



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY



MORE THAN
MILES

2024
ANNUAL
REPORT

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, please visit MobilityAuthority.com

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A LETTER FROM OUR CHAIRMAN



As Central Texans, we're proud of the mobility network we've built for our community so that everyone is not only connected but flourishing."

A COMPREHENSIVE APPROACH

The Mobility Authority is intentional about how we approach planning, design, and construction of our projects. By looking at them as part of a whole, we not only find practical solutions, but we often identify other needs and ways to leverage resources and budgets that maximize the benefits for our community. It's one of the reasons why we've successfully transformed a regional investment of \$670 million into \$2.98 billion in added-capacity infrastructure projects.

We recognize that our transportation needs encompass a much broader spectrum of systems and services. They reflect the complexity of modern life and the interconnected systems that support it.

We're committed to taking a comprehensive and holistic approach when delivering mobility solutions to Central Texas. By considering current and future developments, accessibility and multimodal options, and identifying local partnerships, we account for adaptability and resiliency within our regional transportation system.

Today, our facilities serve communities in every direction — north, west, south and east of our capital region. Whether traveling by car, bus, bike, or on foot, all can benefit from our projects. At the same time, we protect our natural resources and align with broader economic goals.

Taking a comprehensive approach allows us to meet the challenges of the present and prepare for the future. As Central Texans, we're proud of the mobility network we've built for our community so that everyone is not only connected but flourishing.

Sincerely,

Bobby Jenkins
Chairman



A LETTER FROM OUR
**EXECUTIVE
DIRECTOR**



Our agency has successfully delivered tolled and non-tolled roads, constructed and converted facilities for pedestrian and bicycle use, and supported transit.”

WHY MOBILITY AUTHORITIES?

Regional Mobility Authorities (RMAs) were created by the legislature in 2001 at a critical juncture in our state’s transportation history. The funds available to address local infrastructure needs fell short and critically needed projects were placed on indefinite holds. It was imperative that state leaders find and implement a new strategy to fund and build our transportation network.

RMAs were created to provide more local control over the planning, development and financing of projects and are inherently multimodal in nature. Our agency has successfully delivered tolled and non-tolled roads, constructed and converted facilities for pedestrian and bicycle use, and supported transit. This year, we’ve continued work on a 7-mile extension of the 183A Trail, connecting residents from Cedar Park to Liberty Hill. We also fully funded the construction of the Barton Skyway Ramp Relief Project, bringing non-tolled improvements and congestion relief to South Austin.

One of the reasons why we’ve been successful in delivering a range of mobility options to our community is because of tolling. The fact is that there are no free roads; there are only toll roads and tax-supported roads. Tolls enable more expedient financing of project costs, allowing for faster delivery than under the traditional, taxpayer-funded pay-as-you-go model. Meaning we don’t have to wait decades to build connections we needed yesterday.

With the flexible financial tools available to RMAs, we can fund system maintenance, improvements and expansions. We can fund the roads, non-tolled enhancements, and develop projects that reflect the current and future mobility needs of our region. We can enhance the lives of all Central Texans.

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



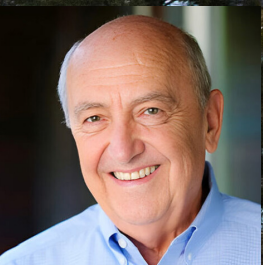
NIKELLE MEADE
Vice-Chair
Travis County Appointee
Sworn in 2012



DAVID SINGLETON
Board Treasurer
Williamson County Appointee
Sworn in 2003



MIKE DOSS
Board Secretary
Williamson County Appointee
Sworn in 2019



DAVID ARMBRUST
Board Member
Travis County Appointee
Sworn in 2012



HEATHER GADDES
Board Member
Williamson County Appointee
Sworn in 2021



BEN THOMPSON
Board Member
Travis County Appointee
Sworn in 2023

MORE THAN MILES

When we think about infrastructure, we often envision a vast network of highways. They are undeniably integral to our everyday lives. They serve as vital arteries connecting communities, facilitating commerce, and enhancing connectivity and accessibility. But the Mobility Authority understands that our regional infrastructure needs go beyond roads.

In today's digital age, investing in a robust digital infrastructure is as important as our physical one. The Mobility Authority has been a leader in deploying and investing in new technology. From installation of an advanced incident detection management and prediction network across our facilities, to enhancing tolling operations to ensure accurate billing and traffic management — the Mobility Authority continues to invest in our technological future to improve roadway safety and expand mobility options.

The Mobility Authority also prioritizes multimodal investment. By integrating and enhancing connections for cyclists, pedestrians, and public transit, we're helping create a more equitable and sustainable community.

By integrating and enhancing connections for cyclists, pedestrians, and public transit, we're helping create a more equitable and sustainable community

This commitment is why we design, construct, and implement Shared Use Paths, sidewalks and cross-street connections as part of every project whenever feasible. Our partnership with CapMetro and CARTS allows toll-free access to all our facilities, encouraging transit ridership and thereby reducing roadway congestion.

We also recognize the vital role that protecting our environment plays in delivering mobility solutions and overall regional health. We do this by mindfully incorporating environmental stewardship and sustainable design principles into the development and construction of our projects. Through these efforts, we're able to minimize our environmental footprint while reinvesting in our community.

We not only develop, deliver, operate and maintain high-quality roadways and related mobility solutions, but we improve community resiliency, support local economic development, and protect our environment.



COMPLETION IS IN SIGHT

The Mobility Authority is nearing the finish line on the 183A Phase III Project in Williamson County. Building on the success of the 183A Toll Road, this \$259M relief project extends the toll road 5.3 miles northward 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.

This project is a direct response to continued exponential growth in the region and along US 183, as evidenced by the many private developments recently built or under construction along the corridor. This project is designed to accommodate this growth and ensure enhanced mobility, safety, and travel time reliability.

In addition to relieving congestion on US 183, the project will also serve multimodal needs with an adjacent Shared Use Path for bicycle and pedestrian travel. This path will connect to the existing 183A Trail and will cross underneath US 183 to link the City of Leander's future Municipal Athletic Complex. Additional and improved signalized pedestrian crossings at SH 29, Whitewing Drive/Larkspur Park Boulevard, Bryson Ridge Trail/US 183, and Hero Way are included in this project to increase safety for pedestrians, bicyclists and other non-vehicular users of the facility.

This year, field crews completed placement of bridge structures and have achieved substantial progress on main lane paving, overhead sign structures, and toll gantries. The project is scheduled to open to traffic in 2025.

In addition to relieving congestion on US 183, the project will also serve multimodal needs with an adjacent Shared Use Path for bicycle and pedestrian travel



The 183 North Mobility Project is set to reshape the transportation landscape in northwest Austin. Improvements on this \$612 million project include 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 and the existing 183A Toll, and a direct connector to the existing MoPac Express Lane.

The project includes several non-tolled improvements such as bicycle and pedestrian connections and the addition of a fourth non-tolled general-purpose lane where only three previously existed.

Originally scheduled to open at the completion of the full project, the Mobility Authority worked diligently to open the fourth lane early to provide added relief ahead of the back-to-school season. As a result, drivers are already benefiting from a 12-20 percent improvement in travel time.

Work continues along the entire corridor and on the direct connector and collector-distributor road improvements at MoPac. Once complete, scheduled for early 2026, this structure will help ease mobility between two of the most highly traveled commuter roadways in Austin.

Looking beyond roadway improvements, the project communications team engages in collaborative efforts to support local neighborhoods and keep the public informed of project updates and community impacts.

A major achievement this year was the successful early opening of an additional non-tolled travel lane in both directions between SH 45 North and MoPac



BIG IMPACT

Connecting communities isn't solely about major construction projects; sometimes big impacts can be achieved through thoughtful design improvements. The Mobility Authority announced the completion of the Barton Skyways Ramp Relief Project opening after less than a year of construction. The previous configuration of this one-and-a-half mile stretch of southbound MoPac between Bee Cave Road and Loop 360 caused unnecessary queuing and lane weaving, slowing down traffic and leading to unpredictable travel times and delays.

The project added an auxiliary lane, an acceleration lane, and reconfigured the ramps in the area to allow drivers more time and space to merge and travel to their destinations. The entrance ramps from Bee Cave Road and Barton Skyway now feed into a new through lane, and drivers entering from Barton Skyway have more space to merge onto MoPac. Additionally, the left lane has become an Exit Only Lane to southbound Loop 360/Capital of Texas Highway with a separate third through lane continuing on southbound MoPac.

This non-tolled improvement project was fully funded by the agency and drivers now spend an average of 30 percent less time traveling through the area.

Since opening to traffic, these enhancements have **reduced travel times by nearly 30% on average, offering Central Texas residents a safer and smoother commute**



UNDER
STUDY



MOPAC SOUTH

The MoPac Expressway between Cesar Chavez Street and Slaughter Lane provides a critical link to downtown Austin and other regional highways. Expanding population, regional development, and changing travel patterns have made the corridor congested and resulted in unreliable travel times for residents, commuters, transit and emergency responders.

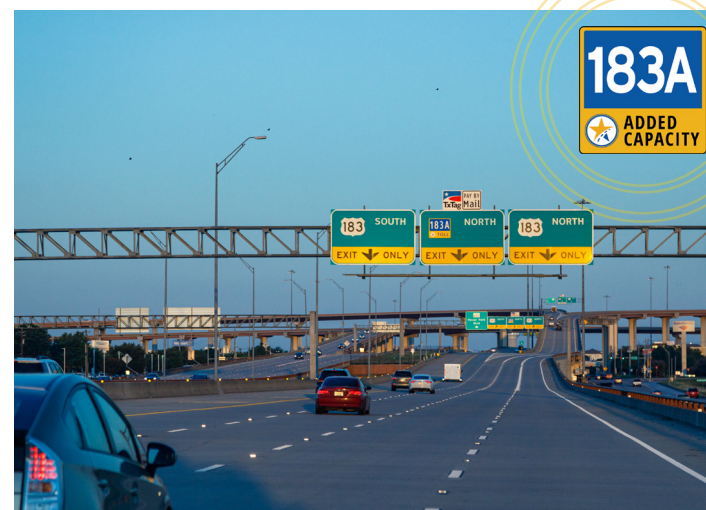
The Mobility Authority is implementing an environmental study to determine the best approach to creating a reliable route while promoting environmental stewardship and sustainability. This year, the project team presented its updated traffic data and alternatives evaluation to reflect the Capital Area Metropolitan Planning Organization (CAMPO) 2045 Travel Demand Model and presented the Recommended Build Alternative at the Project's sixth Open House.



183A ADDED CAPACITY

The Mobility Authority is conducting an environmental study for the possible addition of a fourth lane in the center median of 183A Toll in both directions between FM 620 and Hero Way. An additional lane would be a proactive measure that would allow for the 183A Toll Road to accommodate future traffic volumes and reduce anticipated traffic congestion for years to come.

A Virtual Open House was held in the summer to gather public feedback and support the traffic and environmental analysis. If use of the corridor continues to increase as anticipated, signifying the need for an additional lane, the start of construction would then be dependent on the results of the environmental study, Mobility Authority Board approval, and coordination with the US 183 General Purpose Lanes Project (managed by TxDOT). It is possible construction could begin as early as the second half of 2026.

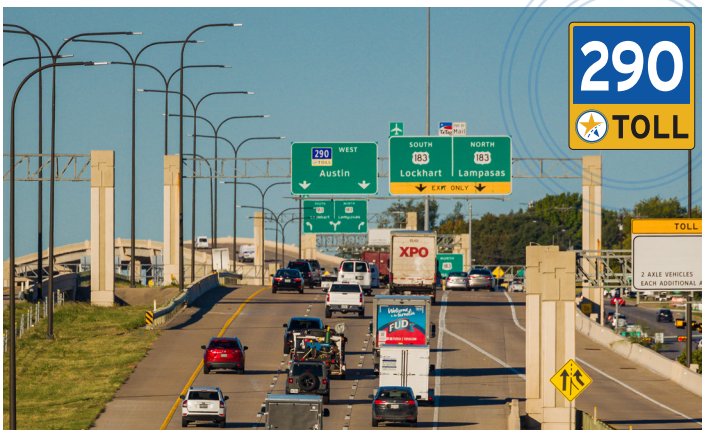


OPEN ROADS



183A TOLL

The Mobility Authority's inaugural project – an 11-mile toll road from RM 620 through Cedar Park and Leander – created a reliable travel alternative to the gridlocked US 183 and primed the region for an upsurge of economic development and investment.



290 TOLL

The 6.2-mile 290 Toll Road tripled the previous capacity of the US 290 corridor between US 183 and Parmer Lane, transforming one of our area's most gridlocked routes into one of the fastest ways in and out of Austin.



71 TOLL LANE

This 4-mile toll lane offers drivers a free-flowing and reliable bypass route along SH 71 east of the Austin-Bergstrom International Airport (AUS) from Presidential Boulevard to just past SH 130.



MOPAC EXPRESS LANE

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



45SW TOLL

This 3.6-mile project created a brand-new connection for drivers between the southern end of MoPac and FM 1626 in Hays County. Through innovative construction practices and implementation of permanent Best Management Practices, the roadway helps prevent impacts to water quality and the Edwards Aquifer Recharge Zone.



183 TOLL

The 8-mile 183 Toll Road tripled the previous capacity of the US 183 corridor between US 290 and SH 71 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.

OPEN TRAILS

183A Trail

The 183A Trail is a paved, 7-mile dedicated bicycle and pedestrian path that connects to Williamson County's Brushy Creek Regional Trail with a pedestrian bridge and includes a trailhead with exercise equipment. The trail also connects to the Cedar Park Recreation Center via a path at Whitestone Boulevard.

71 Trail

The 71 Trail is a paved 5-mile Shared Use Path that offers a safe commuting route into downtown Austin from Austin-Bergstrom International Airport, as well as connection to the 183 Trail.

MoPac Trail

The MoPac Trail eliminated gaps in the existing patchwork of bicycle facilities between Parmer Lane and the Colorado River in downtown Austin to create a true commuter network. It includes two miles of Shared Use Path on the western side of MoPac from the Walnut Creek Trail to North Capital of Texas Highway, one mile of Shared Use Path across US 183 on the eastern side of MoPac, and four miles of sidewalk between Parmer Lane and Anderson Lane.

45SW Trail

The 45SW Trail is a 4.5-mile paved Shared Use Path that provides an alternate transportation route for cyclists, and recreation for the public, with connection to the City of Austin's Violet Crown Trail. It features two trailheads with parking and bicycle repair stands for public use, beautiful hill country scenery, and interpretive signage with augmented reality experiences.

183 Trail

The 183 Trail offers 10 miles of paved Shared Use Path and 7 miles of sidewalk running along the US 183/183 Toll corridor, with connections to the 290 Trail, the Southern Walnut Creek Trail, the Lance Armstrong Bikeway, and the 71 Trail. It features pedestrian bridges, interpretive signage with augmented reality experiences, and two trailheads with exercise equipment, picnic tables, and parking.

290 Trail

The 290 Trail is a paved 5-mile Shared Use Path intended to provide connections for the surrounding communities. It connects to the 183 Trail and accommodates future connections to the Walnut Creek Trail.

COMMUNITY-CENTERED INITIATIVES

Qualified Veteran Discount Program

State law allows a Texas toll road entity to offer discounted or free tolls to Congressional Medal of Honor, Legion of Valor and Purple Heart recipients, as well as disabled veterans who qualify and meet the requirements for specialty license plates. As such, the Mobility Authority has opted to implement a toll waiver program. The Qualified Veteran Discount Program allows qualified veterans who register to drive toll-free on the agency's 183A Toll, 290 Toll, the 71 Toll Lane, 45SW Toll, and 183 Toll.

Central Texas Construction Partnership Program

In 2024, the Mobility Authority entered an interagency effort with TxDOT, CAMPO, City of Austin, Austin Transit Partnership, Travis County, and CapMetro to prepare for the massive amounts of infrastructure improvements scheduled to take place throughout Central Texas over the next 10 years. The Construction Partnership Program (CPP) will guide how agency partners can coordinate with each other, inform the public, and keep Central Texas moving throughout peak construction, as well as set a foundation for long-term interagency coordination, mobility and safety enhancements.

Tolling Educational Outreach

Navigating the tolling landscape can be complicated. The Mobility Authority disseminates educational materials to partners and directly to the public, and participates in local events to help aid transparency, trust, and understanding with the community. With the rise of smishing scams, the agency's increased outreach efforts this year were even more important. From local community events to mass media, the agency actively worked to help the public better understand our regional transportation system, how tolling and billing works, and the options available to them to ensure hassle-free travel.





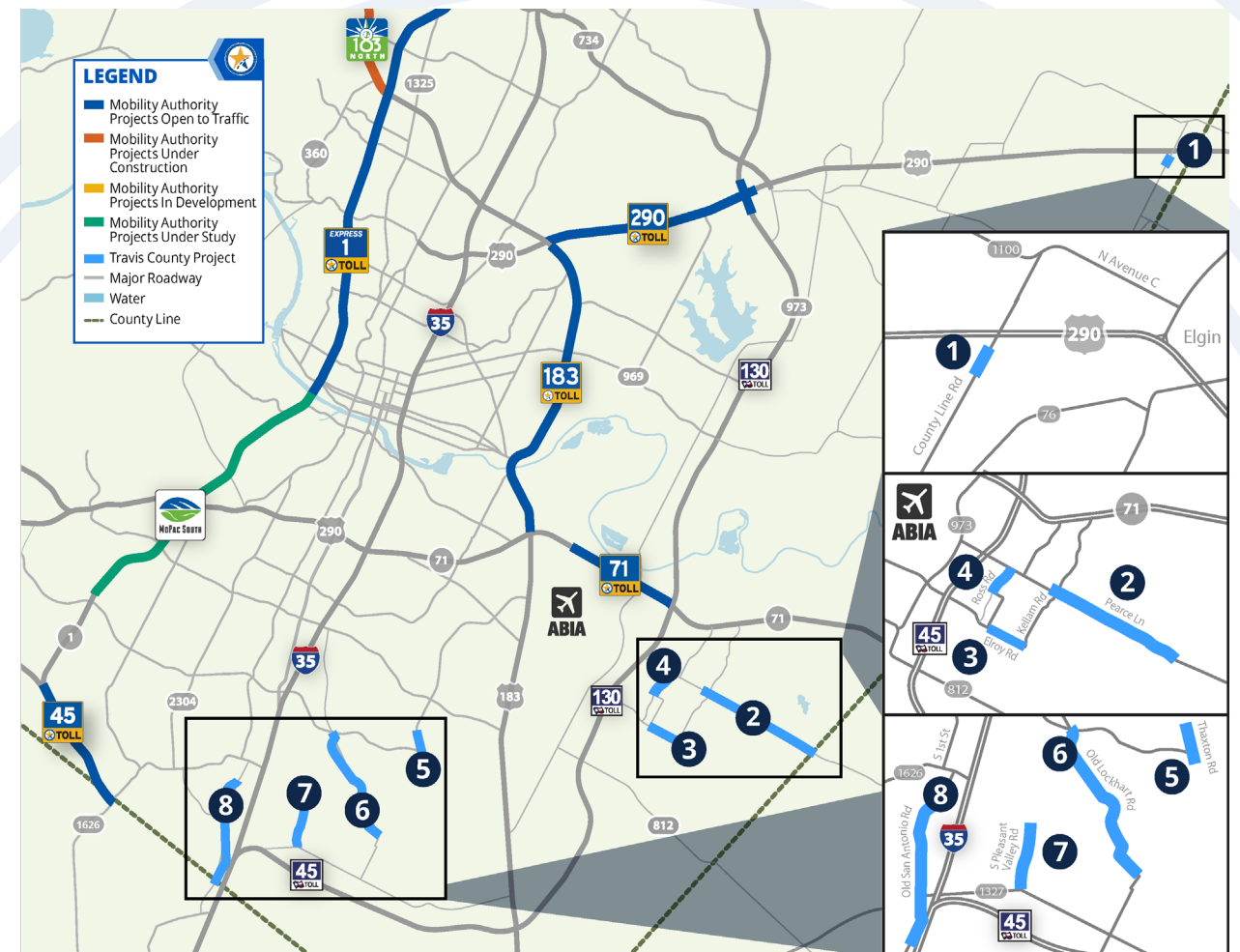
TRAVIS COUNTY CAPITAL IMPROVEMENT PROGRAM

The Mobility Authority is expediting the 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. The development and execution of these projects have been so successful that the Mobility Authority and Travis County entered into another interlocal agreement for future additional projects that are anticipated to begin in 2025.

- **1 COUNTY LINE ROAD:** Designed to address the stream crossings and drainage concerns, the reconstruction of the culvert on County Line Road at Elm Creek was completed in the spring of 2024.
- **2 PEARCE LANE:** A 3.25-mile section of Pearce Lane from west of Kellam Road to east of Wolf Lane will be reconstructed from the existing two-lane road to a four-lane divided road with bike lanes and sidewalks.
- **3 ELROY ROAD:** In early 2022, construction was completed on the Elroy Road project. This 1.12-mile section of Elroy Road from McAngus Road to Kellam Road has been transformed from a two-lane road to a five-lane road with a continuous center turn lane, bike lanes, and sidewalks.

This **partnership leverages** the Mobility Authority's unique organizational structure to **develop and construct** the projects on an **accelerated timeline**

► TRAVIS COUNTY



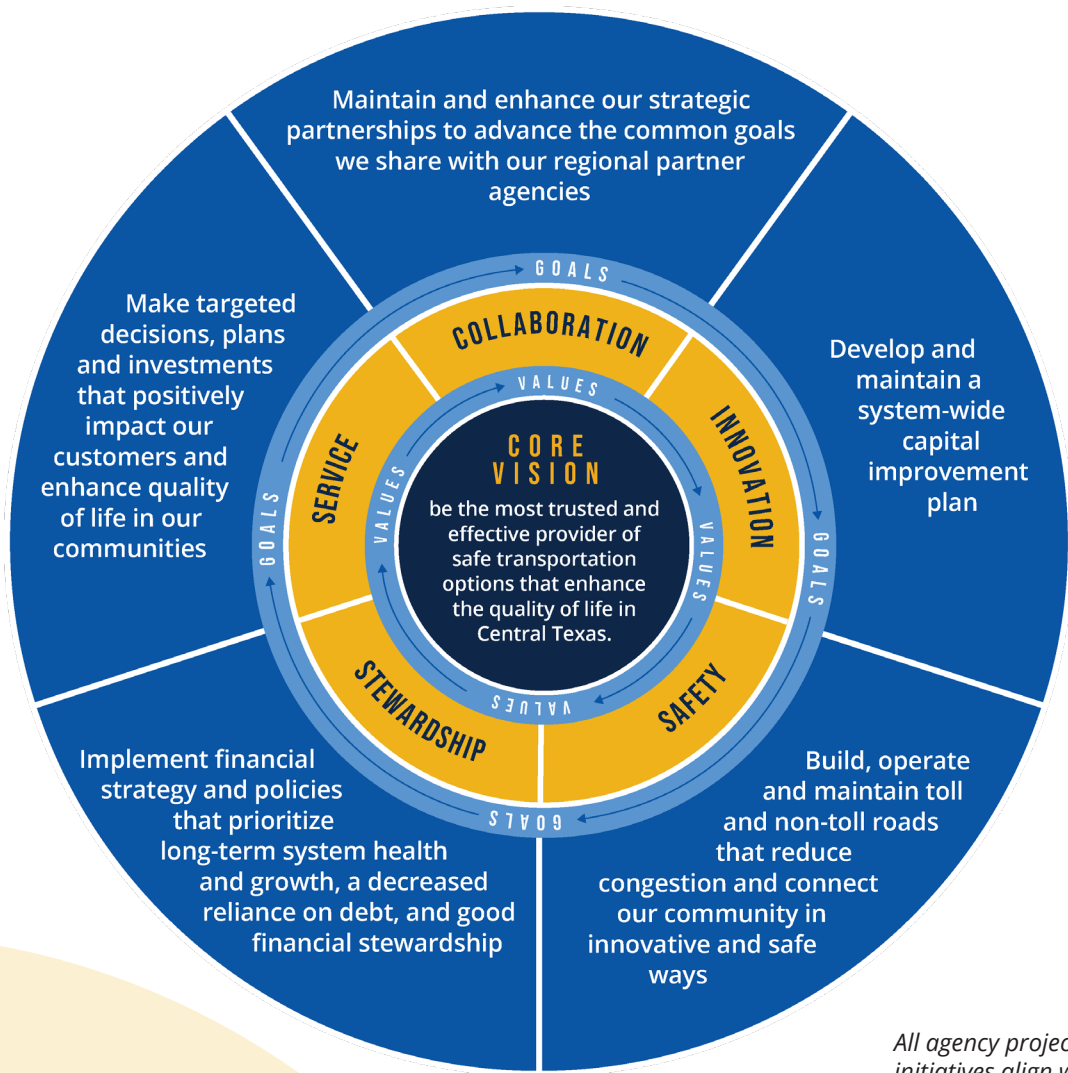
- **4 ROSS ROAD:** A 0.8-mile section of Ross Road from Pearce Lane to Heine Farm Road is currently serving as a two-lane road for commuter and school traffic. The project will widen the existing road to a three-lane road with bicycle and pedestrian facilities.
- **5 THAXTON ROAD:** A 0.71-mile section 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.

OUR GUIDING FRAMEWORK

In 2022, our Strategic Plan was revitalized to serve as the agency’s formal framework. This year, the Board of Directors approved an update to the Plan which will guide projects and initiatives through 2027.

VISION: To be the most trusted and effective provider of transportation options that enhance the quality of life in Central Texas.

MISSION: To develop, deliver, operate and maintain high-quality roadways and related transportation solutions.



All agency projects and initiatives align with our strategic plan.

2024 FINANCIAL STATEMENTS

The Mobility Authority’s financial statements are prepared in accordance with generally accepted accounting principles 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](https://www.mobilityauthority.com/financials).

Statements of Net Position June 30, 2024

| | 2024 |
|---|-------------------------|
| CURRENT ASSETS: | |
| Unrestricted: | |
| Cash and cash equivalents | \$ 168,239,721 |
| Investments | 142,948,431 |
| Due from other governments and accounts receivable (net of allowance) | 29,486,794 |
| Accrued interest receivable | 1,079,630 |
| Prepaid expenses and other assets | 241,428 |
| Total unrestricted | <u>341,996,004</u> |
| Restricted: | |
| Cash and cash equivalents | 108,801,407 |
| Total restricted | <u>108,801,407</u> |
| Total current assets | <u>450,797,411</u> |
| NONCURRENT ASSETS: | |
| Restricted assets: | |
| Cash and cash equivalents | 500,953,156 |
| Investments | 94,522,800 |
| Total restricted assets | <u>595,475,956</u> |
| Total capital assets, net | 2,320,894,640 |
| Total assets | <u>3,367,168,007</u> |
| Total deferred outflows of resources | 163,959,847 |
| Total assets and deferred outflows of resources | <u>\$ 3,531,127,854</u> |

2024 FINANCIAL STATEMENTS

Statements of Net Position (continued) June 30, 2024

| | 2024 |
|--|-----------------------|
| CURRENT LIABILITIES: | |
| Payable from current assets: | |
| Accounts payable | \$ 8,265,884 |
| Due to other governments | 1,623,335 |
| Lease liability | 539,329 |
| Accrued expenses | 342,699 |
| Total payable from current assets | <u>10,771,247</u> |
| Payable from restricted current assets: | |
| Construction accounts payable | 34,914,973 |
| Accrued interest payable | 43,799,692 |
| Bonds, notes payable and other obligations, current portion | 30,086,742 |
| Total payable from restricted current assets | <u>108,801,407</u> |
| Total current liabilities | <u>119,572,654</u> |
| NONCURRENT LIABILITIES: | |
| Lease liability | 410,575 |
| Net pension liability | 1,971,627 |
| Bonds, notes payable and other obligations, net of current portion | 2,640,126,147 |
| Total noncurrent liabilities | <u>2,642,508,349</u> |
| Total liabilities | 2,762,081,003 |
| Total deferred inflows of resources | 32,820 |
| Total liabilities and deferred inflows of resources | <u>2,762,113,823</u> |
| NET POSITION: | |
| Net investment in capital assets | 313,968,000 |
| Restricted for debt service | 167,861,614 |
| Unrestricted | 287,184,417 |
| Total net position | <u>\$ 769,014,031</u> |

2024 FINANCIAL STATEMENTS

Statements of Revenues, Expenses and Changes in Net Position Year Ended June 30, 2024

| | 2024 |
|---|-----------------------|
| OPERATING REVENUES: | |
| Tolls | \$ 238,575,248 |
| Other operating | 42,396 |
| Total operating revenues | <u>238,617,644</u> |
| OPERATING EXPENSES: | |
| Administrative expenses | 15,676,930 |
| Operations and maintenance | 39,040,353 |
| Other operating expenses | 8,245,137 |
| Depreciation and amortization | 59,722,352 |
| Total operating expenses | <u>122,684,772</u> |
| Operating income | <u>115,932,872</u> |
| NONOPERATING REVENUES (EXPENSES): | |
| Interest income | 53,351,765 |
| Other expense | (391,292) |
| Interest expense | (85,719,004) |
| Total nonoperating revenues (expenses), net | <u>(32,758,531)</u> |
| Change in net position before capital grants and contributions | 83,174,341 |
| TxDOT capital grants and contributions | 419,630 |
| Change in net position | <u>83,593,971</u> |
| Total net position at beginning of year | 685,420,060 |
| Total net position at end of year | <u>\$ 769,014,031</u> |

2024 FINANCIAL STATEMENTS

Statements of Cash Flows

Year Ended June 30, 2024

2024

| | |
|---|-----------------------|
| Cash flows from operating activities: | |
| Receipts from toll fees | \$ 234,208,920 |
| Receipts from other income | 42,396 |
| Payments to vendors | (50,704,242) |
| Payments to employees | (5,704,863) |
| Net cash flows provided by operating activities | <u>177,842,211</u> |
| Cash flows from capital and related financing activities: | |
| Payments on interest | (84,925,355) |
| Payments on obligations | (40,930,131) |
| Payments for capital assets | (7,040,617) |
| Payments for construction in progress | (173,295,140) |
| Proceeds from capital grants | 419,630 |
| Net cash flows used in capital and related financing activities | <u>(305,771,613)</u> |
| Cash flows from investing activities: | |
| Interest income | 52,965,477 |
| Purchase of investments | (641,964,713) |
| Proceeds from sale or maturity of investments | 627,482,542 |
| Net cash flows provided by investing activities | <u>(38,483,306)</u> |
| Net decrease in cash and cash equivalents | 89,446,096 |
| Cash and cash equivalents at beginning of year | <u>867,440,380</u> |
| Cash and cash equivalents at end of year | <u>\$ 777,994,284</u> |
| Reconciliation of change in net position to net cash provided by operating activities: | |
| Operating income | \$ <u>115,932,872</u> |
| Adjustments to reconcile change in net position to net cash provided by operating activities: | |
| Depreciation and amortization | 59,722,352 |
| Changes in assets and liabilities: | |
| Increase in due from other governments | (4,390,539) |
| Increase in prepaid expenses and other assets | (94,335) |
| Increase in accounts payable | 5,297,708 |
| Increase in accrued expenses | (1,811,545) |
| Increase in pension liability | 3,018,261 |
| Decrease in deferred outflow of resources | 353,685 |
| Decrease in deferred inflow of resources | (186,248) |
| Total adjustments | <u>61,909,339</u> |
| Net cash flows provided by operating activities | <u>\$ 177,842,211</u> |
| Reconciliation of cash and cash equivalents: | |
| Unrestricted cash and cash equivalents | \$ 168,239,721 |
| Restricted cash and cash equivalents: | |
| Current | 108,801,407 |
| Noncurrent | 500,953,156 |
| Total | <u>\$ 777,994,284</u> |
| Supplemental schedule of noncash investing, capital, and financing activities: | |
| Accounts payable change | \$ 3,020,975 |
| Accretion on capital appreciation bonds | 8,128,898 |
| Accretion on TIFIA bonds | <u>4,399,669</u> |



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

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