



To: Transportation Policy Board
From: Ashby Johnson, Executive Director
Subject: Transportation Policy Board Agenda Items
Date: December 7, 2020

With the cancellation of the December 7, 2020 Transportation Policy Board (TPB) meeting, this memorandum has been prepared to update members on important developments on current and upcoming agenda items.

Proposed Updates to the TPB Bylaws

Chair Long led a discussion on potential updates to the TPB bylaws during the November 2020 TPB meeting. CAMPO Legal Counsel has made revisions based on TPB member comments. The most recent redline version is attached to this document and will be an action item on the January 2021 TPB meeting agenda.

Transportation Alternatives Set-Aside Funding

CAMPO manages the competitive project selection process for awarding Transportation Alternative Set-Aside (TASA) funding for the urbanized area of the region and is preparing to hold a call for projects to allocate TASA funding for Fiscal Years 2023-2026. We anticipate approximately \$10 million in TASA funding to be available for allocation subject to continued federal authorization.

In preparing for the upcoming TASA project call, staff reviewed the list of Category 7- STBG projects deferred from the recent action by the Transportation Policy Board in June and identified the following projects (listed below) as eligible for TASA funding.

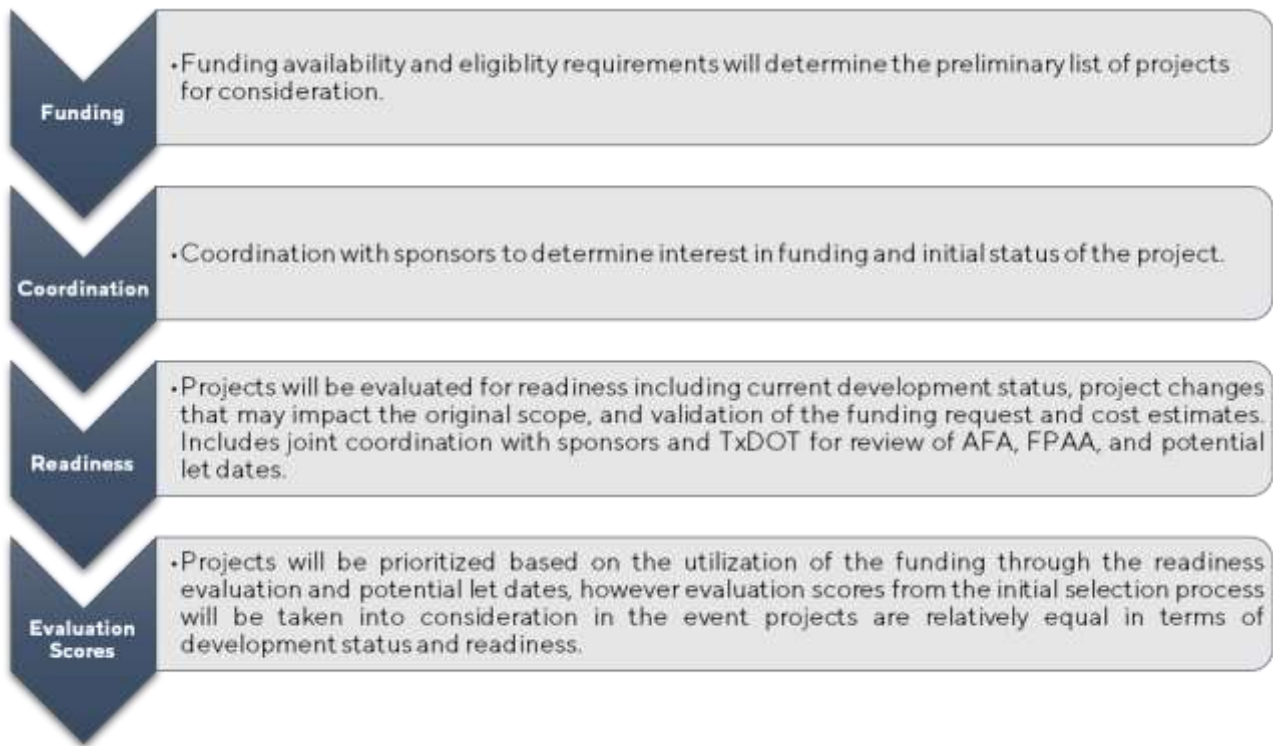
| Sponsor | Project Name | Description | Federal Award |
|----------------|-----------------------------|--------------------------|----------------|
| City of Austin | Northern Walnut Creek Trail | Construct bike/ped trail | \$1,504,950.00 |
| Travis County | Blake Manor Shared Use Path | Construct multi-use path | \$2,208,400.00 |

Staff held a joint coordination meeting with the project sponsors and TxDOT to review interest in the TASA funding, the status of the projects and discuss the administrative process should these projects be refunded. As a result of that meeting and an additional follow up meeting with Travis County, staff will recommend the Transportation Policy Board allocate TASA funding to the Blake Manor Shared Use Path at the January 2021 meeting. Staff is also continuing to coordinate with the City of Austin regarding the Northern Walnut Creek Trail, as this project has significant variables that are subject to on-going discussions. Depending on the results of these discussions, staff may also recommend refunding this project at a subsequent TPB meeting. The funding allocated to the deferred projects in January will reduce the amount available for new projects that meet the eligibility criteria for this funding category in the upcoming call.

Project Prioritization Process

On June 8, 2020, the Transportation Policy Board approved a selection of Category 7 projects to be deferred in support of the IH-35 Capital Express project. Upon approval of the projects to defer, the TPB formally endorsed the prioritization of these deferred projects for funding when additional sources become available. To facilitate the prioritization and refunding, staff has developed a process for TPB consideration to evaluate and select projects from the deferral list to be refunded as additional funding becomes available. Staff will include a discussion item on this topic in the January 2021 TPB agenda pending approval from Chair Long.

The process developed focuses on project readiness and prioritizes projects that are most ready to use the available federal funding; the process only uses the project scores and ranking to differentiate between similarly ready projects. The process also considers potential changes that may have occurred both with the sponsor and individual projects as a result of the deferral and passage of time. The process is summarized in the figure below:



CTRMA Update

CTRMA asked to include an update to the TPB. The update contains information on projects underway as well as projects about to begin construction. There is also a financial component to the update. Please find the update document attached.

Planning Activities

A. County Transportation Plan Updates

CAMPO staff has completed the draft final versions of the Burnet and Bastrop county plans and delivered them to Commissioners Court. CAMPO staff is working with Bastrop County to set a date for a workshop with Commissioners Court and the public to review their draft final plan. CAMPO staff has presented the draft final plan to Burnet County Commissioners

Court and is awaiting approval. Both plans will be available on the CAMPO website as they are approved.

B. Texas A&M Transportation Institute Annual Congestion Report

Earlier this month, TTI published its annual ranking of the most congested freeways in Texas for cars and trucks and found that the central portion of IH 35, from US 290W/US 71 to US 290E, was the most congested roadway in Texas for both. TTI made its ranking by collecting speed and traffic volume data through 2019 prior to the onset of the COVID-19 pandemic. The table below shows that 15 of CAMPO’s roadway segments are in the Top 100 of the rankings for cars while 8 are in the Top 100 for trucks. More information can be found on TTI’s [website](#).

| Roadway | From | To | Car | Truck | County |
|---------------------------|-------------------------|----------------|-----|-------|------------|
| IH 35 | US 290E | SH 71 | 1 | 1 | Travis |
| IH 35 | SH 71 | Slaughter Lane | 12 | 11 | Travis |
| MoPac/SL 1 | US 183 | SL 360 | 20 | 111 | Travis |
| IH 35 | RM 1431 | SH 45 | 34 | 17 | Williamson |
| US 290/SH 71 | RM 1826 | MoPac/SL 1 | 43 | 131 | Travis |
| IH 35 | Slaughter Lane | SH 45 | 45 | 47 | Travis |
| S Lamar Blvd ¹ | Cesar Chavez | US 290/SH 71 | 55 | 571 | Travis |
| Cesar Chavez ² | MoPac/SL 1 | IH 35 | 61 | 370 | Travis |
| SL 360 | RM 2244 | US 290/SH 71 | 67 | 237 | Travis |
| US 183 | RM 620/SH 45 | MoPac/SL 1 | 69 | 408 | Williamson |
| IH 35 | Parmer Lane | US 290E | 70 | 54 | Travis |
| US 183 | IH 35 | SH 71 | 78 | 62 | Travis |
| SL 360 | US 183 | RM 2222 | 86 | 344 | Travis |
| Lamar Blvd | 45 th Street | Cesar Chavez | 97 | 358 | Travis |
| SL 360 | RM 2222 | RM 2244 | 98 | 527 | Travis |

¹ This section of Lamar Boulevard is an on-system facility.

² This section of Cesar Chavez is an on-system facility.

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**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
BYLAWS AND OPERATING PROCEDURES
FOR THE
TRANSPORTATION PLANNING PROGRAM
IN THE AUSTIN METROPOLITAN AREA**

SECTION I DEFINITIONS

For the purposes of these bylaws, the following definitions apply

A. Metropolitan Transportation Planning Process. The Metropolitan Planning Organization (MPO), designated as Capital Area Metropolitan Planning Organization (CAMPO), in cooperation with the State and with operators of publicly owned transit services, shall be responsible for carrying out the metropolitan transportation planning process in accordance with Section 134, Title 23, United States Code (23 USC 134) and applicable federal and state regulations. CAMPO shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods.

The metropolitan transportation planning process includes the development of a transportation plan, transportation improvement program (TIP) and a unified planning work program (UPWP) that will encourage the achievement of community goals by evaluating the environmental, energy, economic, and social costs of transportation plans and systems, projecting future travel demands, determining viable transportation alternatives, and evaluating these alternatives to determine the optimum combination of all modes of travel to best serve the citizens of ~~central Texas~~ the Austin metropolitan area.

B. Public ~~Participation~~Involvement Program. The metropolitan transportation planning process includes the development of a Public ~~Participation~~Involvement Program and staff

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procedures. The Program is intended to include all ~~central Texas~~Austin metropolitan area citizens, groups, agencies, and transportation providers in a transportation effort that is proactive and provides

complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and programs including the Transportation Plan and Transportation Improvement Program. The Public ~~Participation~~Involvement Program shall integrate the concerns of a wide variety of involved parties and encourage and provide for the greatest level of education of transportation issues. The program will provide opportunities for citizens to contribute ideas and voice opinions early and often, both during and after preparation of draft plans and programs. Public participation in CAMPO T~~PB~~ransportation Policy Board meetings is governed by Section III. E. of this document—(unless any emergency orders issued by the Governor of Texas, or other lawful state or federal authority, suspend the operation of these provisions).

- C. Transportation Plan.** The metropolitan planning process includes the development of a transportation plan addressing at least a twenty-year planning horizon. The plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods and include a financial plan (fiscal constraint). The transportation plan shall be reviewed and updated at least every five years to confirm its validity and its consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period. The transportation plan must be approved (adopted) by the CAMPO T~~PB~~ransportation Policy Board.
- D. Transportation Improvement Program.** The Transportation Improvement Program specifies how federal, state and local transportation funds are spent in the ~~Austin metropolitan~~central Texas area for a minimum three-year period. The TIP will be

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prepared at least every other year and will include a financial plan (including a fiscal constraint determination) that demonstrates how the Transportation Improvement Program can be implemented.

- E. Unified Planning Work Program.** The Unified Planning Work Program is a document required by federal law setting forth, by work element tasks, the planning priorities facing the metropolitan area and documenting the planning activities to be performed with funds available to CAMPO. The estimated expenditures and funding sources for carrying out the work shall be identified for a minimum of one year and maximum two years in accordance with state and federal statutes, rules and guidelines.
- F. Metropolitan Planning Organization.** The Metropolitan Planning Organization (MPO) is that organization designated by the Governor as being responsible, together with the state, for carrying out the provisions of 23 USC 134 (~~the~~ Urban Transportation Planning Process) and 49 USC 5303, as amended. The MPO is the forum for cooperative decision making by principal elected officials of general purpose local and state government and a representative from the Texas Department of Transportation and the Capital Metropolitan Transportation Authority.

SECTION II ORGANIZATION

The structure of the Metropolitan Planning Organization consists of the Transportation Policy Board, the Executive Committee, the CAMPO Office and other Committees, all as described in subsequent paragraphs of these bylaws and operating procedures.

- A. Transportation Policy Board.** The Transportation Policy Board, ~~as the Metropolitan Planning Organization,~~ hereinafter referred to as the "TPB", furnishes policy guidance and direction for the continuing transportation study. The TPB is the legal and governing entity of CAMPO. Ultimate responsibility for the total transportation process including, but

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not limited to, review and approval of the recommended transportation plans and
transportation improvement program rests with the ~~TPB~~ Transportation Policy Board.

B. Executive Committee. The Executive Committee are members of the ~~TPB~~ Transportation Policy Board who make recommendations on transportation planning issues, projects and the process as directed by the ~~TPB~~ Transportation Policy Board.

C. CAMPO Office. The development of detailed transportation studies, maintenance of accurate data, preparation of reports, and performance of other activities requested by

the ~~TPB~~ Transportation Policy Board is the responsibility of the CAMPO Office. The Executive Director of the CAMPO Office is responsible solely to the ~~TPB~~ Transportation Policy Board.

D. Other Committees. The Chairperson, with the advice and consent of the Executive Committee, may establish other committees as needed.

SECTION III TRANSPORTATION POLICY BOARD

The following rules shall govern the operations of the ~~TPB~~ Transportation Policy Board.

A. Membership. Membership on the ~~TPB~~ Transportation Policy Board is established by the Joint Powers Agreement.

B. Voting Representation.

1. **Voting Member.** Each member of the TPB as established by the Joint Powers Agreement of the TPB is entitled to one vote on all items presented for action by the TPB.

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4.2. Alternate Designation; Proxy. A member of the ~~TPB~~ Transportation Policy Board

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may designate as an alternate or proxy a person eligible pursuant to the applicable subsection (a) and (b) of this subparagraph (B)(~~24~~), or any other member of the TPB, or any other member of the Transportation Policy Board, to exercise some or all of that member's authority as a member of the ~~TPB~~ Transportation Policy Board. The option provided herein for a ~~TPB~~ ransportation Policy Board ~~M~~member to designate any other member of the ~~TPB~~ Transportation Policy Board to serve as his or her voting alternate or proxy shall not nullify or override the authority of the governing body of a CAMPO member organization to appoint voting alternates pursuant to the applicable subsection (a) and (b) of this subparagraph (B)(~~24~~), or otherwise restrict appointment of a proxy to another voting member of the TPB that also represents such member organization. The alternate or proxy designated by a member will count toward a quorum and may vote on any matter authorized by the member designating the alternate. A person designated as a voting alternate may vote as an alternate on behalf of only one designating member. A member who designates an alternate or proxy shall give written notice of the alternate's name and voting authority to the Chairperson and Executive Director two hours prior to the commencement of the first meeting for which the alternate is designated. The authority of an alternate designated under this subparagraph (B)(~~24~~) shall continue until it is rescinded or changed by written notice from the designating member to the Chairperson and Executive Director.

- a. An elected official may designate as an alternate a person appointed as an alternate by the body who appointed that member.
- b. A member who is not an elected official may designate as an alternate a person employed by or who serves on the Board of the organization represented by that member.

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~~2. **Non-Voting Proxy.** A member of the Transportation Policy Board may appoint a proxy to attend a meeting in the member's stead. The proxy appointed by a member does not count toward a quorum and may not vote.~~

C. Quorum. Fifty percent (50%) of the total members encompassed in paragraph A or their alternate shall constitute a quorum of the members for transaction of business at all meetings.

~~**D.D. Officers.** The TPB Transportation Policy Board elects a Chairperson, and a First Vice-Chairperson and a Second Vice-Chairperson, each for a term of two years. Each such officer shall be nominated by and from member organizations representing three different categories of such organizations. The initial designation of each office and the corresponding category shall be made by the TPB. Member organizations representing each category shall each hold one vote in their respective category, and shall nominate the designated, corresponding officer, who shall then be subject to election by majority vote of the TPB. The applicable member organization categories are as follows:~~

- ~~1. Large counties. Counties of a population greater than 150,000;~~
- ~~2. Large cities. Cities of a population greater than 75,000; and~~
- ~~3. Smaller counties & cities. Counties of a population less than 150,000 and cities of a population less than 75,000.~~

~~After the initial election of officers, officers shall rotate into new two-year terms, from 2nd to 1st Vice-Chairperson, and 1st Chairperson to Chairperson, upon the expiration of the initial term of the officers, followed by nomination and election for any resulting officer vacancies, first for 2nd Vice-Chairperson, then 1st Vice-Chairperson and then Chairperson, each as may be applicable. Any interim vacancies shall be filled first by the rotation of officers into the next office, in succession (2nd Vice-Chair to 1st Vice-Chair, and 1st Vice-Chair to Chairperson) and second, if applicable, the category nomination and TPB election process described herein. It is the~~

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~~preference that the Vice Chair succeeds to the Chair position. However, the Executive Committee shall reserve the right to recommend that the Vice Chair not succeed to the Chair's position at the end of the two-year term. No more than two officers from the same county may serve simultaneously as officers. The Chair and the Vice Chair must come from different counties. Initial and subsequent elections in the ordinary course are to be held at the first meeting of each even year, for the purpose of filling then-existing office vacancies resulting from the expiration and renewal of terms at office rotation, as described above. If the Chairperson resigns or is no longer eligible to be a member of the Transportation Policy Board, the Vice Chairperson will serve as Chairperson until an election is held.~~

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E. Meetings. The Chairperson, with the advice and consent of the Executive Committee, shall establish the dates and times of meetings, ~~and~~ The Chairperson shall designate in the written notice of the meetings the location and business to be transacted or considered. Any Board member may submit a matter for consideration on a future agenda. If the Chairperson does not include that item on the agenda, the member may petition the ~~Executive Committee, and the Executive Committee, by majority vote, Executive Committee and the Executive Committee~~ may require the item to be placed on a future agenda.

Written notice of the meeting, the agenda, and all supporting documents shall be mailed to each member of the Board at least seven (7) days prior to the meeting.

All meetings are to be held as open meetings as defined in Chapter 551, Government Code, and the CAMPO Director shall insure that the written notice of the meeting is posted in the appropriate governmental offices at least seventy-two (72) hours prior to the meeting, and shall insure that at least two copies of the agenda and such supporting documentation as is available to the members of the ~~TP~~Transportation Policy Board are made available for public inspection in the CAMPO Office at the same time they are made available to Board members.

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In the absence of the Chairperson and Vice Chairperson from a meeting of the ~~TPB~~ransportation Policy Board at which a quorum is present, the Executive Director will convene the meeting and the remaining members of the ~~TPB~~board present shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or the 1st Vice-Chairperson or 2nd Vice-Chairperson.

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Public participation in meetings shall be as follows: ~~Internal reports from CAMPO employees and committees not posted for action by the board are not eligible for public comment. If action is required on an item which has already been the subject of a public hearing, no public comment will be taken. Otherwise, p~~Persons wishing to comment on a specific agenda item must fill out the card provided by the CAMPO staff. The card will be presented to the Chairperson before the board begins consideration of the item. The card must specify the item on which they will comment and include the speaker's name and whom they represent. Upon publication of the TPB's meeting agenda, the Chairperson may set and publish reasonable and lawful limitations on the time made available to each speaker. If no such limitations are otherwise set, speakers are limited to three minutes and a speaker's time may not be assigned to another speaker. Speakers are requested to not directly address individual members of the board or the CAMPO staff. The Chairperson will enforce decorum. Speakers are limited to three minutes and a speaker's time may not be assigned to another speaker.

Persons wishing to address the board about issues not on the agenda should offer their comments during the "Citizens Communication" agenda item. Persons wishing to speak during "Citizens Communication" must contact the CAMPO staff via phone, electronic mail, facsimile transmission, or in person between 9:00 a.m. on the 6th day before the meeting at which they wish to speak and ~~noon~~4:30 p.m. on the day of the meeting at which they wish to speak. Such persons must give their name and specify the topic on which they wish to address the ~~B~~board. Topics are limited to those that directly or

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indirectly affect transportation in the CAMPO geographic area. ~~No more than ten persons will address the board during Citizens Communication at any given meeting. Upon publication of the TPB's meeting agenda, the Chairperson may set and publish reasonable and lawful limitations on the time made available to each speaker. If no such limitations are otherwise set,~~ Speakers are limited to three minutes and a speaker's time may not be assigned to another speaker. Speakers are requested to not directly address individual members of the board or the CAMPO staff. The Chairperson will enforce decorum.

- F. Functions.** The functions of the ~~TPB~~ransportation Policy Board shall be as delineated in the Joint Powers Agreement.
- G. Attendance.** If a member of the ~~TPB~~ransportation Policy Board misses three (3) consecutive meetings of the Board or more than half of the Board meetings scheduled during a calendar year, the Chairperson may contact the member's appointing body, ~~which shall appoint to request~~ a replacement appointee to the ~~TPB~~ransportation Policy Board.

SECTION IV EXECUTIVE COMMITTEE

A. A. Membership. The Executive Committee will consist of the ~~TPB~~ransportation Policy Board Chairperson and Vice-Chairperson(s) and members of the ~~TPB~~ransportation Policy Board that are ~~at a minimum,~~ representative described below of the jurisdictions that are signatory of the Joint Powers Agreement. ~~Subject to the foregoing membership requirements set forth herein,~~ the members of the Executive Committee shall be appointed by the Chairperson of the ~~TPB~~ransportation Policy Board at the first meeting each year. The jurisdictional representatives of the ~~Executive Committee Joint Powers Agreement~~ are indicated below (provided that if the Chairperson or any Vice-Chairpersons are representative of

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any of the below-listed entities, no additional representative of that entity shall serve on the Committee):

| | |
|---|----------|
| Texas Department of Transportation | 1 |
| City of Austin | 1 |
| County of Travis | 1 |
| County of Williamson | 1 |
| County of Hays | 1 |
| <u>County of Bastrop</u> | <u>1</u> |
| <u>County of Burnet</u> | <u>1</u> |
| <u>County of Caldwell</u> | <u>1</u> |
| Capital Metropolitan Transportation Authority | 1 |

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B. Function. The functions of the Executive Committee shall be as follows:

1. Meet at the direction of the Chairperson.
2. Take actions on items delegated by the ~~TPBtransportation Policy Board~~ and/or make recommendations on items to the ~~TPBtransportation Policy Board~~.
3. The Executive Committee will have no distinctive powers on their own unless given by the ~~TPBtransportation Policy Board~~ or established by these bylaws and operating procedures.

SECTION V CAMPO OFFICE

The following rules govern the operations of the CAMPO Office:

- A. Direction.** The CAMPO Director will be selected by the ~~TPBtransportation Policy Board~~. The CAMPO Director will hire staff, supervise, and prepare contracts as necessary to perform the work outlined in the Unified Planning Work Program.

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B. Funding. The budget of the CAMPO Office must be consistent with the Unified Planning Work Program.

~~**C. Functions.** The functions of the CAMPO Director and CAMPO Office are established in the Joint Powers Agreement.~~

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SECTION VI OTHER COMMITTEES

The following rules govern the operations of other committees.

A. Other Committees. The committee will perform tasks and functions as requested by the Chairperson, with the advice and consent of the Executive Committee.

B. Membership. Members of other committees are appointed by the Chairperson with the advice and consent of the Executive Committee. Membership of each committee may include persons who are not board members with expertise of a nature that would be beneficial to the planning process.

C. Officers. The Chairperson and Vice Chairperson for the committee shall be designated by the Chairperson of the ~~TPB~~ransportation Policy Board.

D. Meetings. Meetings of a committee are held as necessary to perform the tasks and functions of the committee. The Chairperson of the committee calls such meetings as necessary and shall notify all committee members of the time, date, and place of the meeting.

E. Technical Advisory Committee. The Technical Advisory Committee shall be a standing committee. The ~~Technical Advisory~~ Committee's purpose is to advise the ~~TPB~~ransportation Policy Board in its development of

1. The long-range metropolitan transportation plan;

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2. The Transportation Improvement Program, including review of and recommendations on candidate projects for the TIP;
3. The Unified Planning Work Program excluding amendments; and
4. Other transportation planning activities, as directed by the ~~TPB~~ransportation Policy Board or CAMPO's Executive Director.

SECTION VII ETHICS POLICY

- A. A member of the ~~TPB~~ransportation Policy Board ~~or employee of CAMPO~~ shall not:
1. Accept or solicit any gift, favor, or service that might reasonably tend to influence the member ~~or employee~~ in the discharge of official duties or that the member ~~or employee~~ knows or should know is being offered with the intent to influence the member's ~~or employee's~~ official conduct;
 2. Accept other employment or engage in a business or professional activity that the member ~~or employee~~ might reasonably expect would require or induce the member ~~or employee~~ to disclose confidential information acquired by reason of the official position;
 3. Accept other employment or compensation that could reasonably be expected to impair the member's ~~or employee's~~ independence of judgment in the performance of the member's ~~or employee's~~ official duties;
 4. Make personal investments that could reasonably be expected to create a substantial conflict between the member's ~~or employee's~~ private interest and the public interest;
or
 5. Intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's ~~or employee's~~ official powers or performed the member's ~~or~~

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~~employee's~~ official duties in favor of another.

- B. ~~An employee of CAMPO who violates Subsection (a) is subject to termination of the employee's employment or another employment-related sanction.~~ Notwithstanding this subsection, a ~~policy b~~Board member ~~or employee~~ who violates Subsection (a) is subject to any applicable civil or criminal penalty if the violation also constitutes a violation of another statute or rule.

SECTION VIII ADOPTION

These bylaws and operating procedures shall be in full force and effect at such time, and under such terms and conditions, as they have been approved by a majority vote of the ~~TPB~~ransportation Policy Board at a meeting at which a quorum, as defined herein, is present.

SECTION IX REVISIONS

These bylaws and operating procedures may be revised by approval of the ~~TPB~~ransportation Policy Board at a meeting at which a quorum, as defined herein, is present.

Adopted unanimously by the Capital Area Metropolitan Planning Organization ~~TPB~~ransportation Policy Board on June 10, 1996; revised by resolution on February 8, 1999, April 14, 2003, February 13, 2006, January 22, 2007, November 9, 2009, January 20, 2010, May 10, 2010, September 13, 2010, February 13, 2012, January 13, 2014, ~~and August 8, 2016~~ and January 11, 2021 (provided that amendments relating to Section III, C. Officers are so adopted but made effective January 1, 2022).

ATTEST:

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~~Timothy N. Tuggey~~ Ashby Johnson
~~Legal Counsel~~ Executive Director



MEMORANDUM

TO: Cynthia Long, Chair
CAMPO Policy Board

FROM: Mike Heiligenstein, Executive Director
Central Texas Regional Mobility Authority

DATE: December 4, 2020

RE: Report on the State of the Mobility Authority

It is my pleasure to provide the CAMPO Policy Board with the following written update on the State of the Central Texas Regional Mobility Authority. At this time, the agency remains fiscally strong and well prepared to tackle the mobility challenges that will confront our community in the years ahead. Despite the pandemic, we are actively engaged in the development of numerous projects. And, as the year ends, I am happy to report that two of our critical construction projects, **183 South** and **290 East Phase III (290/130 Flyovers)** are on the verge of completion.

Below is a brief summary regarding each of these important projects:

183 South Project Status

PeDESTrian Bridge at Manor Rd | Landscaping at MLK Jr. Blvd | Flyover construction at SH 71

- » **What we're building**
 - Three tolled lanes in each direction
 - Two to three non-tolled lanes in each direction
- » **Project limits**
 - US 290 to SH 71
- » **Total project cost**
 - \$743 million
- » **Project status**
 - Completion January/February 2021

290 East Phase III Project (SH 130 Flyovers)

Legend: Mobility Authority Selected Areas, 5000, Non-tolled Flyover, Existing Interchange, New Interchange, New SH Gantry

- » **What we're building**
 - Three Direct Connector ramps
- » **Project limits:**
 - Intersection of US 290 and SH 130
- » **Total project cost:**
 - \$127 Million
- » **Project status:**
 - North to west flyover opened January 2019 (11 months early)
 - South to west flyover opened July 2020 (8 months early)
 - West to south flyover projected to open in January/February 2021

Projects in Development

The Mobility Authority also has four projects in various phases of development, with one, the **183A Phase III** project set to go to construction in Spring 2021. Our **183 North Mobility Project** is in the final stages of procurement. The recent downturn in traffic has necessitated further review of the near-term financial feasibility of this Express Lane project. An additional traffic and revenue analysis is underway, and depending on the outcome, a design-build contract could be awarded in early 2021. The **MoPac South Environmental Study** has been progressing slowly for a variety of external reasons. We intend to conduct additional public outreach over the next year and expect an environmental finding by 2023. Finally, we have begun a concept study and feasibility analysis to extend the **290 Toll (Manor Expressway)** through Manor toward Elgin.

A brief summary of each of these projects is provided below:

183A Phase III (\$259 million)




- » Project extends from Hero Way to north of SH 29
- » What we're building
 - » Two new tolled lanes in each direction
 - » 4.5 miles of Shared Use Path expanding the existing 7-mile path
- » Project status
 - » Construction anticipated March 2021
 - » Open to traffic 2025

183 North Mobility Project (\$580 million)



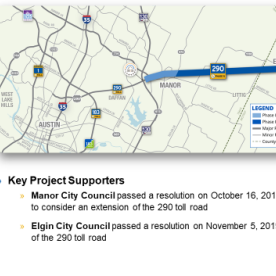
- » Project extends from SH45 to MoPac
- » What we expect to build
 - » Two express lanes in each direction
 - » Express lane direct connect ramps to MoPac
 - » Express Lane direct connect ramp to Collector-Distributor road along southbound MoPac
 - » Fourth general-purpose lane
- » Project status
 - » Active contractor (design-build) procurement
 - » Open to tolling 4 to 4½ years from start of construction contract

MoPac South (\$540 million)



- » Project extends from Cesar Chavez Street to Slaughter Lane
- » What we expect to build
 - » One to two managed lanes in each direction
- » Project status
 - » Environmental Study
- » Project schedule:
 - » Anticipated environmental finding mid 2023

290 East (Manor Expressway) Phase IV




- » What are we doing
 - » Conceptual study
 - » Project cost estimate
 - » Sketch level traffic and revenue forecasts
 - » Environmental constraints analysis
 - » Financial feasibility analysis
- » Key Project Supporters
 - » Manor City Council passed a resolution on October 16, 2019, to consider an extension of the 290 toll road
 - » Elgin City Council passed a resolution on November 5, 2019, of the 290 toll road

Travis County Projects

At the request of Travis County, the Mobility Authority has been enlisted to deliver several non-tolled Travis County bond projects. Initially, we were asked to implement the Elroy Road and Ross Road projects. In 2019, six additional projects were added to our project list. The Mobility Authority role varies from project to project. In some cases, the Mobility Authority is bidding the work and managing the design and construction. In other situations, Travis County is bidding out the jobs and the Mobility Authority is just overseeing the development work. The Elroy Road project is under construction, while the other projects are in various phases of development. Below is a map outlining the eight different projects.

Travis County Projects



LEGEND

- Mobility Authority Projects Open to Traffic
- Mobility Authority Projects Under Construction
- Mobility Authority Projects in Development
- Travis County Project Major Roadway
- Water
- County Line

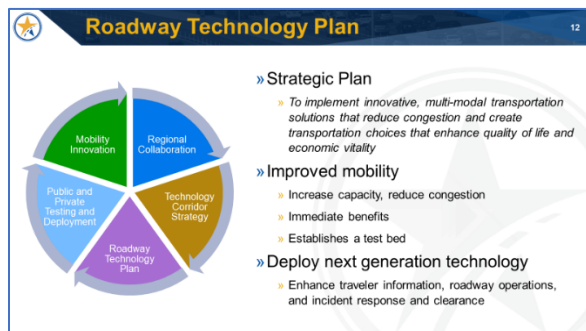
Innovation

The Mobility Authority has also been actively engaged in developing regional partnerships aimed at implementing cutting edge technology that will enhance safety, minimize congestion and improve overall roadway operations. Highlights of our most recent efforts include the deployment of Lonestar, an advanced traffic management system that supports regional interoperability and coordination. We've also implemented smart traffic cameras that automatically detect and report roadway incidents. These tools have been further enhanced by WayCare Technologies, Inc., an artificial intelligence-driven traffic management system that uses connected vehicle data and other data sources like Waze to analyze roadway operations. The system can detect and report incidents, as well as predict when and where congestion and accidents are likely to occur.

Another innovative effort to improve safety involved deployment of a wrong-way driving detection and reporting system on our 45SW project. The system provided us with incredible insight about the surprising number of drivers who enter roadways going the wrong direction. We are currently considering the applicability of the technology for other roadways.

In preparation for the proliferation of automated, electric and connected vehicles, we have been installing roadside devices capable of communicating with connected vehicles and have been partnering with groups like the "Ray" to investigate concepts like in-pavement electric vehicle charging. One of our most exciting developments is a partnership with Ford Motor Company and Kapsch TrafficCom to test the viability of a next generation toll payment system that could lead to the elimination of toll gantries and electronic toll stickers like TxTag.

Below is a brief summary of our innovation program:

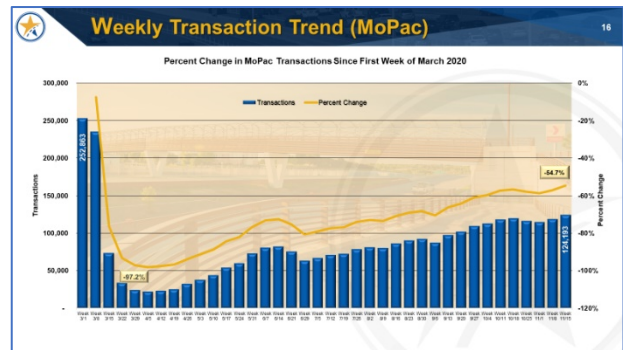
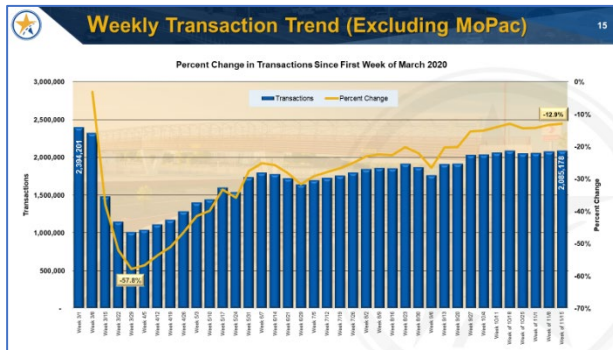


Financial Update

I mentioned previously that our financial condition remains strong. That is attributable to the conservative fiscal approach of our Board, which long ago put in place a policy requiring the agency to keep a least one year of operating funds in reserve. These reserves provided significant peace of mind as our roadways saw a 57% decline in traffic at the outset of the

COVID pandemic. Fortunately, traffic recovered quickly and as of mid-November we were just 13% below pre-pandemic levels. The one exception is the MoPac Express Lanes, where traffic continues to be more than 50% below pre-pandemic levels. Despite the dramatic drop in Express Lane traffic, the Mobility Authority was pleased to be able to meet our commitment to deposit \$4 million into the Regional Infrastructure Fund this year, to CAMPO's benefit.

Below are graphs reflecting our transaction trends since March 2020. The chart on the left reflects transactions across all our regular toll roads. The chart on the right is for MoPac.



Bond Financing

One bright side of the pandemic has been historically low interest rates. We have taken advantage of those rates to issue debt for the 183A Phase III project and to refund a number of older bonds, including some Transportation Infrastructure Finance and Innovation Act (TIFIA) debt. Overall, in 2020, we issued \$685.3 million in new bonds with a net present value savings of more than \$50 million dollars. The bonds were also significantly oversubscribed, indicating strong investor confidence in our agency, and the economic strength of our community.

Below is a brief summary of information about our recent bond sales:

Three Successful Bond Sales in 2020

- » **Sr and Sub Lien Revenue, Revenue Refunding Bonds, Bond Anticipation Notes**
 - » Mobility Authority closed on \$685.3 million bonds, both senior and subordinated, in 2020
 - » Bonds were very well received by the market, over \$4.0 billion in orders from more than 50 investors
 - » Refinancing generated \$50.3 million in present value debt service savings, or 12.21% of the par amount of refinanced debt
 - » New money borrowed to construct the extension of the 183A toll road

| Refinancing Series: | Bonds Offered | Orders Received | Subscription Level |
|--|--------------------|----------------------|--------------------|
| Senior Lien Revenue Bonds, Series 2020A | 50,360,000 | 173,925,000 | 3.5x |
| Senior Lien Revenue Refunding Bonds, Series 2020B | 57,120,000 | 553,025,000 | 9.7x |
| Senior Lien Revenue Refunding Bonds, Taxable Series 2020C | 138,435,000 | 456,630,000 | 3.3x |
| Subordinate Lien Revenue Refunding Bonds, Taxable Series 2020D | 99,705,000 | 210,250,000 | 2.1x |
| Subordinate Lien Revenue Refunding Bonds, Series 2020E | 61,670,000 | 185,975,000 | 3.0x |
| Total: | 407,290,000 | 1,579,805,000 | |

| New Money Series: | Bonds Offered | Orders Received | Subscription Level |
|--|--------------------|----------------------|--------------------|
| Senior Lien Revenue Bonds, Series 2020E | 166,530,000 | 1,016,865,000 | 6.1x |
| Subordinate Lien Revenue Bond Anticipation Notes, Series 2020F | 112,710,000 | 1,404,225,000 | 12.5x |
| Total: | 279,240,000 | 2,421,090,000 | |

Conclusion

2020 marks the Mobility Authority's 18th year in existence. During those short 18 years, we have implemented more than \$2 billion worth of roadway projects that have contributed significantly to the economic vitality of, and quality of life in Central Texas. We are proud of all we have accomplished, and we look forward to doing even more for the community in the years ahead.