

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

RESOLUTION NO. 08-33

WHEREAS, the Central Texas Regional Mobility Authority ("CTRMA") was created pursuant to the request of Travis and Williamson Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, *et. seq.* (the "RMA Rules"); and

WHEREAS, the CTRMA is charged with funding and developing transportation improvements throughout the region to help solve the current mobility crisis and to improve the quality of life for residents of Central Texas; and

WHEREAS, CTRMA staff, working in partnership with the Austin District of the Texas Department of Transportation, developed a proposed "CTRMA/TxDOT Regional Implementation Program" (the "Program") which provides for the funding and development of various transportation system improvements through tolling of new roadway capacity; and

WHEREAS, in Resolution 04-62, dated December 8, 2004, the CTRMA Board of Directors adopted formal toll policies for the CTRMA (the "Toll Policies") that were consistent with the Program and reflected input received through public comment and a public hearing held by the CTRMA for such purpose; and

WHEREAS, the Board of Directors anticipated in Resolution 04-62 that the Toll Policies would be subject to revision and amendment from time to time to insure that the Toll Policies best implement the mission and goals of the CTRMA in its efforts to serve the public regarding mobility matters; and

WHEREAS, certain provisions of the Toll Policies require revision to be consistent with the desired operation of various transportation improvements developed under the Program; and

WHEREAS, CTRMA staff has undertaken development of a proposed amendment and revision to the Toll Policies for the CTRMA regarding utilization of an automated electronic toll collection system for all or portions of the projects developed under the Program and such proposed revisions to the Toll Policies are attached hereto as Attachment "A" ("Revisions to Toll Policies"); and


WHEREAS, CTRMA staff has undertaken with Stantec Consulting Services, Inc., the CTRMA's Traffic Consultant, the necessary review and analysis of the fiscal results of such revisions as required under the bond covenants the CTRMA is subject to in order to fully consider the impact of the proposed Revisions to Toll Policies, and it has been determined that an overall positive fiscal impact may be realized by the implementation of the Revisions to the Toll Policies; and

WHEREAS, the Board of Directors has determined that the Revisions to Toll Policies are acceptable and in the best interest of furthering CTRMA's efforts to serve the public regarding mobility matters.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors of the CTRMA hereby adopts the Revisions to the Toll Policies attached hereto as Attachment "A" and hereby amends the CTRMA Toll Policies accordingly, effective as of the date all necessary fiscal analysis and certification has been delivered to the CTRMA and other relevant parties under applicable bond covenants; and


Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of June, 2008.

Submitted and reviewed by:



Tom Nielson
Legal Counsel for the Central
Texas Regional Mobility Authority

Approved:



Robert E. Tesch
Chairman, Board of Directors
Resolution Number 08-33
Date Passed 6/25/08

ATTACHMENT "A"
TO
RESOLUTION 08-33
REVISIONS TO TOLL POLICIES

Automated Electronic Toll Collection
(Cashless Toll Collection System)

The CTRMA Board of Directors has, by passage of its Resolution 08-33 dated June 25, 2008, adopted certain revisions to the Toll Policies of the Authority.

Revisions to the Toll Policies are reflected either in the Policies and Procedures for Toll Collection Operations on the CTRMA Turnpike System ("Policies and Procedures Document") originally adopted December 8, 2004, or as included in the Toll Rates Structure (the "Official Statement Toll Rate Structure") included in the Official Statement dated February 16, 2005 in connection with the CTRMA issuance of various debt obligations (the "Official Statement");

To the extent authorized revisions have been made to the Policies and Procedures Document, such revisions are reflected therein, and any authorized revisions to the Official Statement Toll Rate Structure are as stated below:

The following revisions to the Policies and Procedures Document and the Official Statement Toll Rate Structure (as applicable) are authorized and adopted as follows:

Automated Electronic Toll Collection. The CTRMA may implement and utilize a toll collection system on any or all of its toll projects whereby all tolls are collected through automated electronic toll collection ("AETC") methods. Under this "cashless" toll collection system, accommodations for cash toll transactions will not be provided. Customers will either obtain and utilize a transponder (currently the TxTag transponder system, or other interoperable transponder system) or utilize the CTRMA video toll collection system.

The AETC will be instituted by the CTRMA on its 183-A Toll Project in a manner and on a schedule to be determined by CTRMA staff and consultants that is deemed to be the most efficient and effective for the Project. This will result in cash toll collections at the Park Street Plaza and Brushy Creek Ramp Plazas to no longer be available once the AETC is fully implemented. Future toll collection facilities for the 183-A Toll Project will be designed and constructed in a manner consistent with AETC.

The above revisions shall be deemed part of the Policies and Procedures Document and the Official Statement Toll Rate Structure as provided in Resolution No. 08-33, unless and until further revised by the CTRMA Board of Directors by appropriate resolution, in accordance with the provisions of the Official Statement, or as otherwise provided herein.

Memo



Stantec

To:	Ron Fagan CTRMA	From:	Bill Ihlo Stantec
File:	Video Toll Assessment	Date:	April 22, 2008

Reference: Proposed Cashless Toll Collection on 183A Turnpike

Scope of work

The Central Texas Regional Mobility Authority (CTRMA) is considering a change to the toll collection system on the 183A Turnpike that would eliminate cash toll transactions. Currently cash transactions are permitted at the Park Street mainline plaza and the Brushy Creek ramp plazas. The proposed system would use the video toll collection process for vehicles that use 183A but do not have transponders issued by CTRMA or one of the other compatible toll agencies (TTA, NTTA or HCTRA). Following is a more detailed description of the current system and proposed plan with an assessment of the potential impacts on transactional revenues.

Current System

On an average weekday under the current system, the majority of transactions are paid by transponder – some 85% on an average weekday; about 5% of transactions are paid by cash (manual or ACM lanes); and the remainder are violations that are billed through the video toll collection process. All cash transactions using manual lanes occur at the Park Street mainline plaza and all cash transactions using ACM lanes occur at the Brushy Creek ramp plazas. All lanes at Park Street, Brushy Creek and Lakeline plazas are equipped for transponder usage.

Proposed System

Under the proposed cashless toll collection system, the Park Street and Brushy Creek cash transactions would no longer be accommodated. These customers would have the option of obtaining a transponder with the added benefit of being charged the discounted AVI toll rate, or using the video toll collection system with somewhat higher tolls and fees. Transactions and revenues at the Lakeline mainline toll plaza are not likely to be affected by this proposed change, as that facility currently does not permit cash toll payments.

One Team. Infinite Solutions.

Stantec

April 18, 2008
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Reference: Proposed Cashless Toll Collection on 183A Turnpike

Average Weekday Transactions & Revenues

A review of recent data from CTRMA (January and February, 2008) indicates an average weekday transaction total of nearly 57,800. Following is a breakdown of total transactions, including the portion paid by cash as well as lane violations by paypoint:

Location	Transactions	Cash Share	Violations
Park St NB/SB	24,540	9.3%	6.7%
Brushy NB	3,950	9.3%	8.3%
Brushy SB	3,105	6.5%	6.0%
Lakeline NB	14,630	--	15.6%
Lakeline SB	11,539	--	11.6%
Total System	57,763	4.8%	10.0%

It is expected that the Lakeline plazas will be unaffected by the proposed cashless tolling system and therefore the focus of the remainder of this analysis will be the Park Street and Brushy Creek plazas. At these locations, we have made estimates of the average weekday toll revenues by source of payment as shown below:

Location	Cash	AVI	Video	Total
Park St NB/SB	\$3,664	\$29,584	\$368	\$33,616
Brushy NB/SB	\$284	\$2,688	\$36	\$3,008
Total (\$)	\$3,948	\$32,272	\$404	\$36,624
Total (%)	10.8%	88.1%	1.1%	100.0%

Revenue estimates were based on the number of transactions times an average toll. Average tolls for Park Street assumed some 3% trucks with an average of 3 axles per truck; and Brushy Creek tolls used the passenger car rates for all vehicles consistent with current rate schedules. Video toll revenues were based on a 35% pursuable violation share, a 40% collection rate and average cash tolls. As shown in the above tabulation average weekday revenues are estimated to be some \$36,600, of which nearly 11% is derived from cash payments.

Under the proposed cashless system, it is expected that a portion of the cash customers will convert to AVI usage, perhaps 40% or so, and the remainder will be subject to collection under the video toll system. Following is our estimate of the resulting average weekday revenues by source:

Location	Cash	AVI	Video	Total
Park St NB/SB	\$0	\$30,903	\$940	\$31,842
Brushy NB/SB	\$0	\$2,790	\$80	\$2,871
Total (\$)	\$0	\$33,693	\$1020	\$34,713
Total (%)	0.0%	97.1%	2.9%	100.0%

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Reference: **Proposed Cashless Toll Collection on 183A Turnpike**

Revenue Impact Assessment/Conclusion

As shown in the prior section, the proposed cashless toll collection system would generate some \$34,700 in toll revenue at the Park Street and Brushy Creek plazas. This would be a reduction of nearly \$1,900 per day, or 6.0% when compared to the toll revenues collected under the current system at these two plazas. Using an annualization factor of 300, the estimated weekday revenue loss would be \$570,000 per year.

According to the cost-benefit analysis provided by your staff, there would be an annual benefit of some \$890,000 primarily due to savings in labor costs and other expenses, as a result of converting to the proposed cashless system. This savings would be \$320,000 greater than the revenue loss, assuming current year traffic and transaction levels and therefore the conversion is expected to be revenue positive.

Please call us if you have any questions on this material.

STANTEC CONSULTING SERVICES INC.



William Ihlo
Principal
william.ihlo@stantec.com



CENTRAL TEXAS
Regional Mobility Authority

Item V

**Amendment to Mobility Authority
Toll Policies to Provide for Fully
Cashless Toll Collection on CTRMA
Toll Projects**



Transition to Cashless Tolling

Breakdown of 183A Toll Revenue



- Transitioning to cashless will directly effect 10% of our customers
 - Cash customers will have the option to either open a TxTag account or pay-by-mail



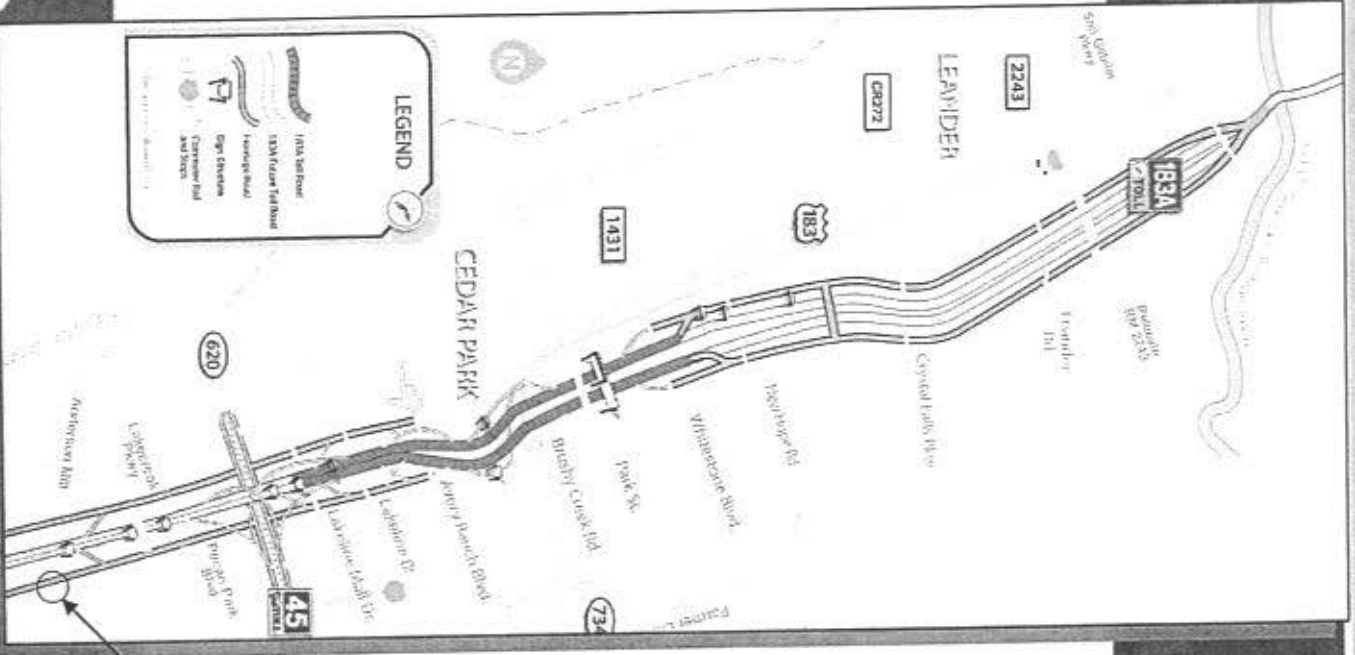
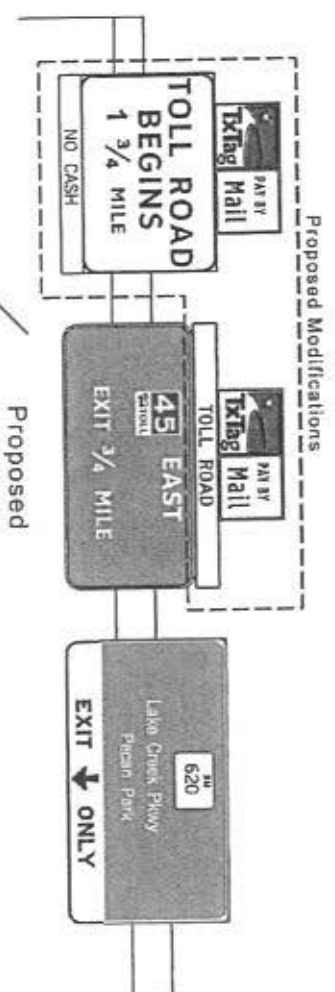
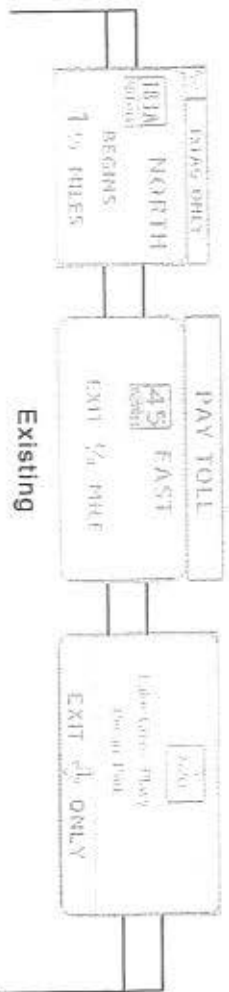


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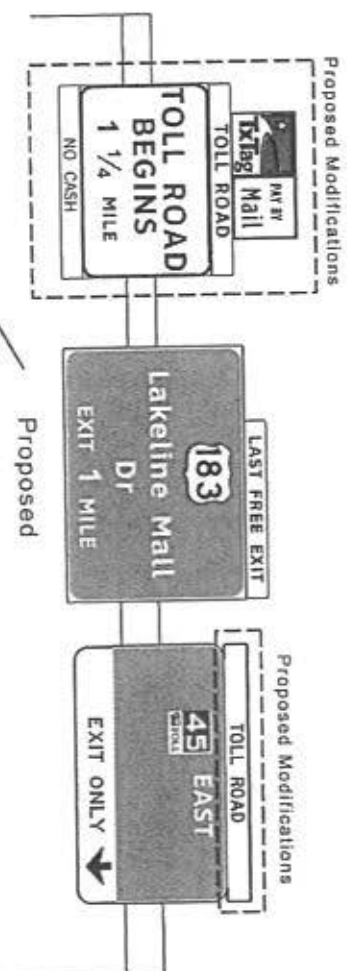
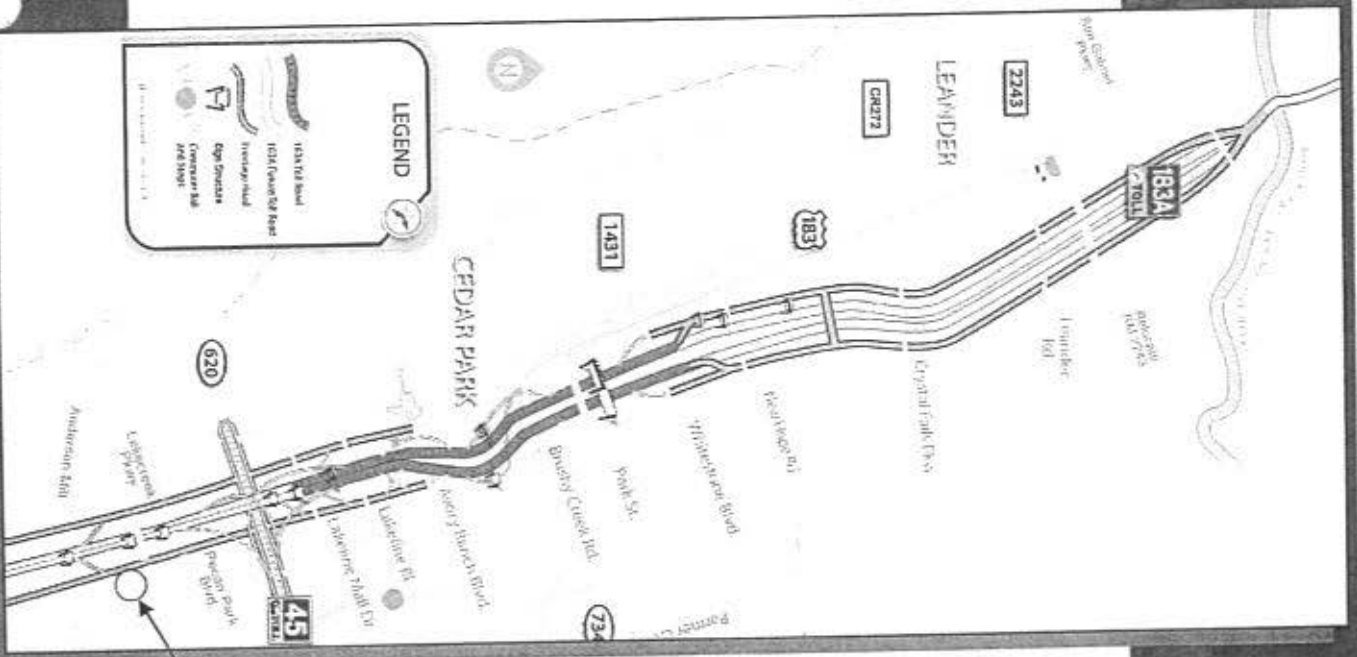
Northbound Approach to 183A Signing



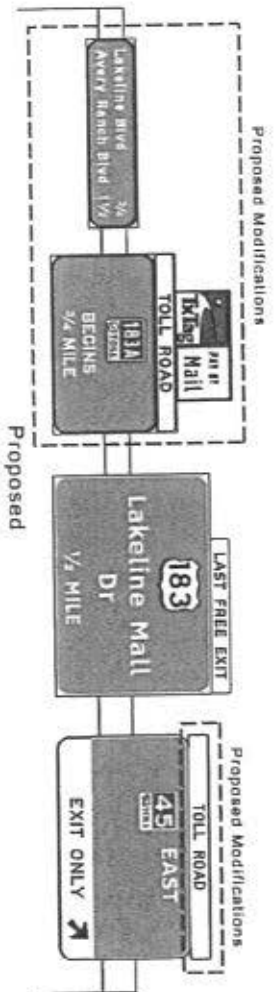
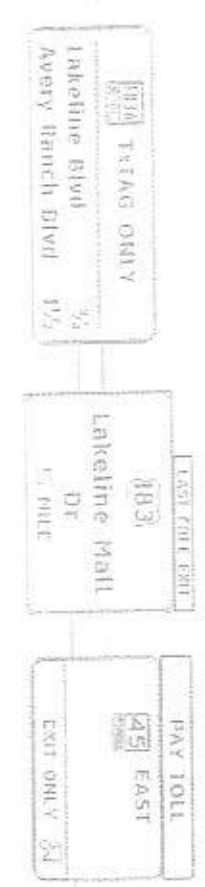
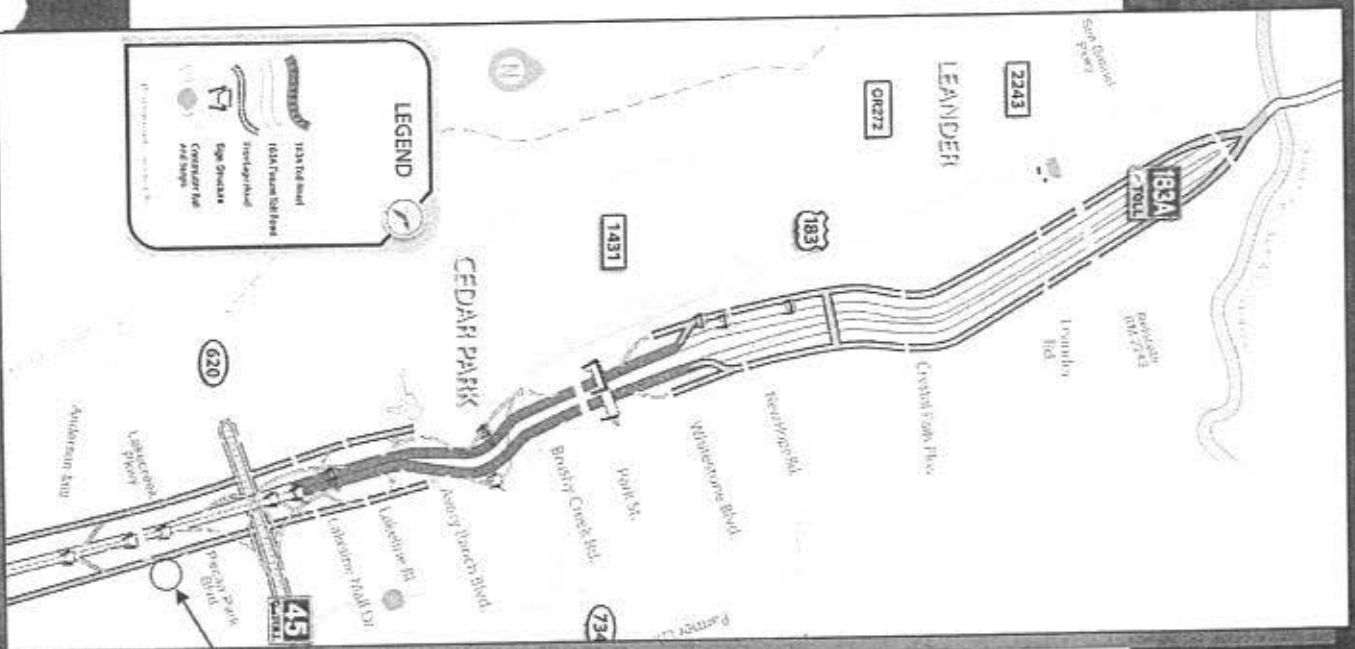
Northbound Approach to 183A Approach Sign Location 1



Northbound Approach to 183A Approach Sign Location 2

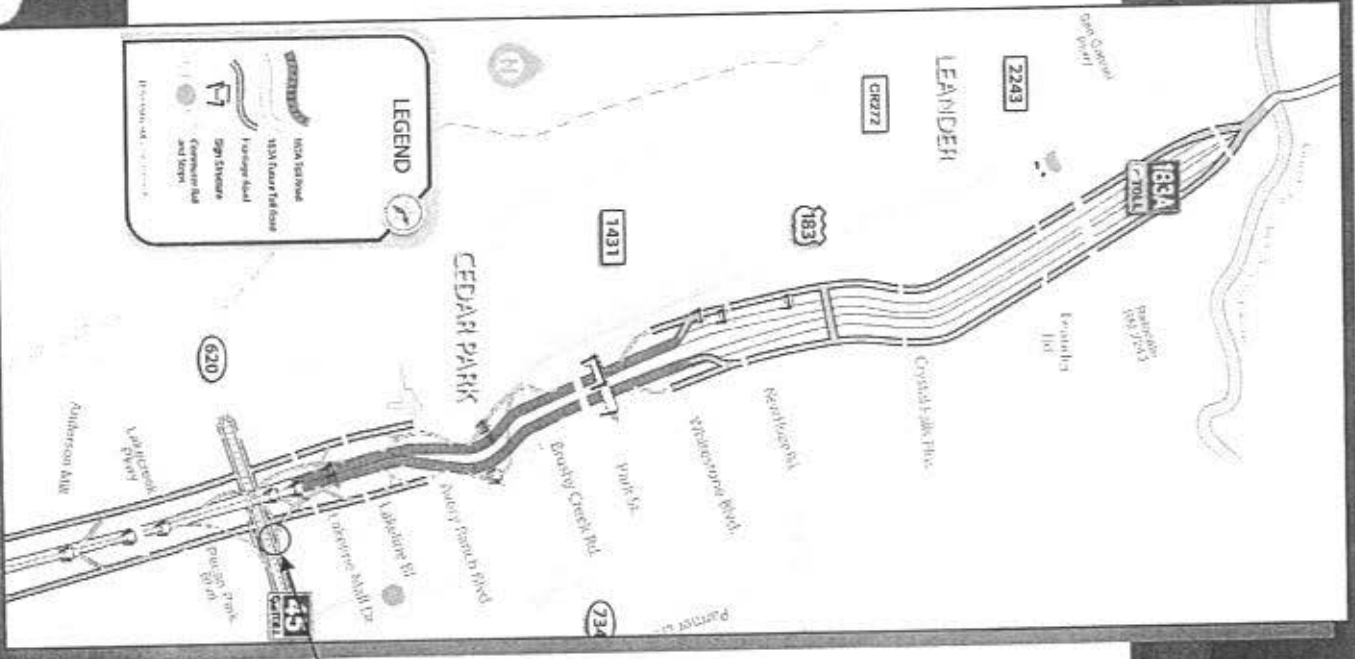


Northbound Approach to 183A Approach Sign Location 3



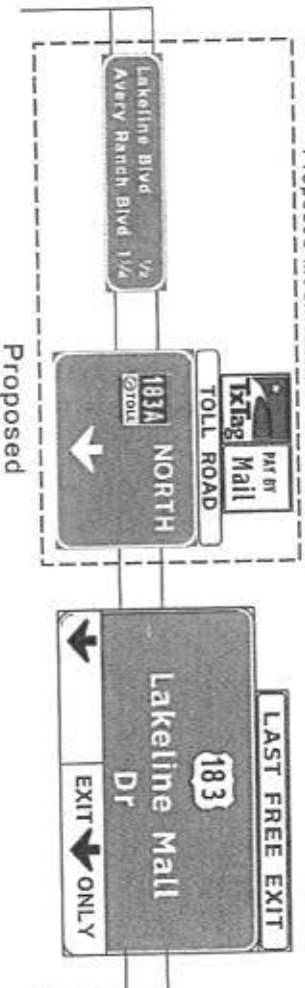
Northbound Approach to 183A

Approach Sign Location 4



Existing

Proposed Modifications



Proposed



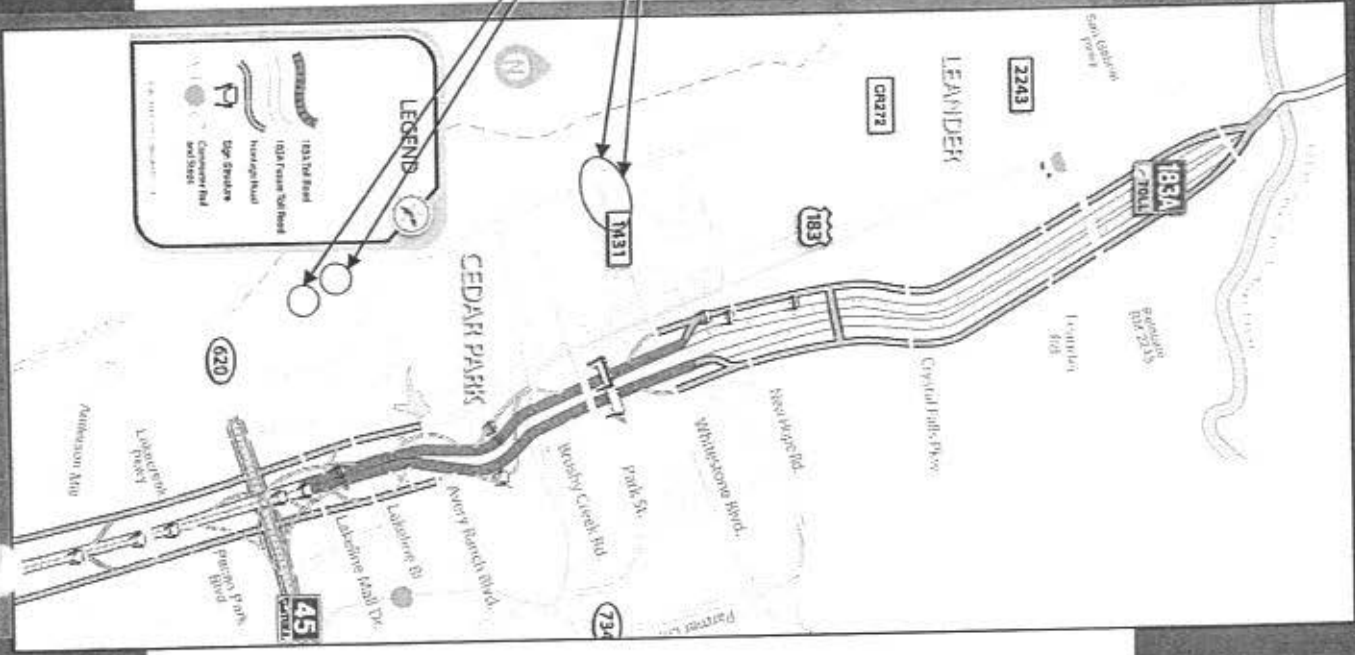
Toll Pricing Sign Located at Toll Gantries



Existing



Proposed





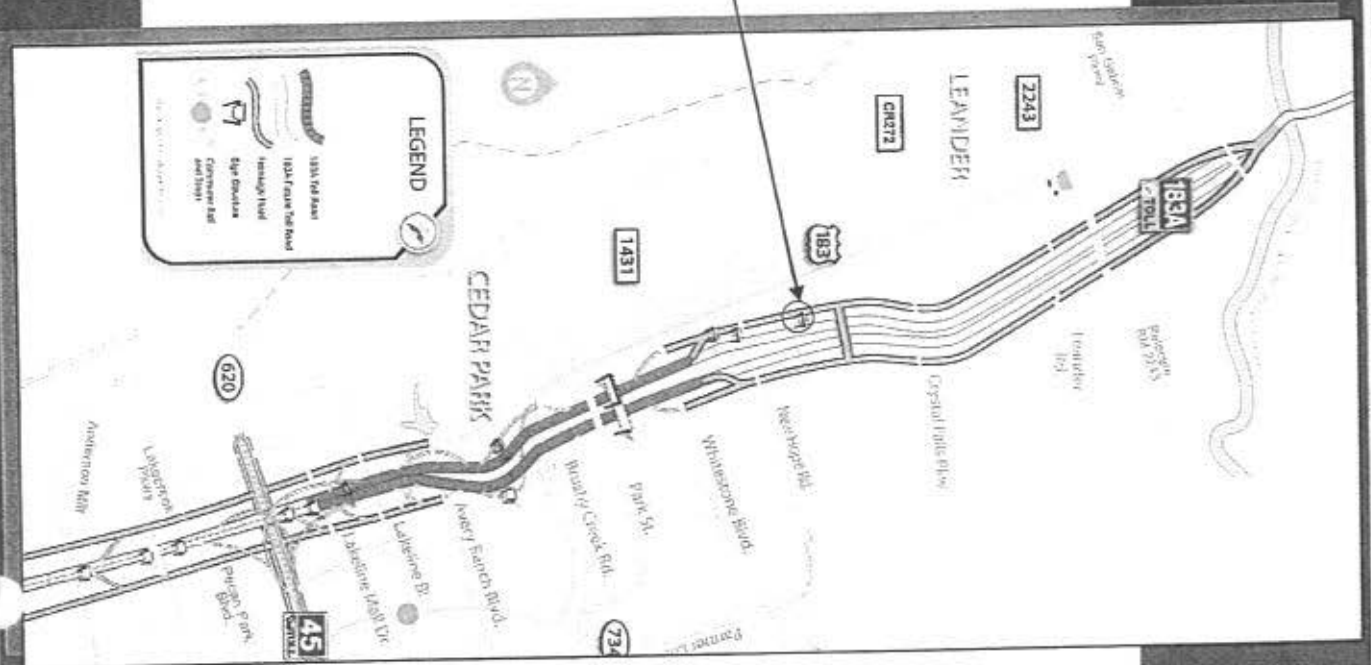
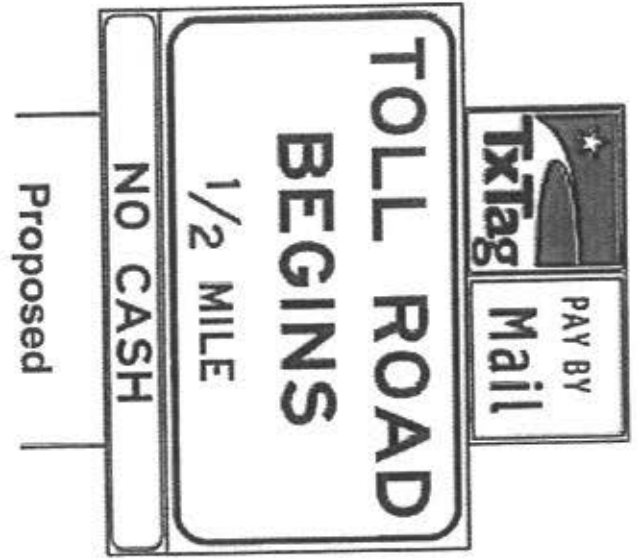
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Southbound Approach to 183A Signing

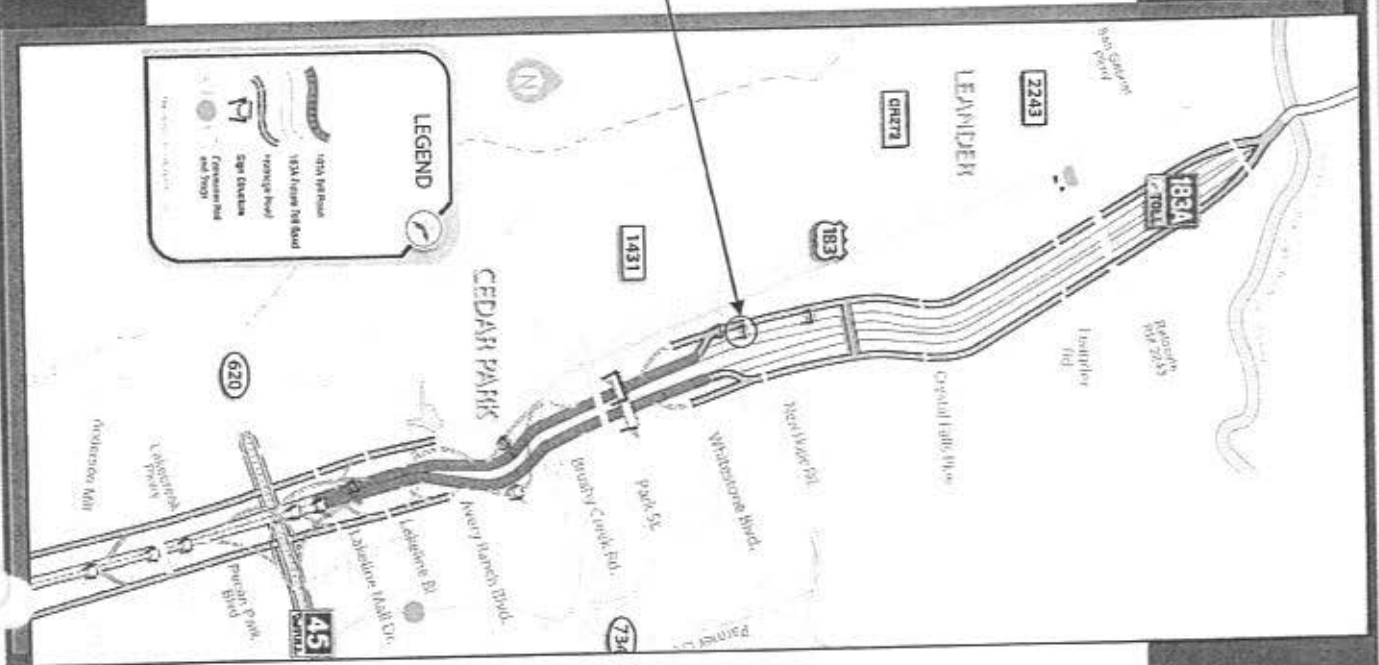


Southbound Approach to 183A Approach Sign Location 1

(New Sign Location)



Southbound Approach to 183A Approach Sign Location 2



Southbound Approach to 183A Approach Sign Location 3

