events. In addition, the project features a new bridge crossing Dry Creek to mitigate historic roadway flooding and allow safe access and an evacuation route.



- 4 **Ross Road:** A 0.8-mile section of Ross Road from Pearce Lane to Heine Farm Road is currently serving as a two-lane road for commuter and school traffic. The project will widen the existing road to a three-lane road with bicycle and pedestrian facilities.
- 5 **Thaxton Road:** A 0.71-mile section of Thaxton Road from McKinney Falls Parkway to Sassman Road will be reconstructed from the existing two-lane road to a five-lane roadway that includes a continuous center turn lane, bike lanes and sidewalks.
- 6 **Old Lockhart Road:** A 1.7-mile section of Old Lockhart Road from Capitol View Drive to Thaxton Road will have shoulders added in both directions.
- 7 **South Pleasant Valley Road:** A 2.5-mile section of Bradshaw Road and Turnersville Road will be reconstructed as South Pleasant Valley Road from River Plantation Drive to SH 45 from existing two-lane roads to a four-lane divided road with bike lanes and sidewalks.
- 8 **Old San Antonio Road:** A 2.1-mile section of Old San Antonio Road from FM 1626 to Puryear Road will have shoulders added in both directions.

GOING THE EXTRA MILE

Whether you walk, bike, drive, or take the bus to your destination, we're committed to incorporating shared use paths, sidewalks, and cross-street connections into our projects.

The Mobility Authority is committed to playing a strategic and active role in managing demand and delivering solutions for all Central Texans. This means looking at the big picture – leveraging industry best practices and new technologies, prioritizing customer and community service, and providing a transportation solution, whether you walk, bike, drive, or take the bus to your destination.





MORE THAN ROADS

Bicycle and Pedestrian Accommodations

Be it for recreation or to commute, our pedestrian- and cyclist-friendly facilities serve an important role in connecting our community. It's why we're committed to incorporating shared use paths, sidewalks, and cross-street connections into our projects. The latest having been installed along the 183 Toll Road – we invested more than \$25 million in active transportation improvements including 10 miles of shared use path, 16 miles of bike lanes, and five pedestrian bridges improving connectivity and safety.

To date, the Mobility Authority has more than 70 miles of shared use paths or sidewalks in place or planned across the region.

Regional Partners, Regional Solutions

A key component of managing demand is to make carpooling and transit usage a more viable option for a greater percentage of commuters. To that end, CapMetro buses and registered vanpools ride toll-free on all Mobility Authority facilities. Multimodal transportation alternatives remain a priority and studying the feasibility of Park & Ride facilities with our regional transportation partners will continue. Commuter lots are under consideration near several Mobility Authority facilities.

TRANSFORMATIVE TECHNOLOGY

Innovations in transportation technology go far beyond autonomous vehicles. It's a large field that is quickly becoming more advanced and has enormous potential to optimize roadway utilization and safety. We pride ourselves on being early adopters of these innovative advancements, continuing our long-standing position in the industry as a leader in emerging mobility technology.

The Traffic Incident & Management (TIM) Center

The TIM Center affords us the ability to monitor our facilities via video and roadway sensors for advanced incident management and maintenance. This coordinated monitoring effort enables faster and more efficient responses to accidents and other interruptions to traffic flow. In addition, the Mobility Authority has also implemented a system to compile data from sensors, connected vehicles, and smartphone applications through our latest partnership with Rekor. Combined Artificial Intelligence algorithms and machine learning, the Rekor

platform will be used to predict areas prone to congestion, identify locations where crashes have occurred or are likely, and alert emergency responders.

Wrong-Way Driving Detection

The Mobility Authority implemented the region's first intelligent warning system, which actively monitors and detects wrong-way entrants on 45SW Toll; activates flashing roadside signage to alert drivers and encourage self-correction before notifying the Mobility Authority's TIM Center and the region's first responders.

EFFICACY & RELIABILITY

It's not enough to just build a facility and hope for the best. It's important to ensure that these facilities continue to effectively serve the needs of our community long into the future.



Asset Management

The Mobility Authority's Transportation Asset Management Plan promotes organization, communication and planning, and facilitates strategic management of the agency's infrastructure investments through proactive – rather than reactive – program management. Using a web-enabled integrated Geographic Information System (GIS) enterprise asset management software solution, assets are inventoried, condition data is collected, and maintenance activity is recorded. This program helps optimize life cycle costs, mitigate risks, and manage asset performance at the individual, system and portfolio levels.



Qualified Veteran Discount Program

The Board Members and staff of the Central Texas Regional Mobility Authority honor and appreciate the service of the men and women of our military forces, past and present. This program allows qualified veterans to apply for toll-free trips on 183A Toll, 290 Toll, the 71 Toll Lane, 45SW Toll, and 183 Toll.



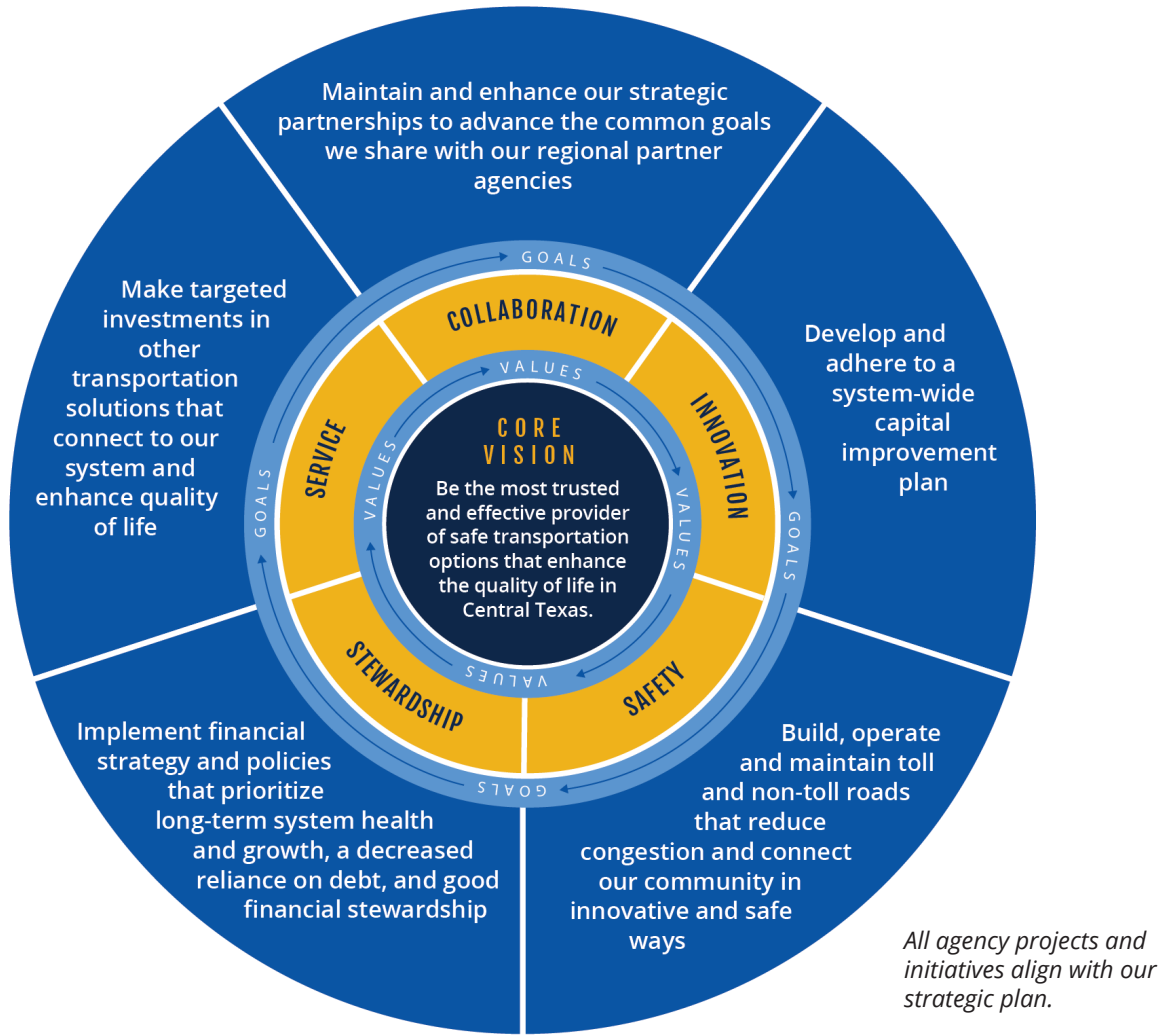
Habitual Violator Policy

Toll lane performance delivers serious benefits to drivers through reduced congestion, reliable travel times, and improved air quality. Critical to their performance is enforcement, and improper use of these lanes by violators hinders their effectiveness. The Agency's enforcement program addresses chronic non-payment of tolls by habitual violators (i.e., registered vehicle owners who have been issued two notices of non-payment for 100 or more unpaid tolls in one year). Enforcement options include posting the violators' names on the agency website, blocking vehicle registration renewal, prohibiting violators' vehicles on Mobility Authority roadways, and on-road enforcement of the vehicle ban.

GPS NAVIGATION: GOALS, PURPOSE, AND SOLUTIONS

The Mobility Authority board of directors adopted a new Strategic Plan in the fall of 2022. This strategic plan will help guide our projects and initiatives over the next several years. Not only will it help direct our efforts in meeting regional demand, but also help make decisions that align with our mission every step of the way.

We’re steering Central Texas forward by demonstrating our core values in everything we do.



2022 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 MobilityAuthority.com/financials.

Statements of Net Position June 30, 2022

	2022
CURRENT ASSETS:	
Unrestricted:	
Cash and cash equivalents	\$ 90,089,579
Investments	96,766,386
Due from other governments	19,217,740
Accrued interest receivable	695,361
Prepaid expenses and other assets	128,063
Total unrestricted	<u>206,897,129</u>
Restricted:	
Cash and cash equivalents	120,529,425
Total restricted	<u>120,529,425</u>
Total current assets	<u>327,426,554</u>
NONCURRENT ASSETS:	
Restricted assets:	
Cash and cash equivalents	624,686,465
Investments	203,279,998
Total restricted assets	<u>827,966,463</u>
Net Pension asset	2,549,818
Total capital assets, net	2,136,293,803
Total assets	<u>3,294,236,638</u>
Total deferred outflows of resources	<u>180,257,678</u>
Total assets and deferred outflows of resources	<u>\$ 3,474,494,316</u>

2022 FINANCIAL STATEMENTS

Statements of Net Position (continued) June 30, 2022

	2022
CURRENT LIABILITIES:	
Payable from current assets:	
Accounts payable	\$ 3,466,462
Due to other governments	3,200,392
Accrued expenses	683,797
Total payable from current assets	<u>7,350,651</u>
Payable from restricted current assets:	
Construction accounts payable	53,258,228
Accrued interest payable	41,012,840
Bonds, notes payable and other obligations, current portion	26,258,357
Total payable from restricted current assets	<u>120,529,425</u>
Total current liabilities	<u>127,880,076</u>
NONCURRENT LIABILITIES:	
Bonds, notes payable and other obligations, net of current portion	2,723,873,806
Total noncurrent liabilities	<u>2,723,873,806</u>
Total liabilities	2,851,753,882
Total deferred inflows of resources	1,817,481
Total liabilities and deferred inflows of resources	<u>2,853,571,363</u>
NET POSITION:	
Net investment in capital assets	269,890,715
Restricted for net pension asset	1,701,250
Restricted for debt service	76,695,425
Unrestricted	272,635,563
Total net position	<u>\$ 620,922,953</u>

2022 FINANCIAL STATEMENTS

Statements of Revenues, Expenses and Changes in Net Position Year Ended June 30, 2022

	2022
OPERATING REVENUES:	
Tolls	\$ 174,811,965
Other operating	226,580
Total operating revenues	<u>175,038,545</u>
OPERATING EXPENSES:	
Administrative expenses	8,337,566
Operations and maintenance	30,680,940
Other operating expenses	7,513,534
Depreciation and amortization	58,885,263
Total operating expenses	<u>105,417,303</u>
Operating income	<u>69,621,242</u>
NONOPERATING REVENUES (EXPENSES):	
Interest income	1,398,431
Undeveloped project loss	(3,224,417)
Financing expense	(4,869,264)
Interest expense	(79,405,848)
Total nonoperating revenues (expenses), net	<u>(86,101,098)</u>
Change in net position before capital grants and contributions	(16,479,856)
TxDOT capital grants and contributions	922,679
Change in net position	<u>(15,557,177)</u>
Total net position at beginning of year	<u>636,480,130</u>
Total net position at end of year	<u>\$ 620,922,953</u>

2022 FINANCIAL STATEMENTS

Statements of Cash Flows

Year Ended June 30, 2022

2022

Cash flows from operating activities:	
Receipts from toll fees	\$ 176,651,334
Receipts from other income	226,580
Payments to vendors	(44,693,938)
Payments to employees	(5,446,375)
Net cash flows provided by operating activities	<u>126,737,601</u>
Cash flows from capital and related financing activities:	
Contributions on refunded obligations	(11,511,614)
Payments on interest	(77,720,830)
Payments on obligations	(27,211,146)
Payments for capital assets	(6,228,012)
Payments for construction in progress	(145,687,030)
Proceeds from capital grants	922,679
Net cash flows used in capital and related financing activities	<u>(267,435,953)</u>
Cash flows from investing activities:	
Interest income	1,398,431
Purchase of investments	(513,865,747)
Proceeds from sale or maturity of investments	647,913,376
Net cash flows provided by investing activities	<u>135,446,060</u>
Net decrease in cash and cash equivalents	(5,252,292)
Cash and cash equivalents at beginning of year	<u>840,557,761</u>
Cash and cash equivalents at end of year	<u>\$ 835,305,469</u>
Reconciliation of change in net position to net cash provided by operating activities:	
Operating income	\$ <u>69,621,242</u>
Adjustments to reconcile change in net position to net cash provided by operating activities:	
Depreciation and amortization	58,885,263
Changes in assets and liabilities:	
Increase in due from other governments	1,650,547
Increase in prepaid expenses and other assets	25,833
Increase (decrease) in accounts payable	(343,630)
Increase (decrease) in accrued expenses	(2,523,672)
Increase (decrease) in pension asset	(1,958,571)
Increase in deferred outflow of resources	(47,279)
Decrease in deferred inflow of resources	1,427,868
Total adjustments	<u>57,116,359</u>
Net cash flows provided by operating activities	<u>\$ 126,737,601</u>
Reconciliation of cash and cash equivalents:	
Unrestricted cash and cash equivalents	\$ 90,089,579
Restricted cash and cash equivalents:	
Current	120,529,425
Noncurrent	624,686,465
Total	<u>\$ 835,305,469</u>



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

3300 NORTH IH-35, SUITE 300
AUSTIN, TX 78705
MOBILITYAUTHORITY.COM