

# Regular Meeting of the Board of Directors



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

August 26, 2020

# Welcome and opportunity for public comment



# 1

**Bobby Jenkins**  
Chairman

# Consent Agenda

2. Approve the minutes from the July 29, 2020 Regular Board Meeting
3. Approve Amendment No. 1 to the interlocal agreement with the Texas Department of Transportation for highway emergency response operations (HERO) program
4. Approve an interlocal agreement with the Texas Department of Transportation to co-locate personnel for the purpose of serving Pay By Mail customers of both agencies



# 2-4

**Bobby Jenkins**

Chairman

**Accept the unaudited financial statements through July 2020 and consider the monthly budget update**

**# 5**

**William Chapman** - Chief Financial Officer  
**Robert D. Goode** - Deputy Executive Director  
**Mary Temple** - Controller



## Most Recent Figures

# Monthly Budget Update



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

**Robert D. Goode**  
Deputy Executive Director



# July Projected Revenue vs. Actual

<b>Projected Revenue vs. Actual</b>				
<b>REVENUES</b>	<b>Adopted Budget</b>	<b>Projected Revenue thru July</b>	<b>Actual Revenue thru July</b>	<b>Delta (underrun)</b>
Tag Revenue	\$87,282,802	\$5,856,900	\$5,543,862	(\$313,038)
Video Tolls	\$23,301,118	\$1,563,600	\$1,768,870	\$205,270
Fee Revenue	<u>\$8,342,080</u>	<u>\$559,800</u>	<u>\$915,294</u>	<u>\$355,494</u>
<b>Total Operating Revenue</b>	<b>\$118,926,000</b>	<b>\$7,980,300</b>	<b>\$8,228,026</b>	<b>\$247,726</b>
Interest Income	\$2,500,000	\$208,300	\$80,419	(\$127,881)
Grant Revenue	\$3,000,000	\$0	\$0	\$0
Misc. Revenue	<u>\$3,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<b>Total Other Revenue</b>	<b>\$5,503,000</b>	<b>\$208,300</b>	<b>\$80,419</b>	<b>(\$127,881)</b>
<b>TOTAL REVENUE</b>	<b>\$124,429,000</b>	<b>\$8,188,600</b>	<b>\$8,308,445</b>	<b>\$119,845</b>

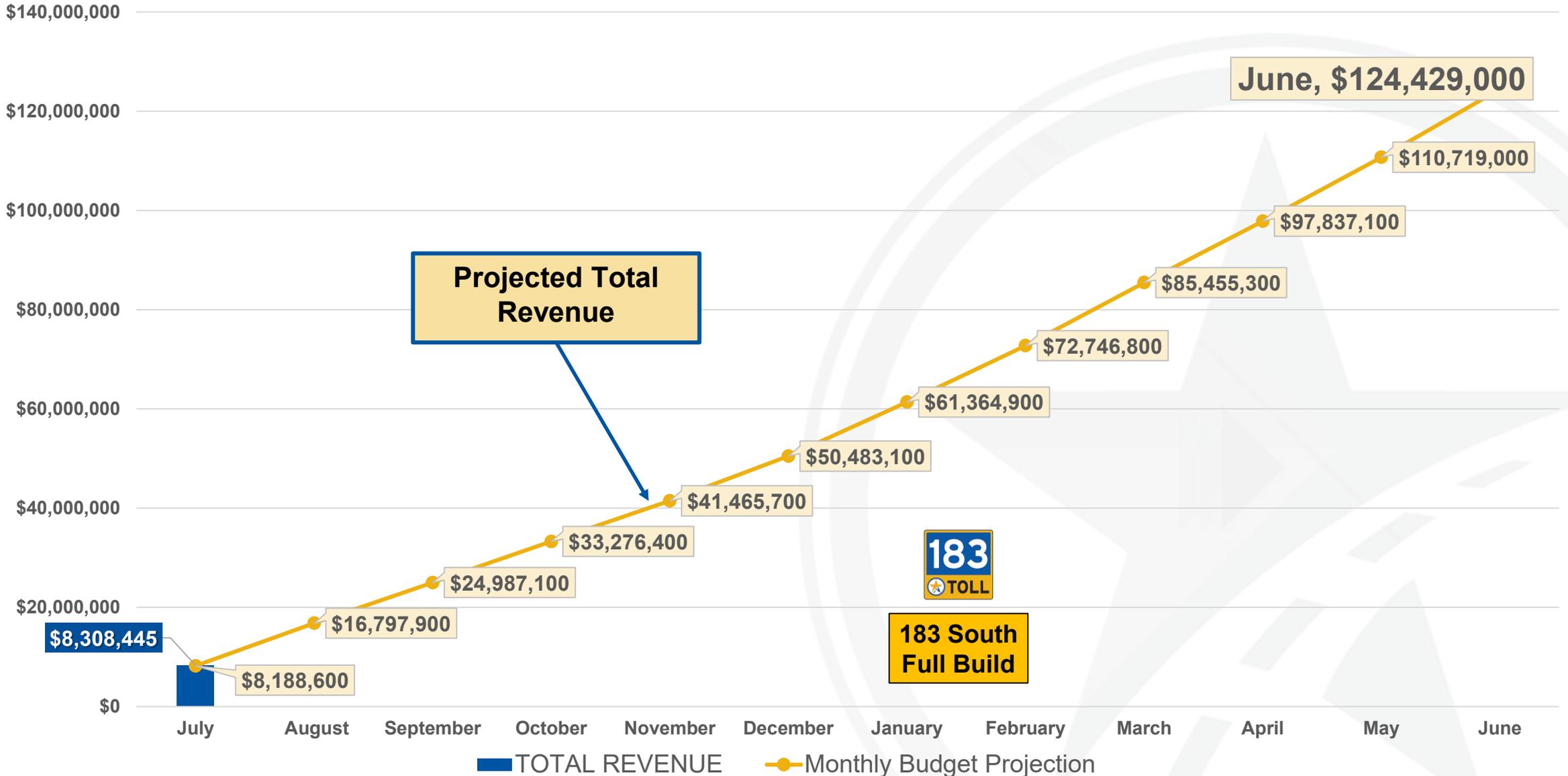


# July Projected Expenses vs. Actual

<b><u>Projected Expenses vs. Actual</u></b>				
<b>EXPENSES</b>	<b>Adopted Budget</b>	<b>Projected Expenses thru July</b>	<b>Actual Expenses thru July</b>	<b>Delta (underrun)</b>
Salaries/Benefits	\$6,572,687	\$532,800	\$442,774	(\$90,026)
Administrative	\$3,450,200	\$233,600	\$202,269	(\$31,331)
Operations/ Maintenance	\$25,376,689	\$2,363,000	\$2,384,234	\$21,232
Other	\$51,721,420	\$3,573,300	\$3,589,443	\$16,143
Non-Operating	<u>\$44,206,626</u>	<u>\$3,270,000</u>	<u>\$3,228,834</u>	<u>(\$41,166)</u>
<b>TOTAL EXPENSES</b>	<b>\$131,327,621</b>	<b>\$9,972,700</b>	<b>\$9,847,554</b>	<b>(\$125,146)</b>

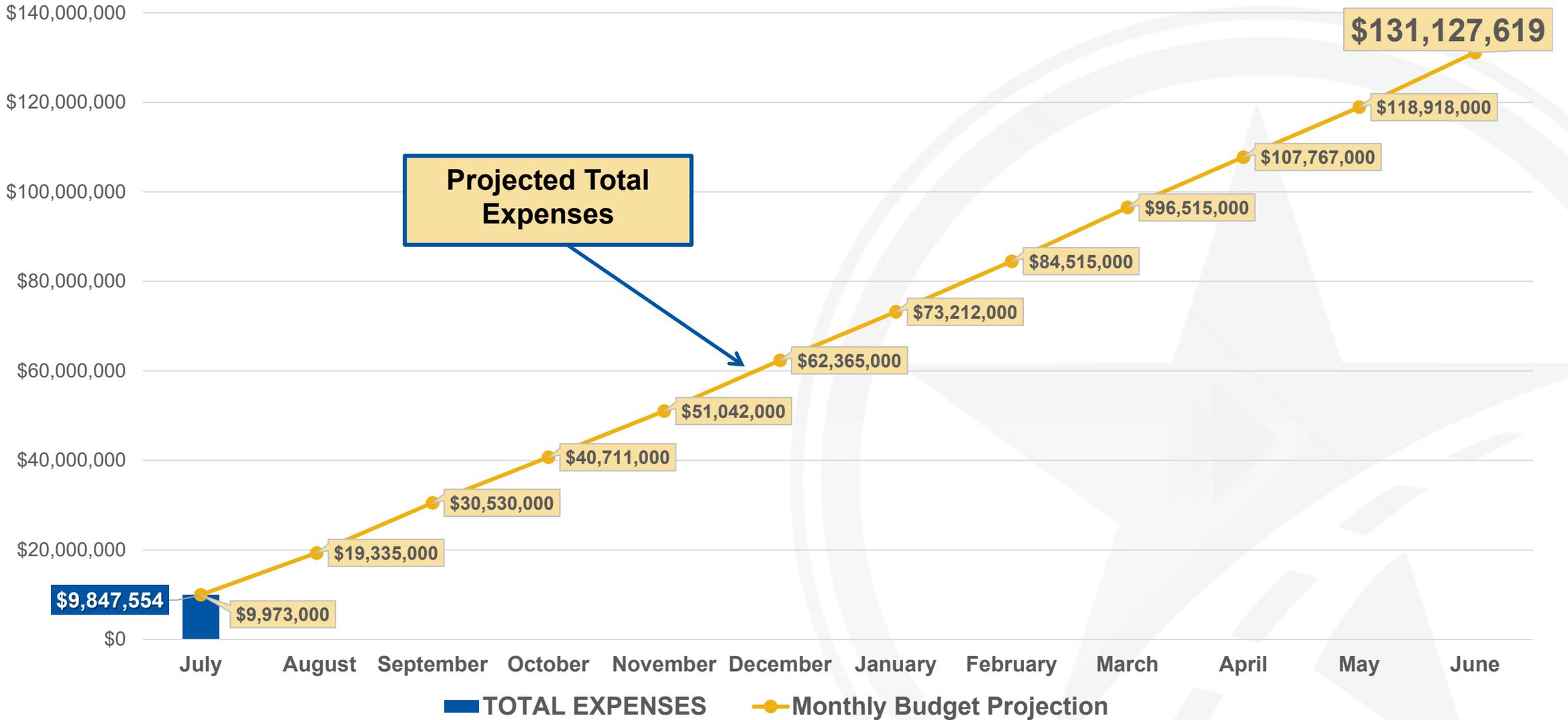


# Actual vs Budgeted, Projected Revenue





# Actual vs Budgeted, Projected Expenses



# Financial Statements



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

**Mary Temple**  
Controller

**Discuss and consider awarding contracts to firms qualified to perform traffic and revenue engineering services for the Mobility Authority**

**# 6**

**William Chapman**  
Chief Financial Officer

# Prohibit the operation of certain vehicles on Mobility Authority toll facilities pursuant to the Habitual Violator Program

# 7

Tracie Brown – Director of Operations  
Craig Bettmann – Cogensia



# Payments Made by Habitual Violators

Habitual Violator  
Pre-Determination  
Letter Received

9% of pre-Habitual Violators  
made payments

\$60,150 in paid Tolls  
\$11,219 in paid Fees

Pre-Habitual Violator Period (6 months)

16% of Habitual Violators made payments

\$283,856 in paid tolls  
\$46,493 in paid Fees

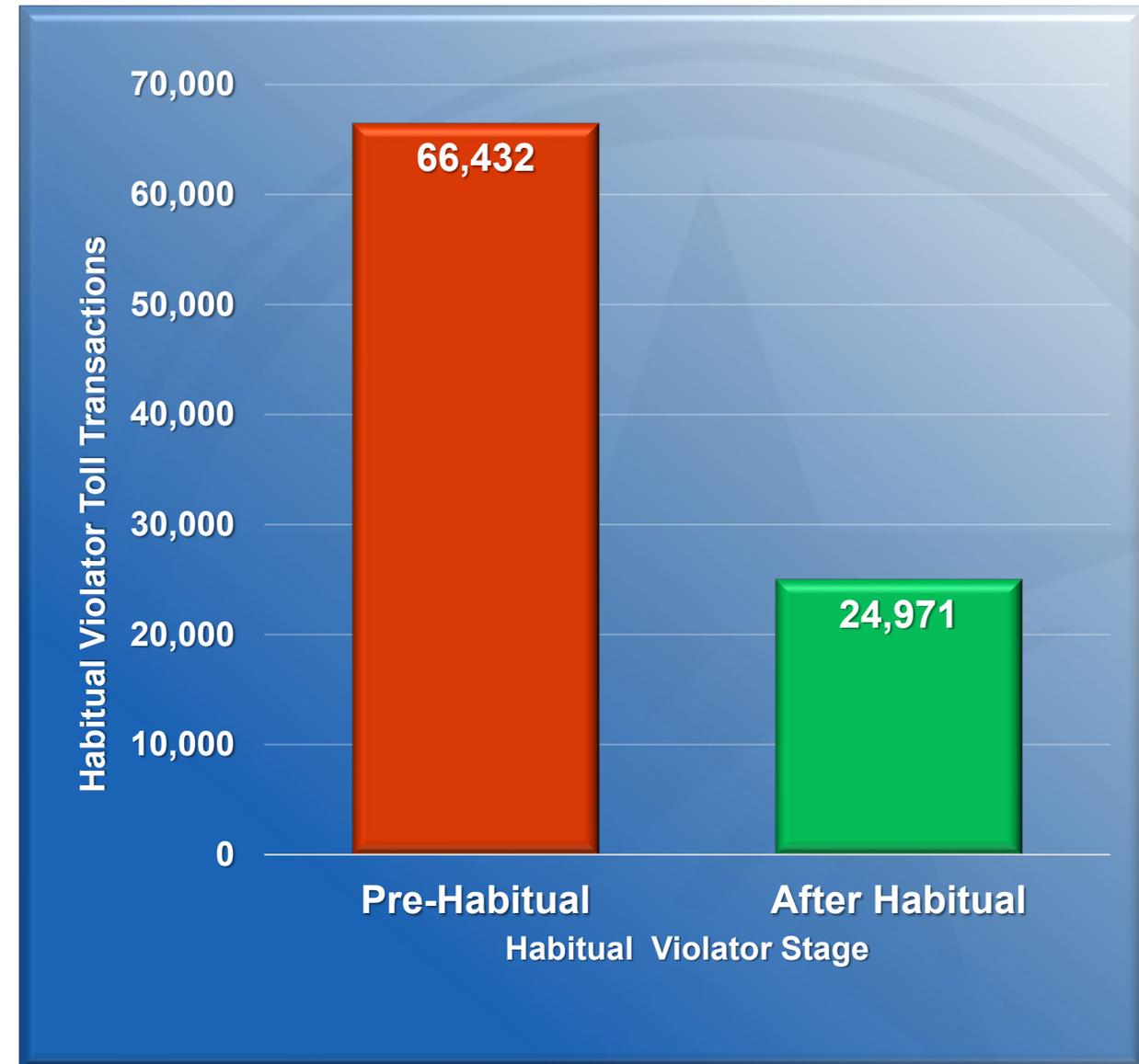
Habitual Violator Period (6 months)

- » The Habitual Violator program led to a more than 4X increase in Toll and Fee payment
- » \$517,960 in annualized additional collected revenue due to the Habitual Violator program



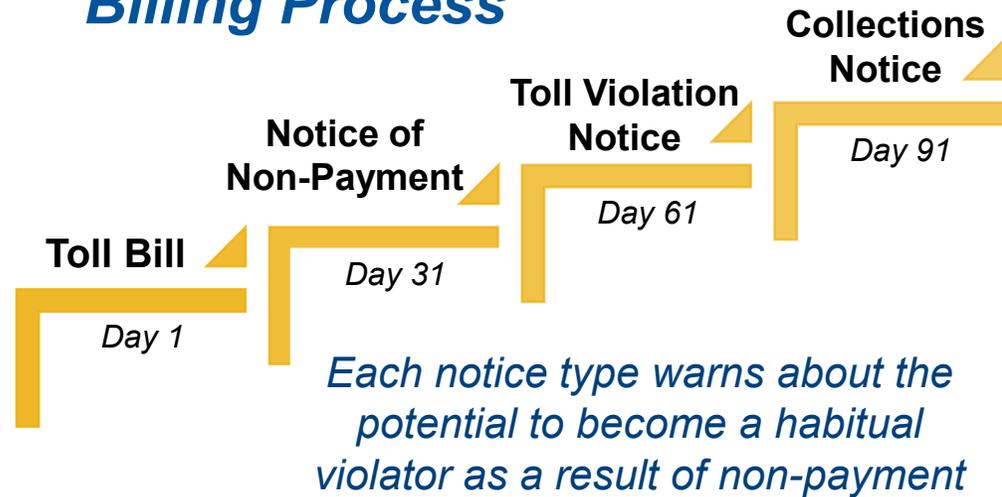
# Roadway Usage by Habitual Violators

- » **The Habitual Violator program led to a 62% reduction in roadway usage:**
  - » 66,432 transactions in the three months prior to being declared a Habitual Violator
  - » 24,971 transactions in the three months after getting the Habitual Violator Prohibition notice
- » **After receiving the Habitual Violator notice:**
  - » 27% of Habitual Violators stopped using the toll roads entirely
  - » Overall roadway use by Habitual Violators dropped 49%

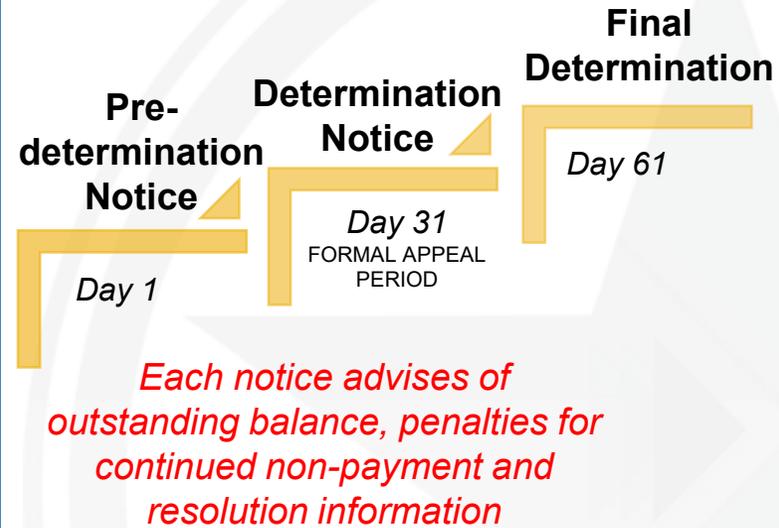




## Pay By Mail Billing Process



## Habitual Violator Process



### OUTCOMES

1. Vehicle Registration Renewal Block
2. Notice of Vehicle Prohibition
3. On-road Enforcement





## » Approve a Vehicle Prohibition Order for the identified habitual violator customers

- » Number of prohibited vehicles: 213
- » Total number of unpaid tolls: 181,091
  - Median number of outstanding tolls per vehicle: 841
  - Median unpaid toll balance: \$1,643
  - Median unpaid admin fee balance: \$544

## » Next Steps

- » Customers will receive Prohibition Order by mail
- » Customers found to be in violation of prohibition are subject to warning, citation with up to \$500 fine and/or vehicle impoundment

# Discuss and consider approving a contract with Fagan Consulting LLC for general systems consultant services

# 8

**Tracie Brown**

Director of Operations



## » **Contract Scope**

- » Includes services related to electronic toll collection systems, both roadside and video tolling; interoperability; technical project support; information technology services and other related tasks

## » **Contract Term**

- » Initial 5-year term with one optional 2-year renewal

## » **Contract Value**

- » Determined by amount approved by the Board in the annual budgeting process; approved spending for FY21 is \$1,082,515



# Proposed Letter Agreement Approval Process





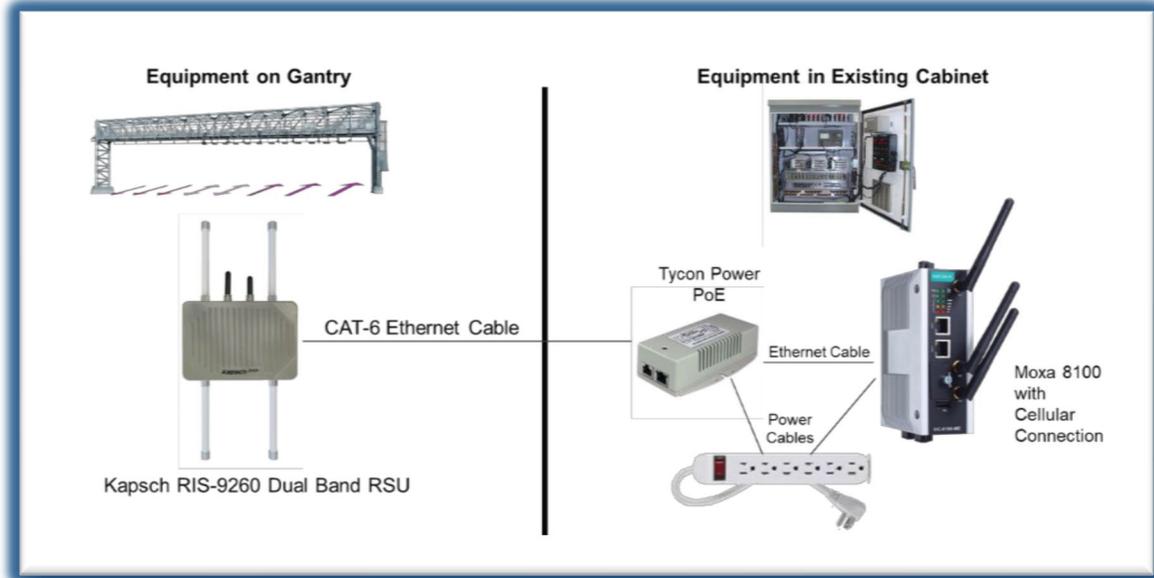
- » **Approve the contract with Fagan Consulting, LLC for general systems consultant services**
- » **Approve a letter agreement process for authorizing work under the contract**
- » **Next steps**
  - » Execute contract (August 2020)
  - » Notice to Proceed (September 2020)

# Discuss and consider approving an agreement with Kapsch TrafficCom USA, Inc. for a connected vehicle test program

# 9

Mike Heiligenstein - Executive Director

Jeff Dailey, P.E. - Deputy Executive Director

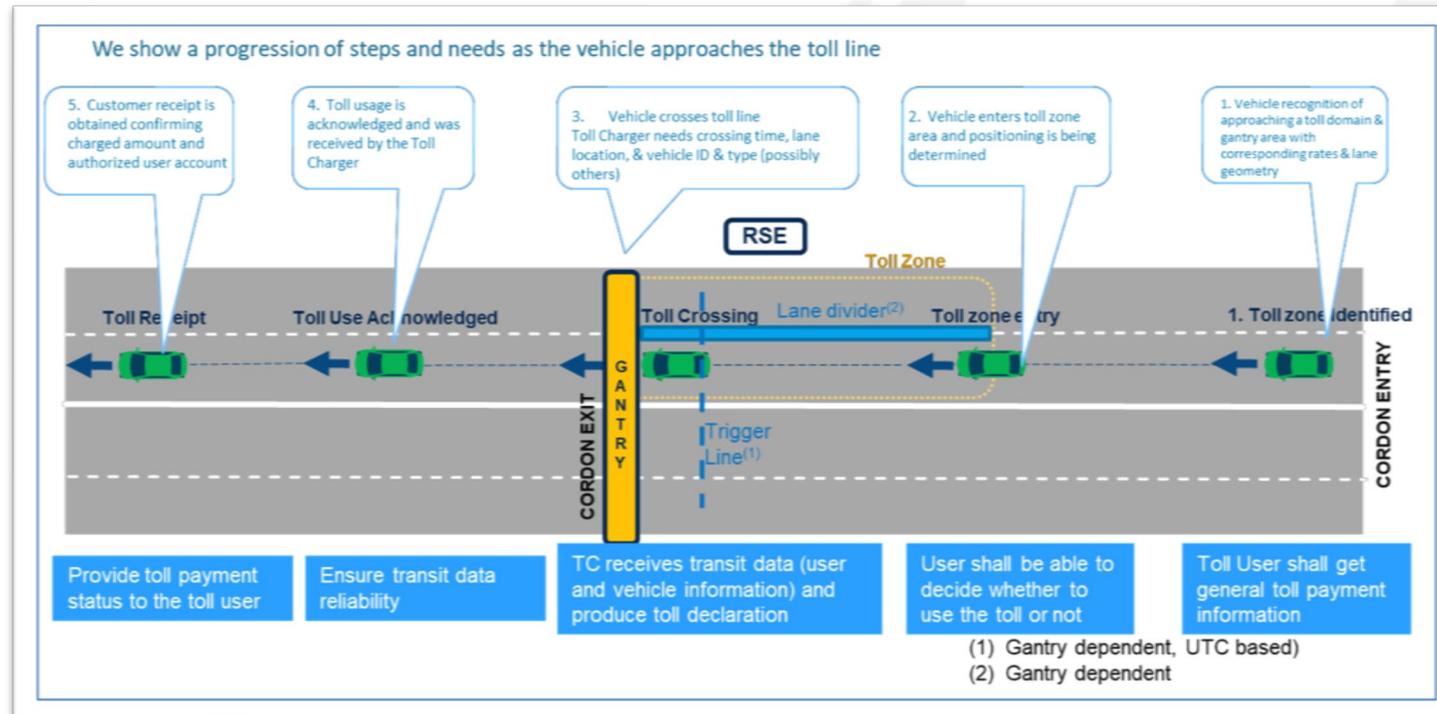


- » **Kapsch TrafficCom USA in partnership with Ford Motor Company is proposing to test next generation tolling technology at two toll gantries on Mobility Authority roadways:**
  - » MoPac
  - » 45SW
- » **Kapsch will pay all costs associated with installing and removing the equipment and conducting the tests**
- » **Agreement is for one-year demonstration period**
- » **Kapsch will provide monthly updates and a final report with information including:**
  - » Transaction data
  - » Test methodology and analyses
  - » Recommendations related to the reliability and accuracy of the connected vehicle GPS based toll system and the message/alert capabilities



# Primary Demonstration Concept

- » Roadside transmitter/receiver units located at toll gantries will communicate with Ford “test vehicles” using connected vehicle technology (CV2X)
  - » Vehicle will display toll rate prior to tolling gantry
  - » Vehicle will confirm passage through toll gantry and application of toll
  - » Receipt will be provided confirming toll charge received and paid by payment provider





## » Next generation tolling technology could:

- » Lower infrastructure costs and improve the accuracy of toll collection by reducing the need for in-lane detection and classification equipment
- » Improve efficiency and lower collection costs associated with pursuing license plate tolls by ensuring all vehicles can be easily identified and charged the proper toll
- » Provide a wider range of payment options for customers via both public agencies and private sector financial services companies
- » Offer additional customer service features and enhancements associated with toll road usage and toll payment



- » **Use Connected Vehicle (CV2X) technology to send real-time travel information directly to the onboard unit/infotainment system in the vehicle:**
  - » Provide in-vehicle speed limit information
  - » Provide in-vehicle roadside sign information
  - » Provide real-time in-vehicle dynamic message sign information
  - » Alert drivers about upcoming lanes closures, traffic backups or accidents
  - » Alert drivers about changing weather conditions



## » **Connected Vehicle Technology (CV2X) could:**

- » Reduce and eventually eliminate costs associated with installation and maintenance of roadway signing
- » Reduce and potentially eliminate costs associated with work zone traffic control
- » Improve safety by ensuring drivers are immediately aware of changing roadway conditions
- » Give autonomous and semi-autonomous vehicles the information they need to navigate the roadways more effectively
- » Improve roadway navigation systems by providing better real-time data about current roadway conditions



- » **Authorize the Executive Director to negotiate and an agreement with Kapsch TrafficCom USA, Inc. to conduct demonstrations of next generation tolling technology and Connected Vehicle technology in partnership with Ford Mobility Company on Mobility Authority toll facilities**

# Executive Director Report

- A. Effect of COVID-19 on agency operations
- B. 183 North Mobility Project
- C. Results of Bond Refunding
- D. Project Awards / Recognition

# 10

**Mike Heiligenstein**

Executive Director



## Refunding Overview

Central Texas Regional Mobility Authority

August 25, 2020

## Congratulations to the CTRMA on its 2020 Series BCD Bond Sale



## Summary of Refunding Results

- On Tuesday, August 25<sup>th</sup>, Morgan Stanley served as senior manager to refund \$279 million of outstanding Mobility Authority bonds
  - Fix out the Senior Lien 2015B Soft Put
  - Refund Senior Lien 2013A Bonds
  - Refunding Subordinate Lien 2013 Bonds
- The refunding produced \$34.4 million in net present value savings, or 12.3% of refunded par. This creates \$46.3 million of cash flow savings, or an average of approximately \$1.9 million through 2045
  - Taxable senior lien refunding produced NPV savings of 10.8% of refunded par (exceeding 5% Board min)
  - Taxable sub lien refunding produced NPV savings of 6.7% of refunded par (exceeding 4% Board min)
- The total transaction received \$1.2 billion in orders and was nearly 4x subscribed by 57 different institutional investors, including 10 who are among the Mobility Authority's top 20 owners of their debt

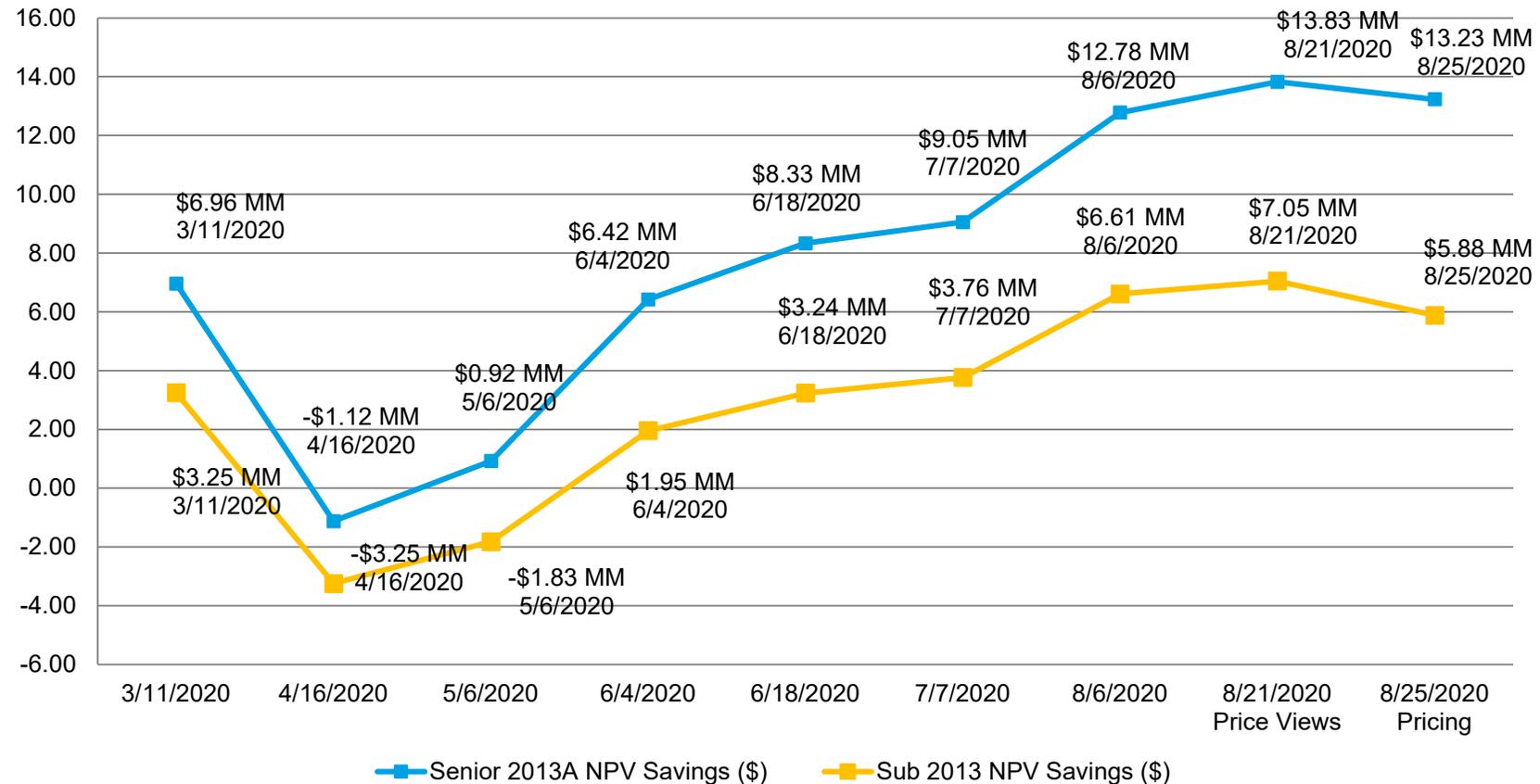


# CTRMA Taxable Savings Over Time

The CTRMA Achieved \$13.2 million of NPV Savings on the Senior Lien Taxable Series 2020C and \$5.9 million of NPV Savings on the Subordinate Lien Taxable Series 2020D

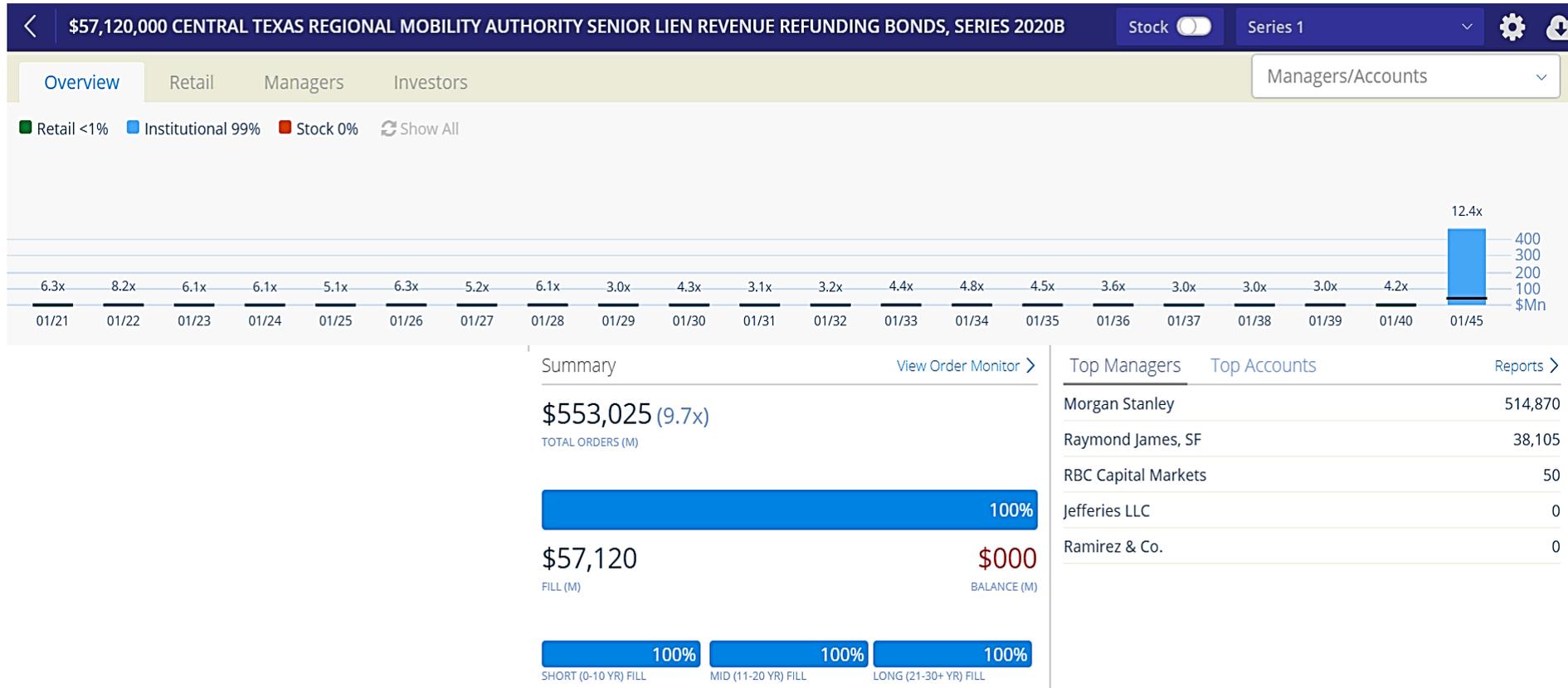
NPV Savings from Taxable Advance Refunding of CTRMA Senior Series 2013A and Subordinate Series 2013 Bonds (\$MM)

March 2020 – August 25<sup>th</sup>, 2020 (Pricing)



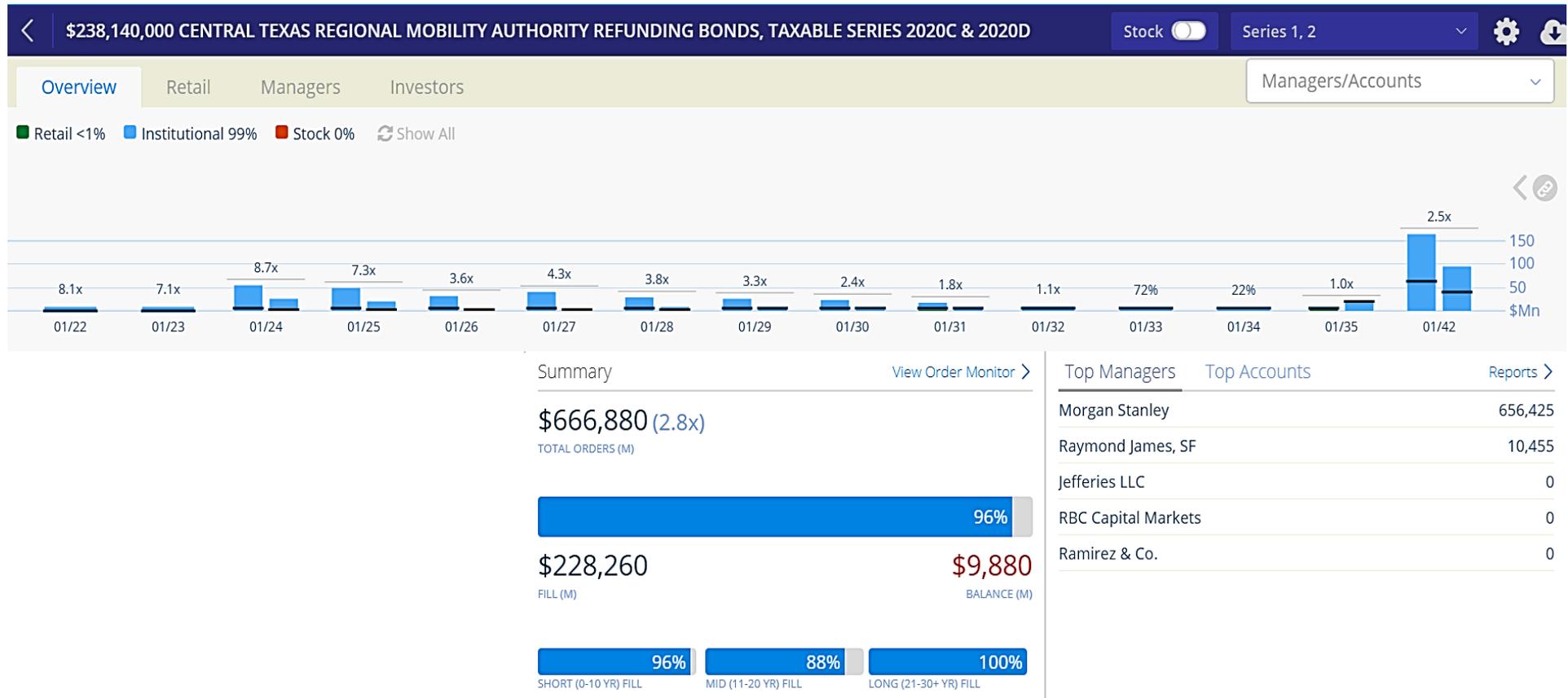
# Tax-Exempt Order Monitor

## Senior Lien Series 2020B



# Taxable Order Monitor

Senior Lien Series 2020C, Subordinate Lien Series 2020D



Morgan Stanley

APPENDIX

---

## **Disclaimers**

## Legal Disclaimer

We, Morgan Stanley & Co. LLC ("Morgan Stanley"), is not recommending an action to you; (b) Morgan Stanley is not acting as an advisor to you and does not owe a fiduciary duty pursuant to Section 15B of the Exchange Act to you with respect to the information and material contained in this communication; (c) Morgan Stanley is acting for its own interests; (d) you should discuss any information and material contained in this communication with any and all internal or external advisors and experts that you deem appropriate before acting on this information or material; and (e) Morgan Stanley seeks to serve as an underwriter on a future transaction and not as a financial advisor or municipal advisor. The information provided is for discussion purposes only in anticipation of being engaged to serve as underwriter. The primary role of an underwriter is to purchase securities with a view to distribution in an arm's-length commercial transaction with the issuer. The underwriter has financial and other interests that differ from those of the issuer and obligated persons.

Any non-historical interest rates used herein are hypothetical and take into consideration conditions in today's market and other factual information such as the issuer's or obligated person's credit rating, geographic location and market sector. As such, these rates should not be viewed as rates that Morgan Stanley guarantees to achieve for the transaction should we be selected to act as underwriter. Any information about interest rates and terms for SLGs is based on current publically available information and treasury or agency rates for open-market escrows are based on current market interest rates for these types of credits and should not be seen as costs or rates that Morgan Stanley guarantees to achieve for the transaction should we be selected to act as underwriter.

We have prepared this document solely for informational purposes. You should not definitively rely upon it or use it to form the definitive basis for any decision, contract, commitment or action whatsoever, with respect to any proposed transaction or otherwise. You and your directors, officers, employees, agents and affiliates must hold this document and any oral information provided in connection with this document in strict confidence and may not communicate, reproduce, distribute or disclose it to any other person, or refer to it publicly, in whole or in part at any time except with our prior written consent. If you are not the intended recipient of this document, please delete and destroy all copies immediately.

We have prepared this document and the analyses contained in it based, in part, on certain assumptions and information obtained by us from the recipient, its directors, officers, employees, agents, affiliates and/or from other sources. Our use of such assumptions and information does not imply that we have independently verified or necessarily agree with any of such assumptions or information, and we have assumed and relied upon the accuracy and completeness of such assumptions and information for purposes of this document. Neither we nor any of our affiliates, or our or their respective officers, employees or agents, make any representation or warranty, express or implied, in relation to the accuracy or completeness of the information contained in this document or any oral information provided in connection herewith, or any data it generates and accept no responsibility, obligation or liability (whether direct or indirect, in contract, tort or otherwise) in relation to any of such information. We and our affiliates and our and their respective officers, employees and agents expressly disclaim any and all liability which may be based on this document and any errors therein or omissions therefrom. Neither we nor any of our affiliates, or our or their respective officers, employees or agents, make any representation or warranty, express or implied, that any transaction has been or may be effected on the terms or in the manner stated in this document, or as to the achievement or reasonableness of future projections, management targets, estimates, prospects or returns, if any. Any views or terms contained herein are preliminary only, and are based on financial, economic, market and other conditions prevailing as of the date of this document and are therefore subject to change. We undertake no obligation or responsibility to update any of the information contained in this document. Past performance does not guarantee or predict future performance.

This document and the information contained herein do not constitute an offer to sell or the solicitation of an offer to buy any security, commodity or instrument or related derivative, nor do they constitute an offer or commitment to lend, syndicate or arrange a financing, underwrite or purchase or act as an agent or advisor or in any other capacity with respect to any transaction, or commit capital, or to participate in any trading strategies, and do not constitute legal, regulatory, accounting or tax advice to the recipient. We recommend that the recipient seek independent third party legal, regulatory, accounting and tax advice regarding the contents of this document. This document does not constitute and should not be considered as any form of financial opinion or recommendation by us or any of our affiliates. This document is not a research report and was not prepared by the research department of Morgan Stanley or any of its affiliates.

Notwithstanding anything herein to the contrary, each recipient hereof (and their employees, representatives, and other agents) may disclose to any and all persons, without limitation of any kind from the commencement of discussions, the U.S. federal and state income tax treatment and tax structure of the proposed transaction and all materials of any kind (including opinions or other tax analyses) that are provided relating to the tax treatment and tax structure. For this purpose, "tax structure" is limited to facts relevant to the U.S. federal and state income tax treatment of the proposed transaction and does not include information relating to the identity of the parties, their affiliates, agents or advisors.

This document is provided by Morgan Stanley & Co. LLC and/or certain of its affiliates or other applicable entities, which may include Morgan Stanley Realty Incorporated, Morgan Stanley Senior Funding, Inc., Morgan Stanley Bank, N.A., Morgan Stanley & Co. International plc, Morgan Stanley Securities Limited, Morgan Stanley Bank AG, Morgan Stanley MUFG Securities Co., Ltd., Mitsubishi UFJ Morgan Stanley Securities Co., Ltd., Morgan Stanley Asia Limited, Morgan Stanley Australia Securities Limited, Morgan Stanley Australia Limited, Morgan Stanley Asia (Singapore) Pte., Morgan Stanley Services Limited, Morgan Stanley & Co. International plc Seoul Branch and/or Morgan Stanley Canada Limited. Unless governing law permits otherwise, you must contact an authorized Morgan Stanley entity in your jurisdiction regarding this document or any of the information contained herein.

e redistributed without the prior written consent of Morgan Stanley.

© Morgan Stanley and/or certain of its affiliates. All rights reserved.



# Agency & Project Awards 2020



» [IBTTA](#)  
Certificate of Merit - 45SW Project



» [Engineering News-Record](#)  
Regional Green Project of the Year – 45SW Project



» [American Society of Civil Engineers Texas](#)  
Outstanding Civil Engineering Achievement Award of Merit – 45SW Project



» [Women in Transportation Heart of Texas Chapter](#)  
Innovative Transportation Solutions Award – Tracie Brown/45SW Project

» [Women in Transportation Heart of Texas Chapter](#)  
Rosa Parks Diversity Leadership Award – Tracie Brown



» [American Public Works Association](#)  
Technical Innovation Award – 45SW Project



» [Institute of Transportation Engineers](#)  
Transportation Council Innovation in Education Award – MOVEFWD Workforce Collaborative



» [International Partnering Institute](#)  
Collaborative Project Award – 45SW Project



# Executive Session

Please remain seated and quiet while the Executive Session agenda is read into the record.

11. Discuss legal issues related to claims by or against the Mobility Authority; pending or contemplated litigation and any related settlement offers; or other matters as authorized by §551.071 (Consultation with Attorney).
12. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation with Attorney).
13. Discuss personnel matters as authorized by §551.074 (Personnel Matters)

# 11-13

**Bobby Jenkins**

Chairman

# Adjourn Meeting

# 14

**Bobby Jenkins**  
Chairman

# Regular Meeting of the Board of Directors



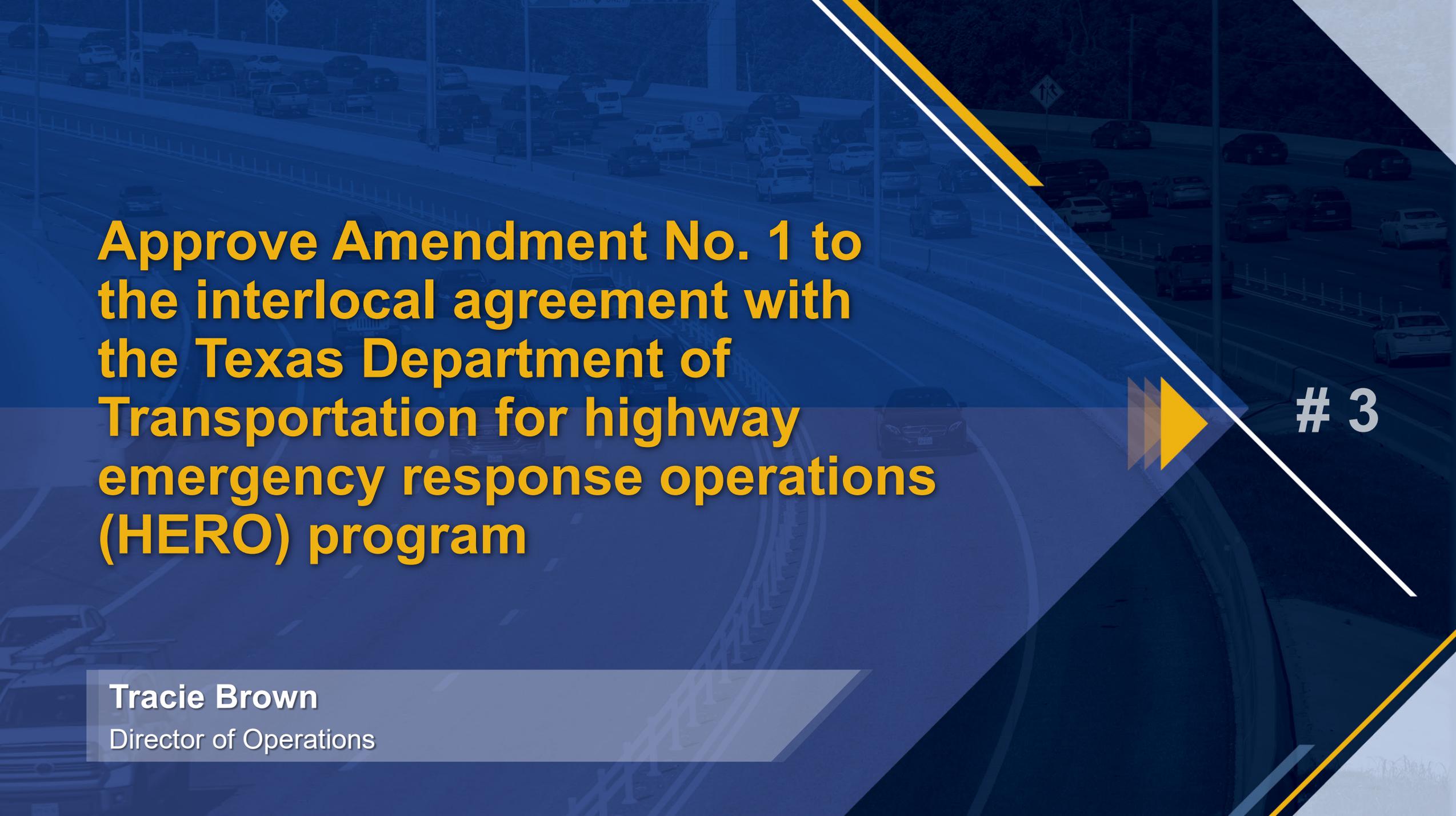
CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

June 24, 2020

# CONSENT AGENDA BACKUP MATERIALS



CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY



**Approve Amendment No. 1 to  
the interlocal agreement with  
the Texas Department of  
Transportation for highway  
emergency response operations  
(HERO) program**

**# 3**

**Tracie Brown**  
Director of Operations

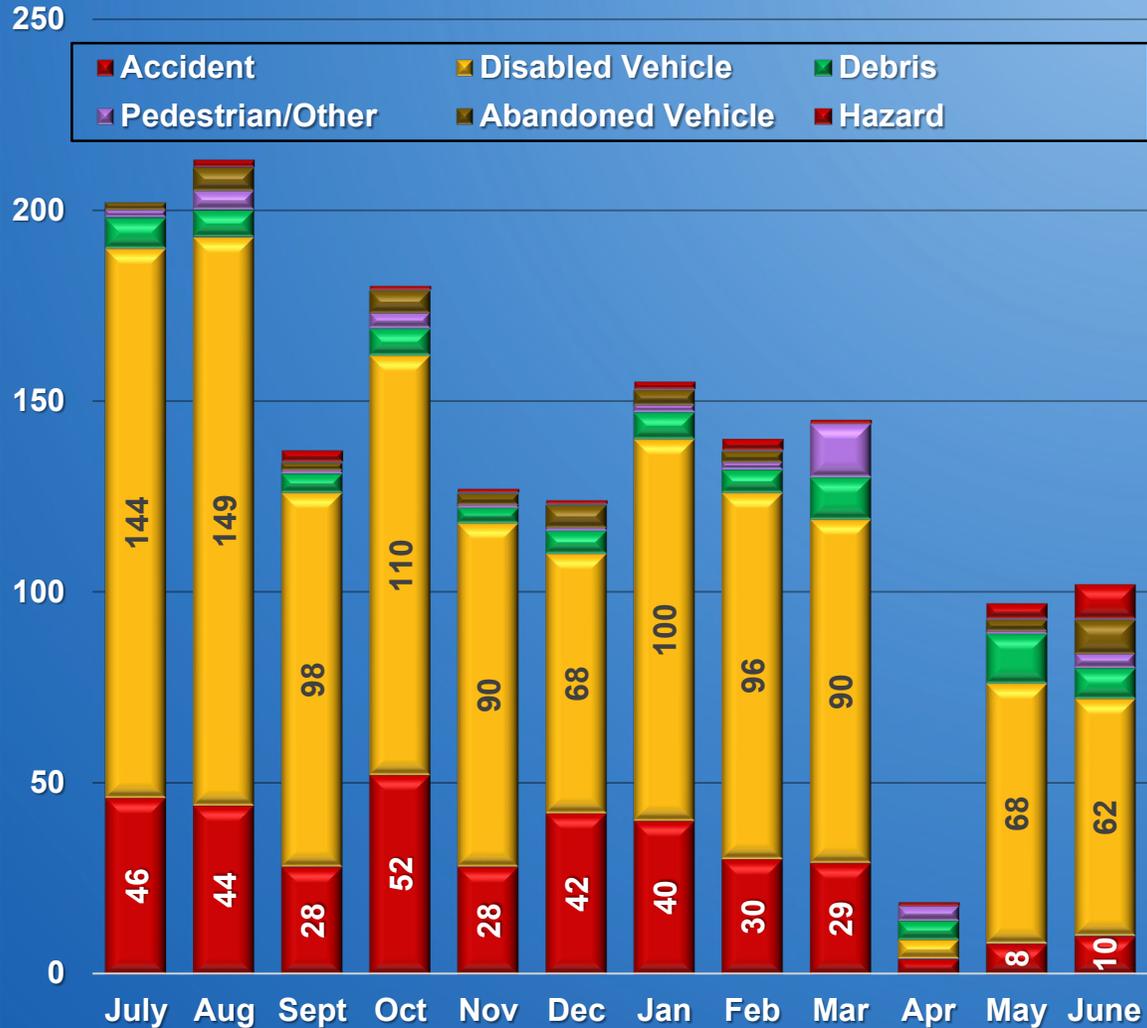


- » **Aligns with CAMPO's Austin Regional Open Roads Policy which affirms the commitment to clear traffic incidents from the roadway as quickly as possible and expectation to preserve roadway capacity while ensuring the safety of both responders as well as the traveling public**
- » **Applies to all Mobility Authority facilities**
- » **Establishes the contractual mechanism to implement HERO services on Mobility Authority facilities as needed**
  - » Services on the MoPac Express Lanes have been in place since July 2018 at a cost of ~\$148,000 / yr.
  - » Other facilities – 183A, 71, 290, 45SW, 183S, etc. - could be added on an “as needed” basis with approval of the Board

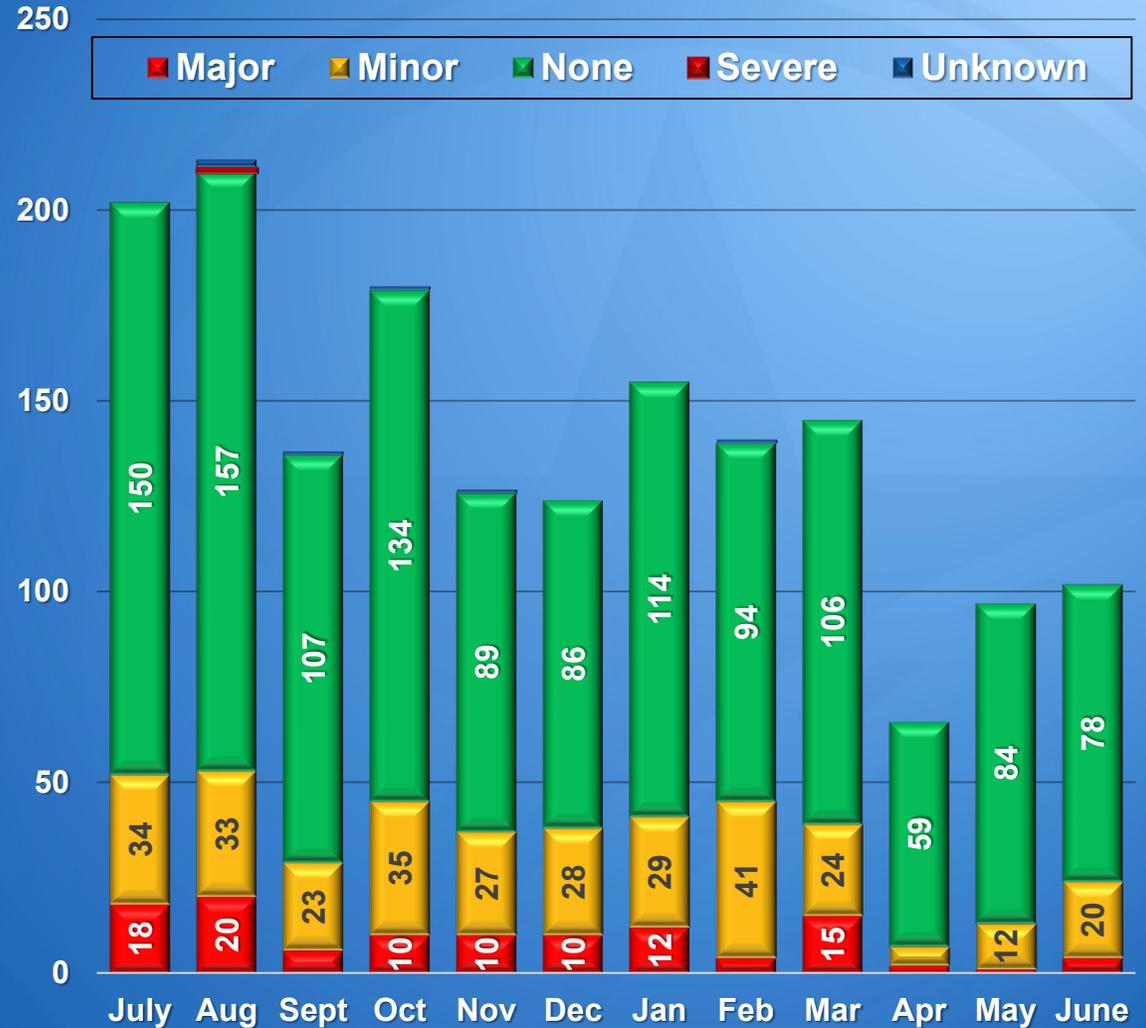


# Roadside Assistance Trends (FY 2020)

### Incidents By Type



### Incidents By Travel Impact





# Average Clearance Time for MoPac Traffic Incidents (FY 2020)

The national goal for roadway clearance times is 1.5 hours for a major incident



Type of Incident	July 2019	Aug 2019	Sept 2019	Oct 2019	Nov 2019	Dec 2019	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	June 2020
Major	1.460	1.755	1.323	1.492	1.895	1.232	1.392	0.779	0.532	0.708	0.917	1.409
Minor	1.372	1.235	1.088	1.069	0.875	1.396	0.882	0.965	0.693	0.903	0.429	2.391
None	2.237	2.002	2.112	1.896	1.807	2.024	1.442	1.342	1.662	1.534	2.194	1.670
Severe		1.834										
Unknown		0.625	1.800	0.017	0.400		0.217					



# TxDOT / Mobility Authority HERO Costs

<b>Mobility Authority Roadway / Segment</b>	<b>Mobility Authority Annual Participation Cost <i>(if / when initiated)</i></b>	<b>Total - Not to Exceed Cost Per Interlocal Agreement <i>(FY 2018-2023)</i></b>
<b>MoPac EL</b>	<b>\$ 147,828.87 *</b>	\$ 886,973.20
290 Toll	\$ 68,997.88	\$ 413,987.28
183A Toll	\$ 295,657.73	\$ 1,773,946.38
SH 71 Toll	\$ 68,001.28	\$ 408,007.68
<b>TOTAL</b>	<b>\$ 580,485.76</b>	<b>\$ 3,482,914.54</b>

\* Denotes amount approved in FY 2021 budget



- » **Approve Amendment No. 1 to the interlocal agreement with the Texas Department of Transportation for the highway emergency response operations (HERO) program**
- » **Authorize the Executive Director or his designee to execute work as needed**

**Approve an interlocal agreement with the Texas Department of Transportation to co-locate personnel for the purpose of serving Pay By Mail customers of both agencies**

**Tracie Brown**  
Director of Operations

**# 4**



# Interlocal Agreement Overview



- » **TxDOT and Mobility Authority contracted staff are co-located at the TxTag Customer Service Center (CSC) to provide walk-up services**
  - » Customers able to resolve TxTag and Mobility Authority toll payments and inquiries in one location
- » **The TxTag CSC is open Monday and Friday from 8a-7p and Tuesday – Thursday from 8a-5p\***
- » **No direct cost to the Authority for this partnership**
  - » Cofiroute provides staff and equipment through their agreement with the Mobility Authority

*\* As of June 15, 2020, hours temporarily reduced to 8a-5p Monday – Friday in response to the COVID-19 pandemic*



# Staff Recommendation

- » **Approve the Interlocal Agreement with the Texas Department of Transportation to co-locate personnel for the purposes of serving Pay By Mail customers of both Agencies**

# Regular Meeting of the Board of Directors



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

August 26, 2020