



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

REGULAR MEETING OF THE

# BOARD OF DIRECTORS

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*Our mission is to develop, deliver, operate and maintain high-quality roadways and related transportation solutions.*

**October 30, 2024**



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

# **AGENDA**

## **ITEM #1**

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Bobby Jenkins  
Chairman

# **Welcome and opportunity for public comment**



# **AGENDA**

## **ITEM #2**

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David Singleton  
Committee Chairman

## **Audit Committee Meeting**

- A. Audit Committee meeting called to order by Committee Chairman Singleton
- B. Introduction of external auditors from RSM US LLP
- C. Discuss, consider, and take appropriate action to accept the Fiscal Year 2024 Audit Reports
- D. Adjourn Audit Committee



# AGENDA

## ITEM #2

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# **AGENDA**

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# Central Texas Regional Mobility Authority

FY 2024 Audit Results  
Report to the Members of the Audit Committee and the  
Board of Directors

October 30, 2024



To the Members of the Audit Committee and the Board of Directors  
Central Texas Regional Mobility Authority

We are pleased to present this report related to our 2024 audit of Central Texas Regional Mobility Authority's (the Authority) financial statements. Our report shares the results of our audit work as required by professional standards, which we believe will help you in executing your oversight responsibility for the Authority's financial reporting process.

It will be our pleasure to respond to any questions you have regarding this report. We appreciate the opportunity to continue to be of service to the Authority.

*This report is intended solely for the information and use of the Members of the Audit Committee and management, and is not intended to be, and should not be, used by anyone other than these specified parties.*



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PRELIMINARY  
for Review and Discussion Purposes Only  
— Subject to Change —  
Not to be Reproduced



# Executive summary



## Audit status

The 2024 audit is nearing completion and after completing our remaining procedures, we expect to issue an unqualified opinion on the basic financial statements.

## Significant changes to the planned audit strategy

There were no significant changes to the planned audit strategy and communicated to the audit committee in our presentation on April 24, 2024.

## Significant risks

We did not identify other significant risk subsequent to those we communicated to you in our presentation on April 24, 2024.

## Audit adjustments or uncorrected misstatements

During our audit, we did not identify audit adjustments or uncorrected misstatements.

## Deficiencies in internal control

We identified an internal control matter over the data platform as further described in Appendix B.

Understand the client

Risk assessment

Further audit procedures

Evaluation

Delivery



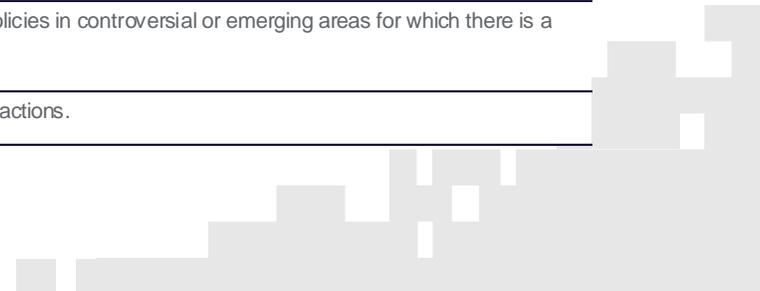
## REQUIRED COMMUNICATIONS



# Accounting policies and practices

The following required communications summarize our responsibilities regarding the financial statement audit as well as observations arising from our audit that are significant and relevant to your responsibility to oversee the financial reporting process.

Matter to Report	Yes	No
Changes to the planned scope and timing of the audit	✓	We have presented a separate communication April 24, 2024 regarding the planned scope and timing of our audit and identified significant risks.
<b>Accounting policies and practices</b>		
Preferability of accounting policies and practices	✓	Under accounting principles generally accepted in the United States of America, management may select among alternative accounting practices in certain circumstances.  In our view, in such circumstances, management has selected the preferable accounting practice.
Adoption of, or change in, accounting policies	✓	Management has the ultimate responsibility for the appropriateness of the accounting policies used by the Authority.  The Authority did not adopt any significant new accounting policies nor change any significant accounting policies during the current period.
Significant accounting policies	✓	We did not identify any significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.
Significant unusual transactions	✓	We did not identify any significant unusual transactions.



# Significant accounting estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management's current judgment. The process used by management encompasses their knowledge and experience about past and current events, and certain assumptions about future events.

**Valuation of Accounts Receivable (pay by mail tolls)**

**Accounting policy**

With appropriate provision for uncollectible accounts, the Authority recognizes revenue from pay by mail toll transactions at the time a transaction is completed, the owner is identified and billed.

**Management's estimation process**

The provision for the uncollectible accounts is made based on the collection history of the Authority for similar activity.

**Basis for our conclusion on the reasonableness of the estimate**

We tested the fairness of the provision for uncollectible accounts using past collection history of pay by mail transactions. We concluded management's estimates are reasonable.

**Valuation of Investments**

**Accounting policy**

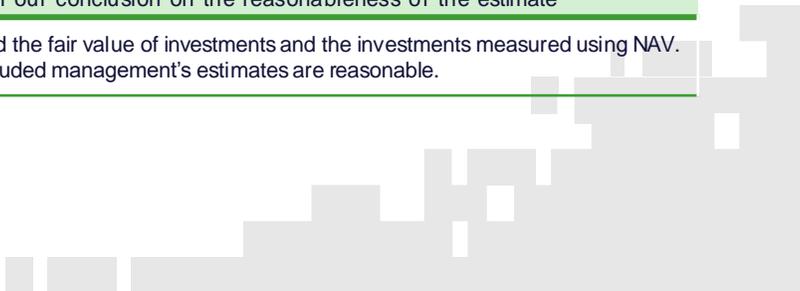
The money market mutual fund and local government investment pool are reported at net asset values (NAV) based on amortized cost. Investments in debt securities are reported at cost if a short-term instrument or fair value based on pricing service models.

**Management's estimation process**

Investments in debt securities are reported at fair value based on pricing service modeling for fixed income securities. Highly liquid debt instruments purchased within 12 months from the date of maturity are reported at cost. The money market mutual fund and local government investment pool are reported at the NAV.

**Basis for our conclusion on the reasonableness of the estimate**

We tested the fair value of investments and the investments measured using NAV. We concluded management's estimates are reasonable.

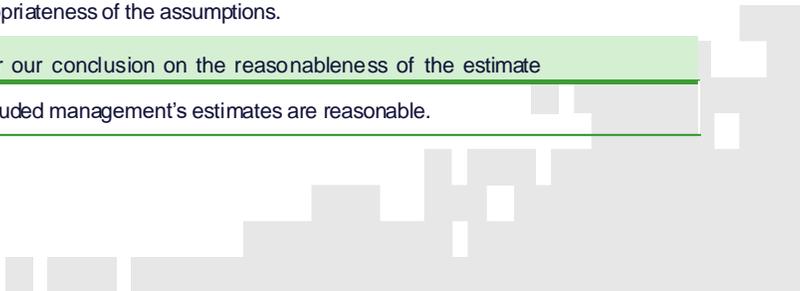


# Significant accounting estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management’s current judgment. The process used by management encompasses their knowledge and experience about past and current events, and certain assumptions about future events.

Depreciable Life of Property and Equipment
Accounting policy
The depreciable life of property and equipment is set at the estimated useful life of the related asset.
Management’s estimation process
The determination is made at the time the asset is placed into service and involves various judgments and assumptions, including the estimated useful life and prior experience.
Basis for our conclusion on the reasonableness of the estimate
We concluded the estimates used by management are reasonable.

Pension Expense and Net Pension Liability
Accounting policy
The Authority participates in the Texas County and District Retirement System (TCDRS), a statewide agent multiple-employer retirement system. The Authority’s agent measures its pension expense and net pension asset/liability based on approved demographic and economic assumptions approved by the Plan. The measurement is used to record the pension expense and net pension asset/liability in its financial statements and discloses the pension expense and net pension asset/liability in Note 7 to the financial statements.
Management’s estimation process
The pension expense and net pension asset/liability were measured as of December 31, 2023. This calculation is prepared by an independent actuarial company engaged by TCERS, and the Authority’s agent reviews and considers the appropriateness of the assumptions.
Basis for our conclusion on the reasonableness of the estimate
We concluded management’s estimates are reasonable.



# Audit adjustments and uncorrected misstatements

## Audit adjustments

There were no audit adjustments made to the original trial balance presented to us to begin our audit.

## Uncorrected misstatements

We are not aware of any uncorrected misstatements other than misstatements that are clearly trivial.



REQUIRED  
COMMUNICATIONS

## Internal control matters

The following deficiencies in internal control over financial reporting were identified during our audit:

### Material weaknesses

- Data Platform – Information Technology

For additional details, see our letter attached as Appendix B.

PRELIMINARY  
DRAFT



REQUIRED  
COMMUNICATIONS

# Observations about the audit process



Matter to Report	Yes	No
<b>Observations about the audit process</b>		
Significant issues discussed with management	✓	No significant issues arising from the audit were discussed or the subject of correspondence with management.
Disagreements with management	✓	There were no disagreements with management.
Significant difficulties encountered in performing the audit	✓	We did not encounter any significant difficulties in dealing with management during the audit.
Consultations with other accountants	✓	We are not aware of any consultations management had with other accountants about accounting or auditing matters.
Difficult or contentious matters that required consultation	✓	We did not encounter any significant and difficult or contentious matters that required consultation outside our engagement team.



# Independence

## Shared responsibilities: AICPA independence

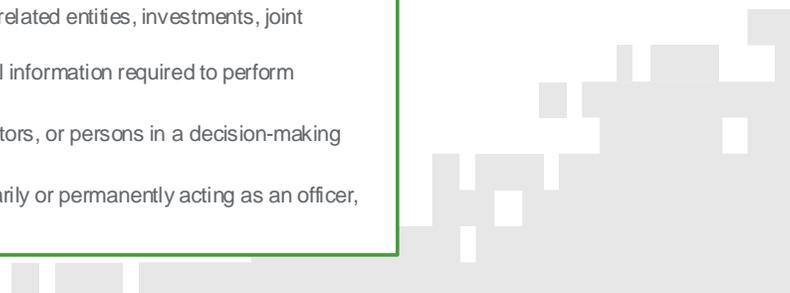
The American Institute of Certified Public Accountants (AICPA) regularly emphasizes that auditor independence is a joint responsibility and is managed most effectively when management, audit committees (or their equivalents), and audit firms work together in considering compliance with AICPA independence rules. For RSM to fulfill its professional responsibility to maintain and monitor independence, management, the Audit Committee and the Board of Directors, and RSM each play an important role.

### Our responsibilities

- AICPA rules require independence both of mind and in appearance when providing audit and other attestation services. RSM is to ensure that the AICPA's General Requirements for performing non-attest services are adhered to and included in all letters of engagement.
- Maintain a system of quality management over compliance with independence rules and firm policies.

### The Authority's responsibilities

- Timely inform RSM, before the effective date of transactions or other business changes, of the following:
  - New affiliates, directors, or officers.
  - Changes in organizational structure or reporting entity impacting affiliates such as partnerships, related entities, investments, joint ventures, component units or jointly governed organizations.
- Provide necessary affiliate information such as new or updated structure charts, as well as financial information required to perform materiality calculations needed for making affiliate determinations.
- Understand and conclude on the permissibility, prior to the Authority and its affiliates, officers, directors, or persons in a decision-making capacity, engaging in business relationships with RSM.
- Not entering into relationships resulting in close family members of RSM covered persons, temporarily or permanently acting as an officer, director, or person in an accounting or financial reporting oversight role at the Authority.



THE POWER OF BEING UNDERSTOOD  
ASSURANCE | TAX | CONSULTING

*Aaron*

One of the  
RSM team



Appendices

## Appendix A—Significant written communications between management and our firm

Copies of significant written communications between our firm and the management of the Authority, including the draft representation letter to be provided to us by management, is attached.

# Appendix B—Internal control matters

A copy of our communication of internal control matters over financial reporting identified during our audit is attached.

# RSM contacts



Tino Robledo  
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Heath Jackson  
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Audit Services  
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Marc Sewell  
Partner  
Audit Services  
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# **AGENDA**

## **ITEM #2**

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David Singleton  
Committee Chairman

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- D. Adjourn Audit Committee**



# **CONSENT AGENDA ITEMS #3-4**

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Bobby Jenkins  
Chairman

2. Approve the minutes from the September 25, 2024 Regular Board Meeting
3. Prohibit the operation of certain vehicles on Mobility Authority toll facilities pursuant to the Habitual Violator Program



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

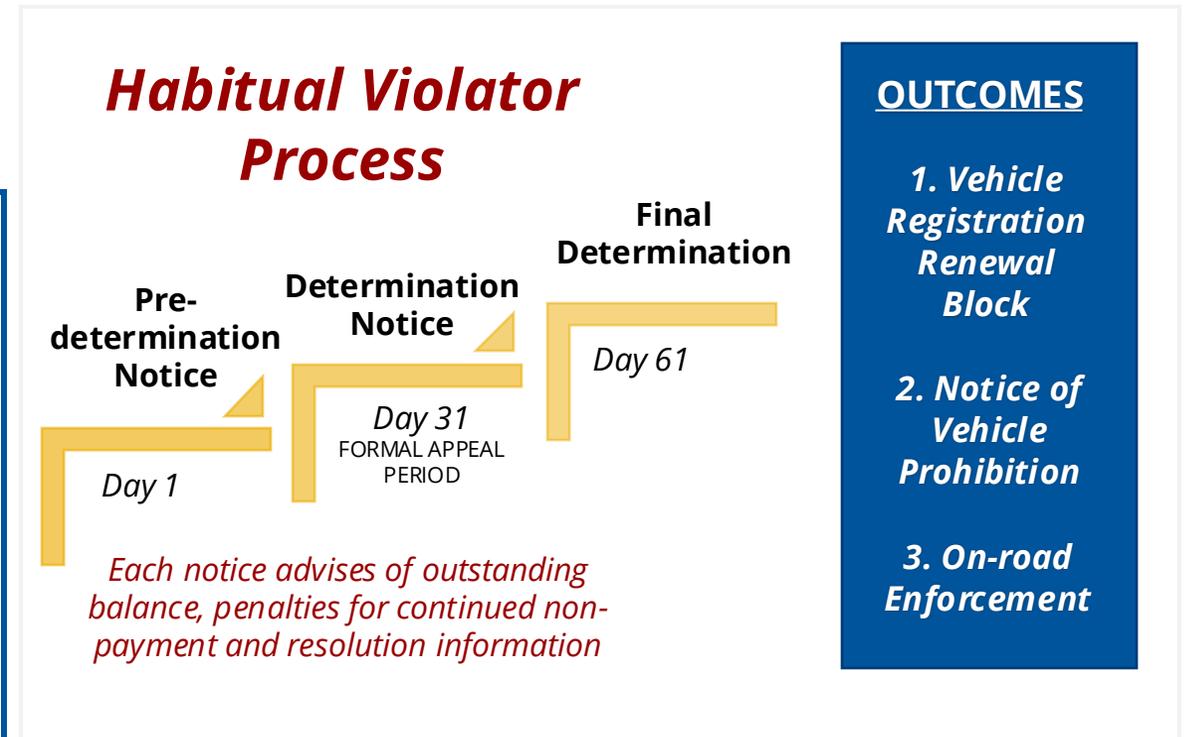
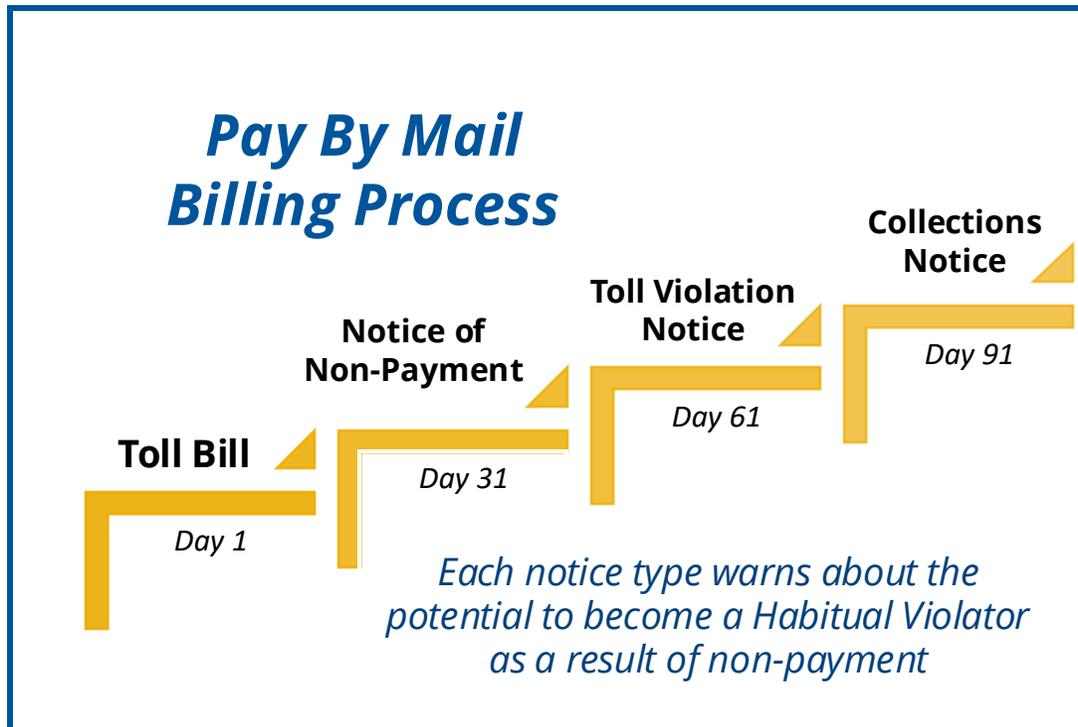
# **CONSENT AGENDA ITEM #4**

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Tracie Brown  
Director of Operations

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

# Escalating Communications



# Mobility Authority Policy Codes



## Section 301.010(d-f): Customer Service & Violation Enforcement Policies

- Customers with 100 or more events non-payment within a period of one year and who have received at least two written notices of non-payment may be considered Habitual Violators. An event of non-payment is considered to be one unpaid toll transaction.
- Following a final determination that a registered owner with at least 100 unpaid toll violations within a year is a Habitual Violator, the Authority may report a vehicle owned or leased by a person determined to be a Habitual Violator to a county tax assessor-collector or the Texas Department of Motor Vehicles in order to cause the denial of a vehicle registration.
- By order of its Board of Directors, ***the Authority may prohibit the operation of a motor vehicle owned or leased by a person determined to be a Habitual Violator on all authority toll roads. Vehicles that continue to operate on a toll road after the prohibition are subject to ticketing and impounding.***

# HV Prohibited Vehicle Action Summary

## October 2024



- **Approve a *Vehicle Prohibition Order* for the identified habitual violator customers**
  - » Number of prohibited vehicles: 5,040
  - » Total number of related unpaid tolls: 1,286,813
    - Average number of outstanding tolls per vehicle: 255
    - Average unpaid balance: \$932.13
- **Next Steps**
  - » Customers will receive *Prohibition Order* by mail
  - » Customers found to be in violation of the prohibition are subject to a warning, a citation with up to \$500 fine and / or vehicle impoundment by local law enforcement



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

# **REGULAR ITEMS**

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CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

# **AGENDA**

## **ITEM #5**

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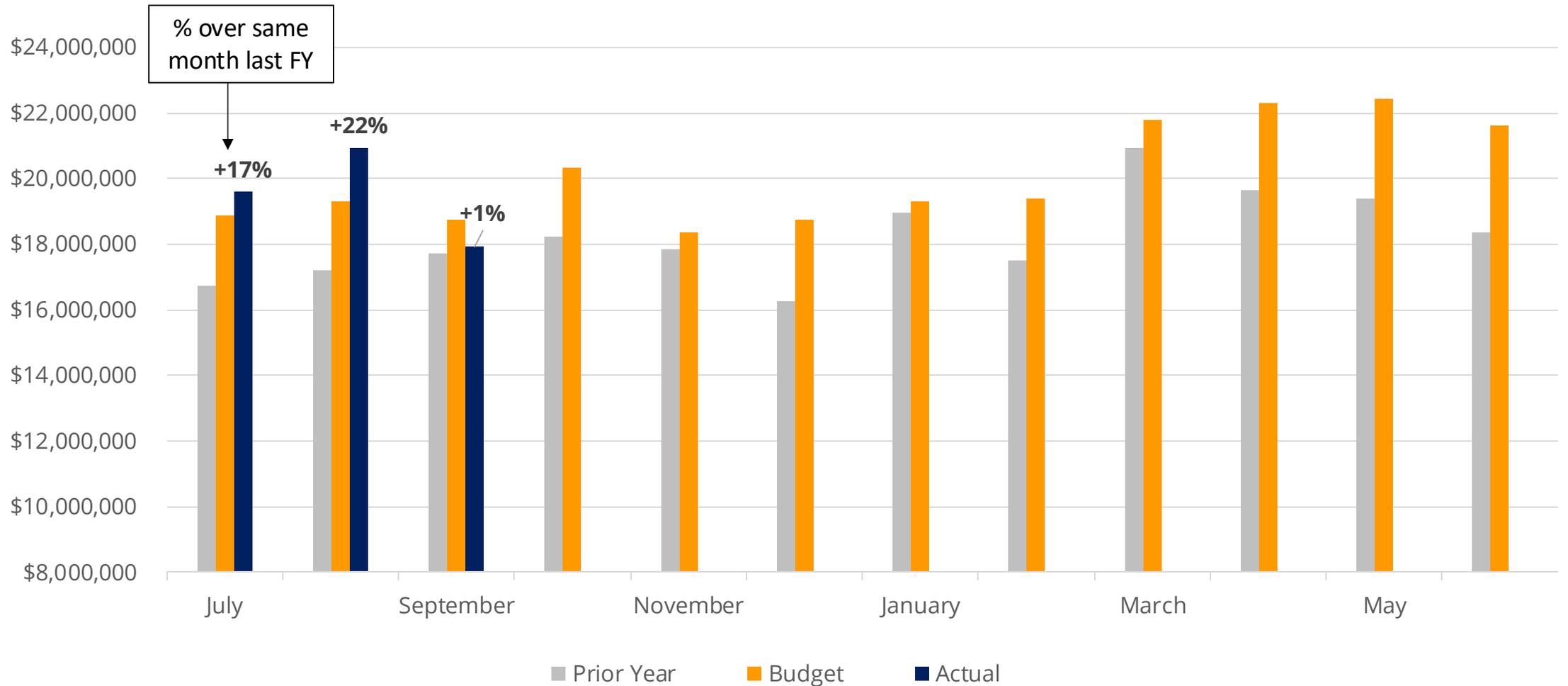
José Hernández  
Chief Financial Officer

## **Accept the unaudited financial statements for September 2024**

# CTRMA System Toll Revenues – September 2024



FY 2025 System Toll Revenues



# CTRMA System Unaudited Financials – Sept. 2024



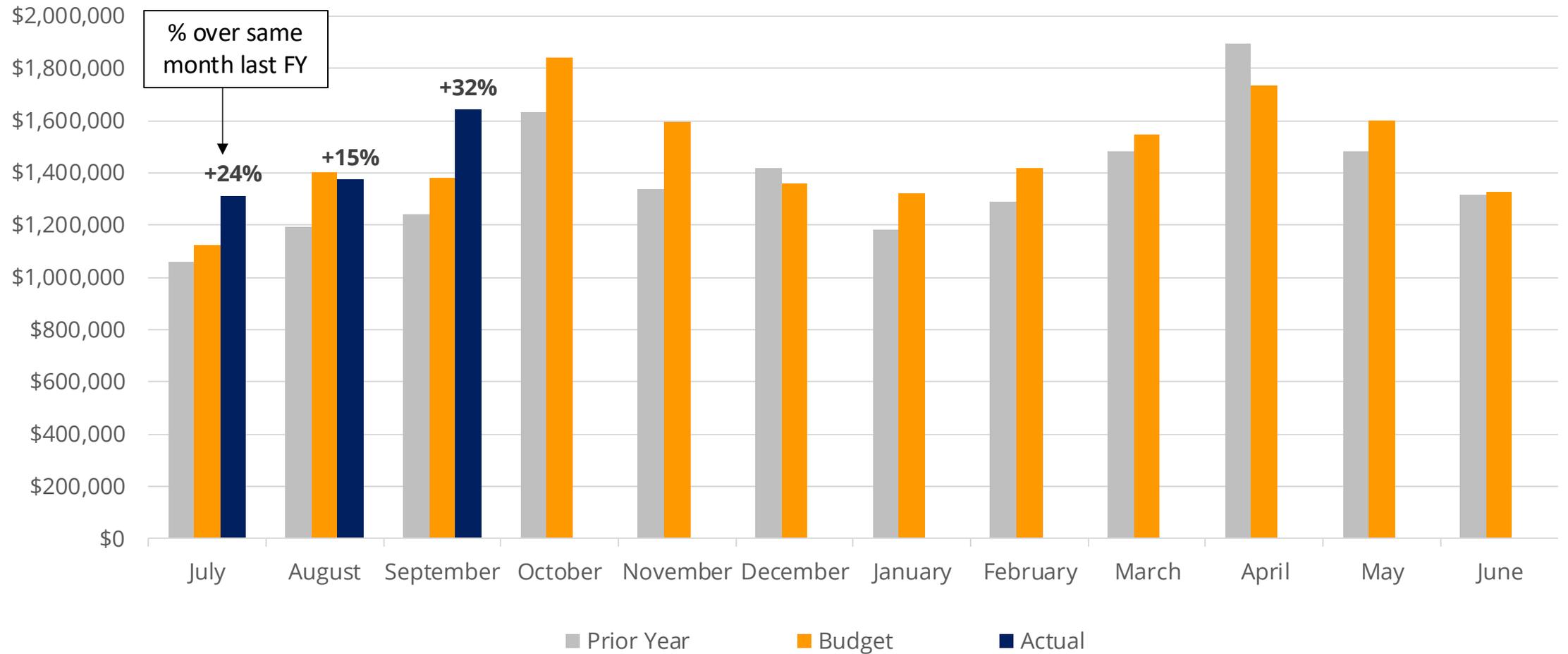
## CTRMA System - Fiscal 2025 Unaudited Income Statement as of September 30, 2024

	Fiscal Year Elapsed		25%
	Budget	Unaudited	
<b><u>Revenues</u></b>			
Toll Revenues	165,300,000	39,376,404	
Video Tolls	63,200,000	13,188,264	
Fee Revenue	12,700,000	3,708,758	
Interest Income	43,025,800	8,228,815	
Other	695,467	438,837	
<b>Total Revenues</b>	<b>284,921,267</b>	<b>64,941,078</b>	<b>23%</b>
<b><u>Expenses</u></b>			
<b>Operating Expense</b>			
Salaries and Benefits	7,356,441	1,272,605	
Administrative	8,876,850	2,505,302	
Operations and Maintenance	43,800,175	6,906,894	
Special Projects and Contingencies	7,500,000	487,826	
<b>Total Operating Expense</b>	<b>67,533,466</b>	<b>11,172,627</b>	<b>17%</b>
<b>Cash Flow After Operating Expense</b>	<b>217,387,801</b>	<b>53,768,451</b>	
<b>Non-Cash Expenses</b>	<b>83,871,000</b>	<b>15,156,551</b>	
<b>Non-Operating Expenses</b>	<b>109,712,756</b>	<b>24,690,061</b>	
<b>Net Operating Income</b>	<b>23,804,045</b>	<b>13,921,839</b>	

# CTRMA MoPac Toll Revenues – September 2024



FY 2025 MoPac Toll Revenues



# CTRMA MoPac Unaudited Financials – Sept. 2024



## CTRMA Mopac - Fiscal 2025 Unaudited Income Statement as of September 30, 2024

Fiscal Year Elapsed

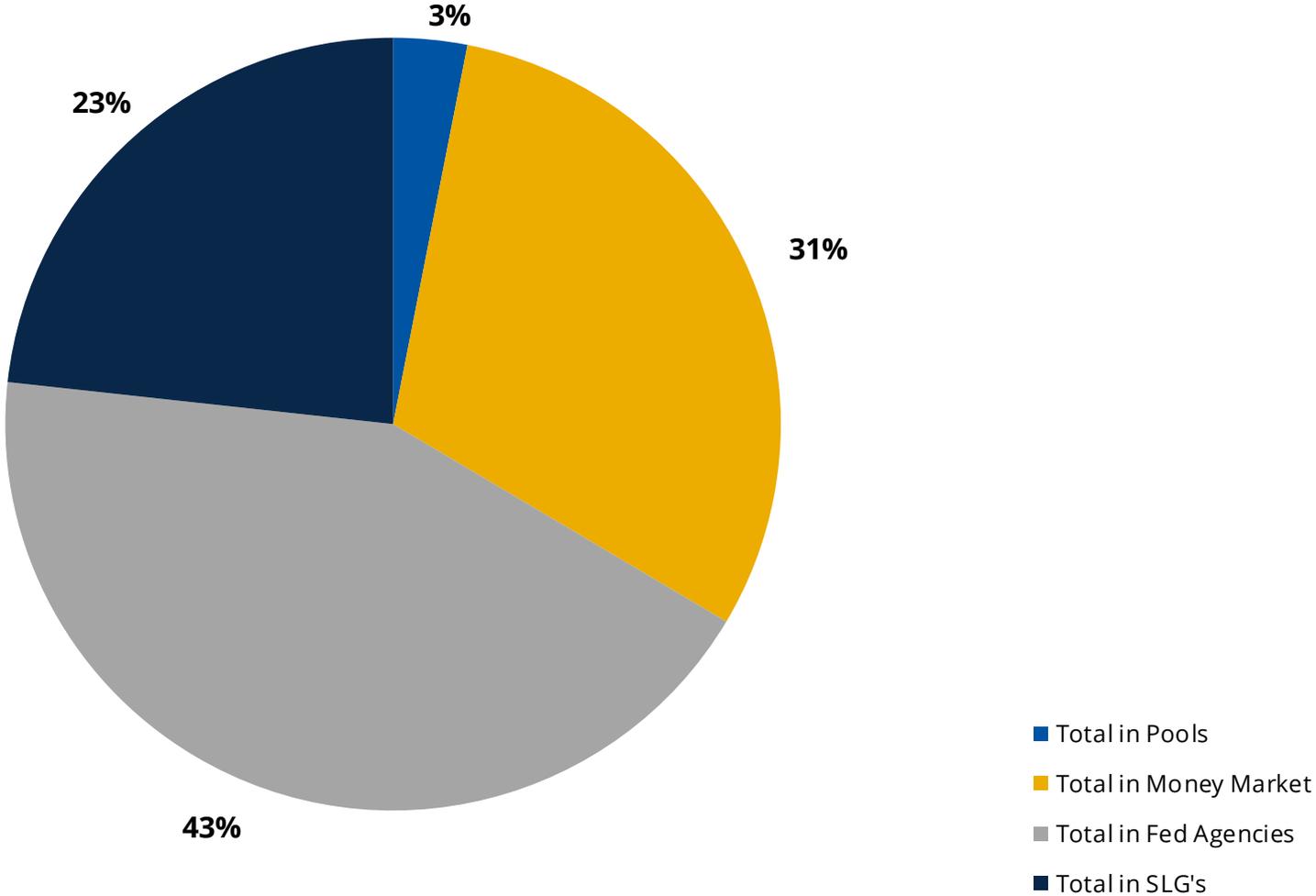
25%

<u>Revenues</u>	Budget	Unaudited	
Toll Revenues	12,800,000	3,134,333	
Video Tolls	4,300,000	1,057,514	
Fee Revenue	500,000	137,828	
Interest Income	-	370,317	
Other	-	-	
<b>Total Revenues</b>	<b>17,600,000</b>	<b>4,699,992</b>	<b>27%</b>
<u>Expenses</u>			
<b>Operating Expense</b>			
Salaries and Benefits	-	-	
Administrative	-	3,600	
Operations and Maintenance	3,798,579	620,318	
Special Projects and Contingencies	711,621	34,401	
<b>Total Operating Expense</b>	<b>4,510,200</b>	<b>658,319</b>	<b>15%</b>
<b>Operating Income</b>	<b>13,089,800</b>	<b>4,041,673</b>	
<b>Non Cash Expenses</b>	<b>5,970,000</b>	<b>1,501,536</b>	
<b>Non-Operating Expenses</b>	<b>10,000,000</b>	<b>10,182,776</b>	
<b>Net Operating Income</b>	<b>(2,880,200)</b>	<b>(7,642,639)</b>	

# CTRMA Investment Portfolio – September 2024



### Allocation of Funds





# **AGENDA**

## **ITEM #6**

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José Hernández  
Chief Financial Officer

**Discuss and consider modifying the annual toll rate escalation on Mobility Authority toll facilities and approving a toll rate adjustment for certain locations becoming effective January 1, 2025.**

# Annual Toll Rate Escalation Policy



- Policy Code Section 301.003
  - » Rate Increase for subsequent calendar year reported to the Board
  - » Percentage increase based on CPI-U (September year-over-year)
  - » New rates are effective the following January 1<sup>st</sup>
  - » No Board action is required unless rate modification is desired
- Toll Rate Escalation Percentage and Rate Action Summary
  - » CPI-U escalation is calculated to be 2.44 percent (%) for 2025
  - » 183A Phase III rates adopted February 28, 2024 effective for 2025
  - » Rates at three tolling points will increase above CPI-U formula as described in the Traffic and Revenue Study 2021 Update



# **AGENDA**

## **ITEM #7**

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José Hernández  
Chief Financial Officer

**Discuss and consider amending the  
Mobility Authority Policy Code  
§301.002 regarding toll rate signage  
on all express lane facilities**



# **AGENDA ITEM #8**

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Tracie Brown  
Director of Operations

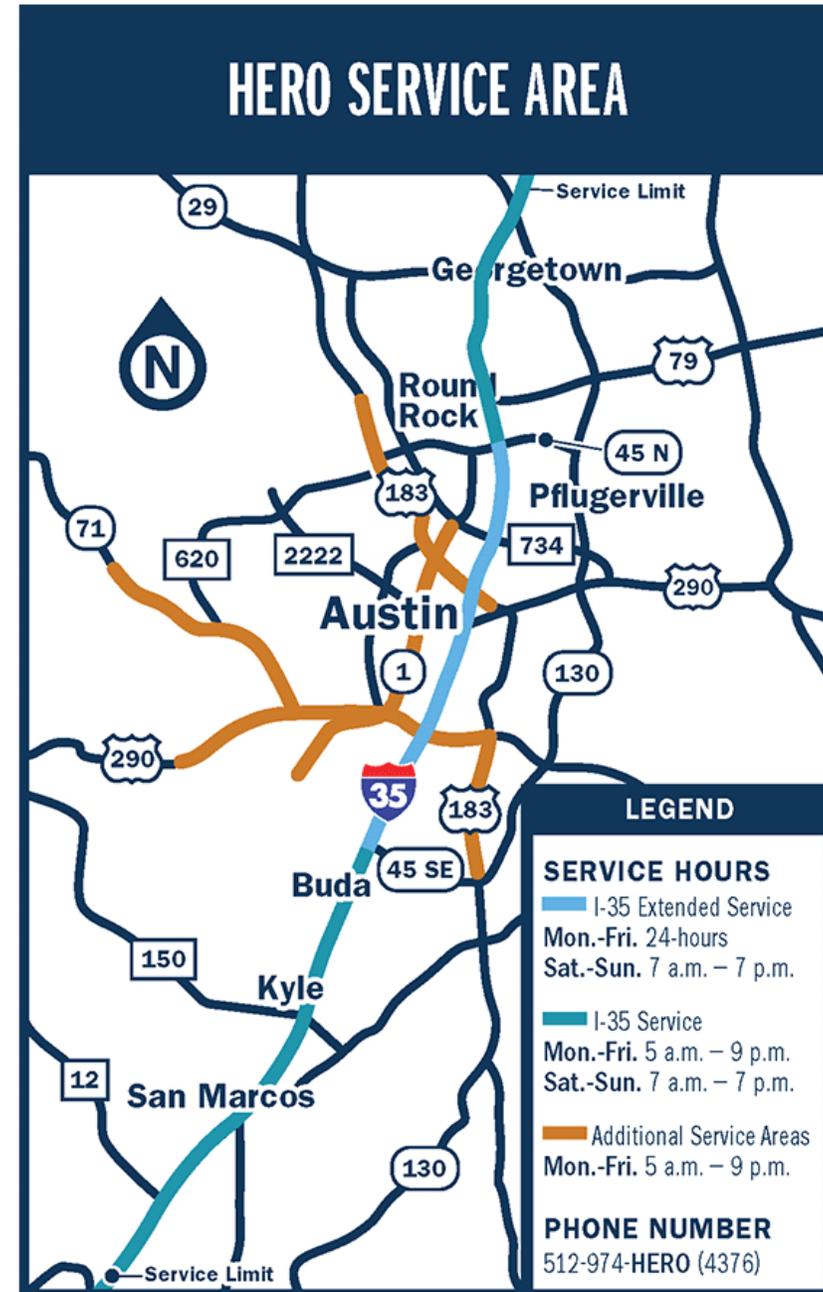
**Discuss and consider an amendment to the interlocal agreement with the Texas Department of Transportation for highway emergency response operations (HERO) to add services for 183 Toll, 45SW Toll, 183A Phase III and the 183N Express Lanes and remove services for the MoPac Express Lane south of Stratford Drive**

# Austin Highway Emergency Response Operator (HERO) Roadside Assistance Program

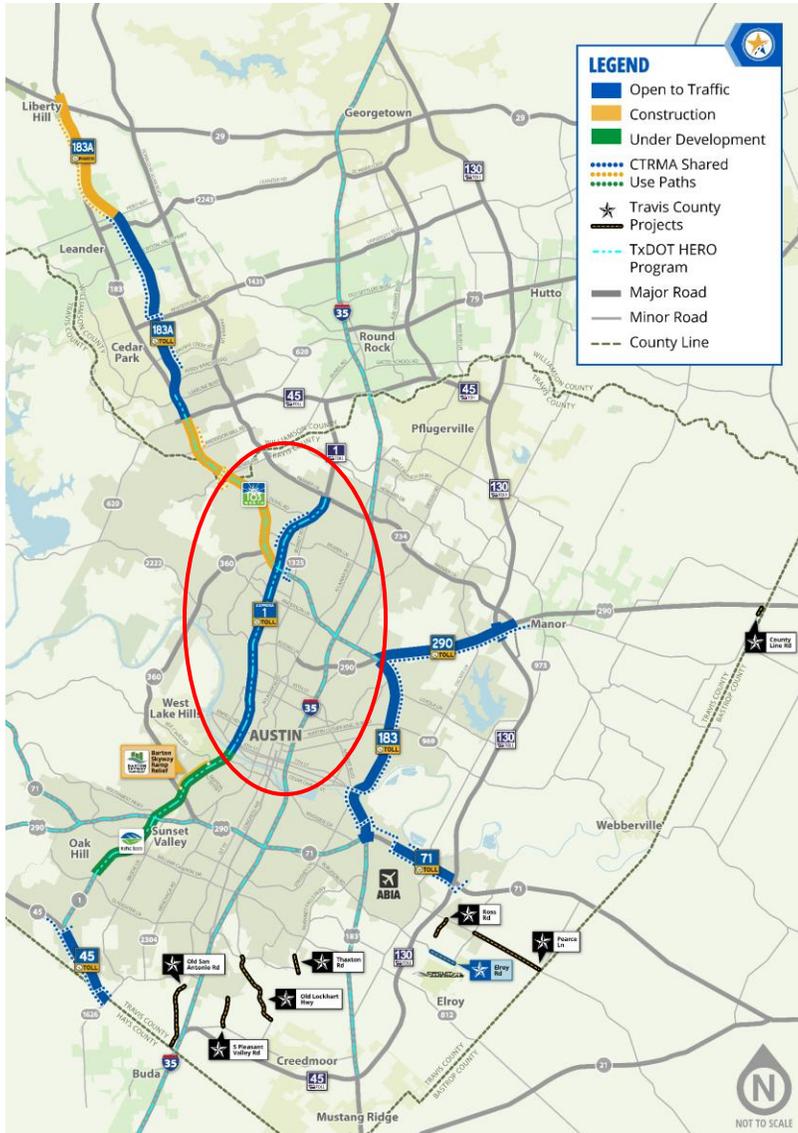


- TxDOT, in partnership with the CAMPO, operates a free Highway Emergency Response Operator (HERO) patrol service program to clear minor crashes from area roadways and assist motorists in need
- The goal of the HERO program is to improve safety and keep traffic flowing
- Nationally, approximately 20% of all traffic incidents are a secondary incident
  - » **By removing stranded motorists from the roadway and providing motorists warning of stopped vehicles ahead, we can greatly reduce the number of these crashes**
- HERO services include:
  - » **Relocating disabled vehicles to safety**
  - » **Removing debris from travel lanes**
  - » **Changing flat tires, jump-starting batteries, adding gasoline and water**
  - » **Removing minor crashes from the roadway**
  - » **Assisting first responders at crash scenes**

# Austin Highway Emergency Response Operator (HERO) Roadside Assistance Program



# HERO Interlocal Agreement Overview



- 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
- Establishes the contractual mechanism to implement HERO services on the Mobility Authority's tolled facilities
  - » **Current services are focused on MoPac**

# Traffic Incident Management Center

## Driving Results – Incident Management Performance Measures



### “Incident” Clearance Time

Time between the first recordable awareness and the time the last responder has left the scene.

	183A Toll		290 Toll		71 Toll		45SW Toll		183 Toll		MoPac EL	
Sept-23	<b>54</b>	2:24	<b>48</b>	5:05	<b>31</b>	2:54	<b>13</b>	12:30	<b>145</b>	3:46	<b>13</b>	00:24
Oct-23	<b>62</b>	5:04	<b>64</b>	5:27	<b>40</b>	1:27	<b>17</b>	0:59	<b>133</b>	5:18	<b>13</b>	00:40
Nov-23	<b>67</b>	4:02	<b>52</b>	11:40	<b>26</b>	8:01	<b>13</b>	9:05	<b>88</b>	4:20	<b>12</b>	00:39
Dec-23	<b>59</b>	3:18	<b>42</b>	6:40	<b>26</b>	1:13	<b>14</b>	3:23	<b>92</b>	9:01	<b>5</b>	00:16
Jan-24	<b>69</b>	12:39	<b>53</b>	4:28	<b>27</b>	4:12	<b>11</b>	4:23	<b>108</b>	3:15	<b>15</b>	00:34
Feb-24	<b>75</b>	1:31	<b>68</b>	16:20	<b>9</b>	5:39	<b>13</b>	1:16	<b>98</b>	2:20	<b>15</b>	00:43
Mar-24	<b>73</b>	1:51	<b>66</b>	2:26	<b>32</b>	0:37	<b>15</b>	0:14	<b>114</b>	2:58	<b>8</b>	01:08
<b>TOTAL   Avg.</b>	<b>459</b>	4:24	<b>393</b>	<b>7:26</b>	<b>191</b>	3:26	<b>96</b>	4:32	<b>778</b>	<b>4:25</b>	<b>81</b>	00:38

Time represented in **Hours : Minutes**

*SOURCE: Rekor, HERO*

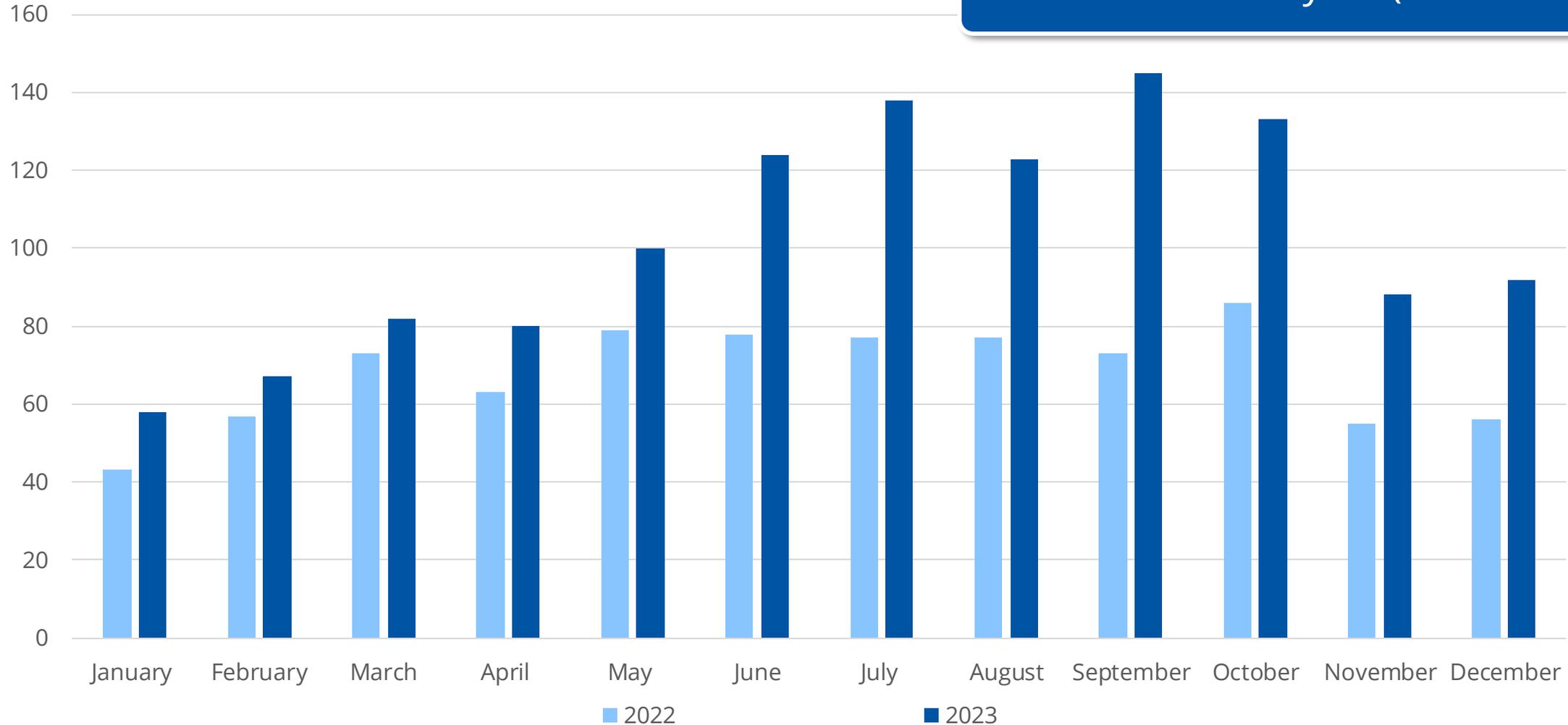
# Traffic Incident Management Center

## Growing Trend, Year Over Year



Total Incidents Per Year (183 Toll)

Patterns show a **50% increase** in incidents on 183 Toll in one year (2022 – 2023)



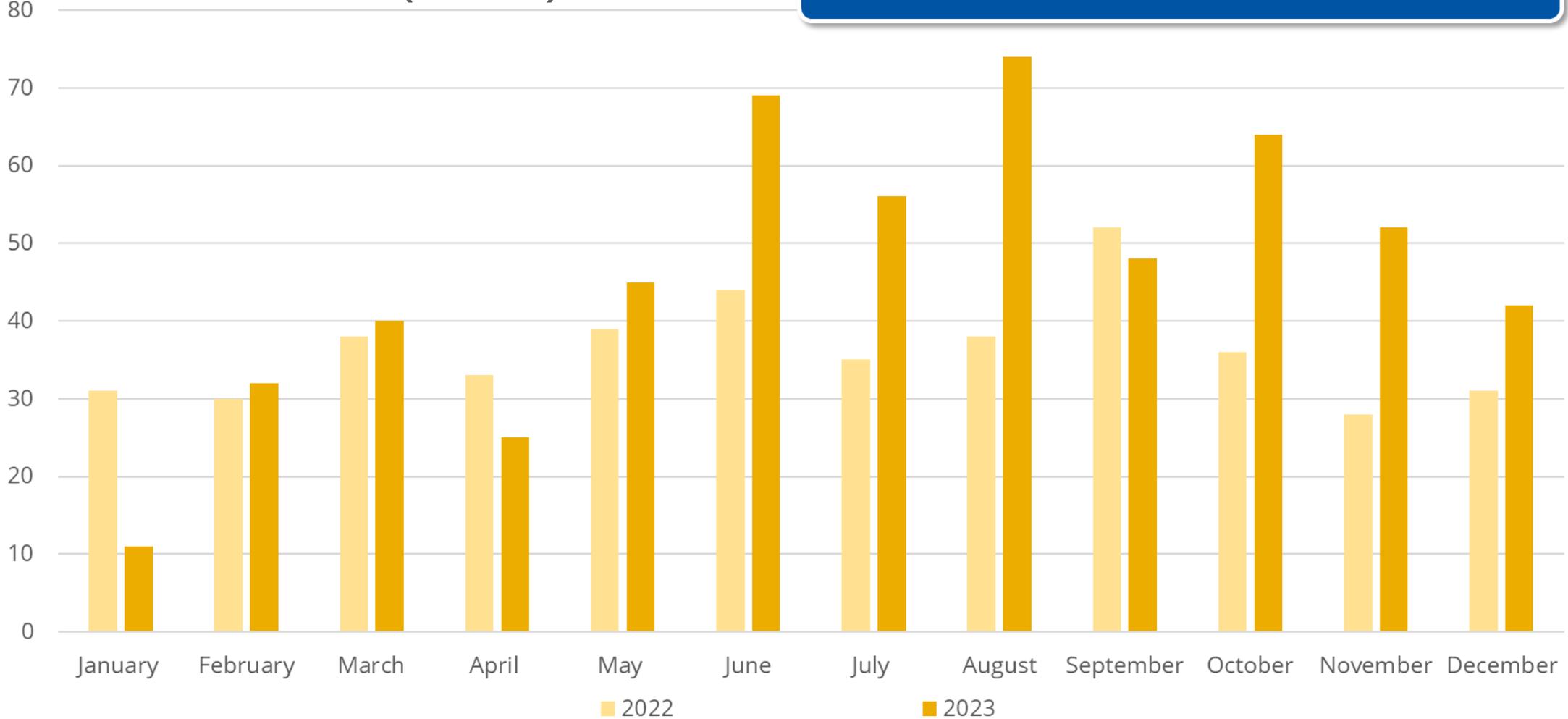
# Traffic Incident Management Center

## Growing Trend, Year Over Year



Patterns show a **28% increase** in incidents on 290 Toll in one year (2022 – 2023)

Total Incidents Per Year (290 Toll)



# Traffic Incident Management Center

## Opportunity to Expand Provided Service



**CHALLENGE:** Extended clearance times on two (2) roadways – **290 Toll, 183 Toll**

- Limited law enforcement presence / response
- No dedicated roadway safety patrol (i.e., HERO)
- Especially challenging to get abandoned vehicles towed in timely manner



# Traffic Incident Management Center

## Roadside Super HEROs



**SOLUTION:** Expand existing HERO service to include **dedicated** patrols for 290 Toll and 183 Toll

### ANTICIPATED BENEFITS:

- Faster response and clearance times
- Reduction in secondary crashes
- Removal of abandoned vehicles without law enforcement presence
- Increased traveler reliability, less delays
- **Customer-focused initiative improving the offered level-of-service**



# HERO Interlocal Agreement Terms



- CTRMA will issue a written Notice to Proceed (NTP) once the agreement has been executed
  - » **After the NTP is issued, TxDOT will require ramp up time of 60 days**
- TxDOT HERO Program will continue to use the existing HERO Program phone number, updated blue truck graphics, and operate through existing facilities at the Combined Transportation and Emergency Communications Center (CTECC) in East Austin
- TxDOT will provide a written progress report describing activities performed during the reporting period
- CTRMA will reimburse TxDOT monthly after invoicing

# TxDOT / CTRMA HERO Costs



CTRMA Roadways / Segments	CTRMA Annual Participation Costs <i>(if / when initiated)</i>	Total ILA NTE Costs <i>(Aug 2023 – Aug 2028)</i>
<b>MoPac Express Lane</b>	<b>\$ 206,403.15</b>	<b>\$ 1,032,015.75</b>
<b>290 Toll</b>	<b>\$ 315,161.70</b>	<b>\$ 1,575,808.51</b>
183A Toll (Phase I-III)	\$ 470,390.60	\$ 2,351,953.00
71 Toll Lane	\$ 216,379.68	\$ 1,081,898.38
<b>183 Toll</b>	<b>\$ 339,624.00</b>	<b>\$ 1,698,120.00</b>
45SW Toll	\$ 360,000.00	\$ 1,800,000.00
183 Express Lane	\$ 91,008.00	\$ 455,040.00
<b>TOTAL NTE</b>	<b>\$ 2,380,896.00</b>	<b>\$11,9004,480.00</b>

# Staff Recommendation



- **Approve the amendment to the Interlocal Agreement with the Texas Department of Transportation for the Highway Emergency Response Operations (HERO) program**
- **Next steps if approved:**
  - » Execute the amendment
  - » Issue NTP for 290 Toll and 183 Toll services
  - » Monitor clearance and incident data for impact of changes



# **AGENDA ITEM #9**

---

Tracie Brown  
Director of Operations

**Discuss and consider approving an agreement with Penn Credit Corporation to provide process servers to support the Mobility Authority's Habitual Violator Program.**

# Procurement Overview



- **Description:** The objective of this procurement is to establish a contract with a firm to provide unpaid tolls enforcement processing service. Today's action recommends approving a contract for these services
- **Anticipated Term:** 1 year with one optional 1-year renewal
- **Anticipated Notice to Proceed:** November 2024
- **Total Contract Value:** \$150,000

# Procurement Scope



- **Services to be provided under this contract include:**
  - » Identification and location of registered vehicle owners
  - » Serving a *Notice of Intent to Impound* to vehicle owners
  - » Providing a sworn declaration to the Mobility Authority that the *Notice* was served

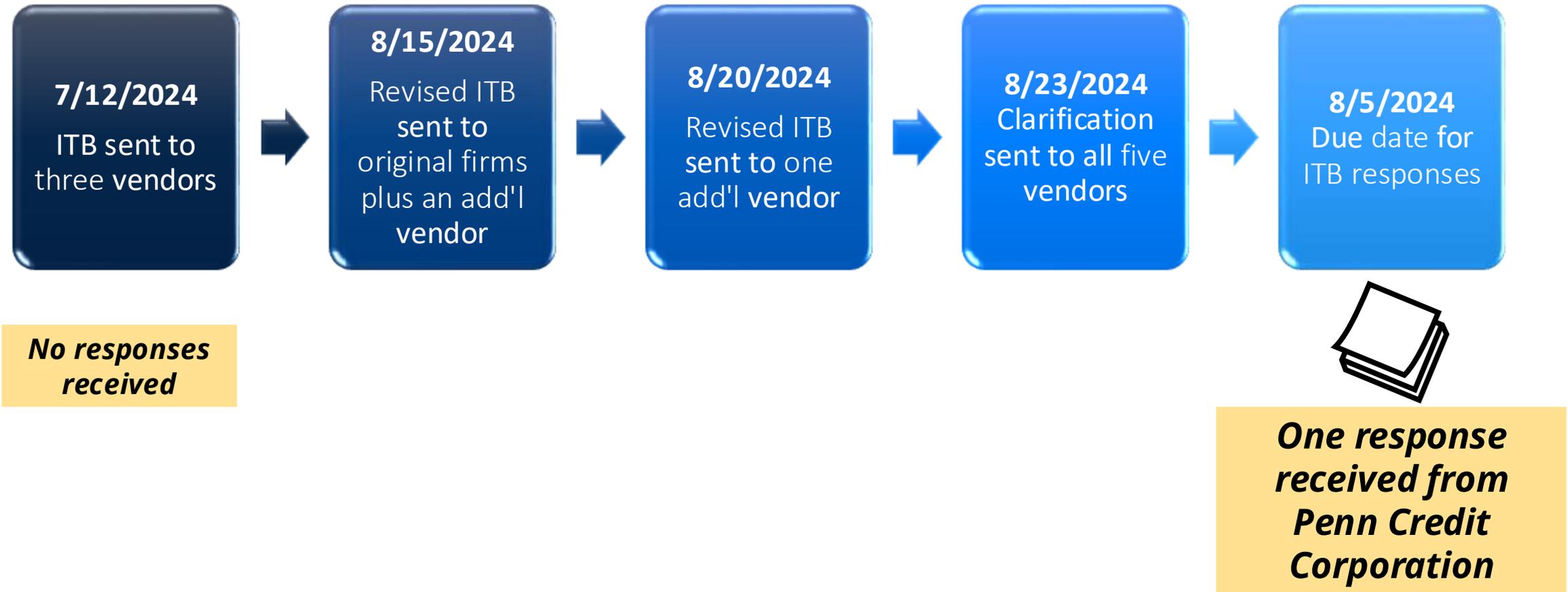
# Invitation to Bid (ITB) Requirements



- Provide services in Bastrop, Bell, Burnet, Hays, Travis, and Williamson counties as certified by the Texas Judicial Branch Certification Commission
- Submit delivery confirmation and status updates electronically
- Provide pricing for service attempts of the Mobility Authority's *Notice of Intent to Impound*:

<b>Passenger</b> Vehicle Registered Owners	Up to <b>3</b> personal service attempts
<b>Commercial</b> Vehicles Registered Owners	Up to <b>5</b> personal service attempts

# Invitation to Bid (ITB) Process to Selection



# Staff Recommendations



- Staff recommends approving a contract with Penn Credit Corporation to provide unpaid toll enforcement processing service to support CTRMA's toll violation enforcement program



# **AGENDA ITEM #10**

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Greg Mack  
Director of IT & Toll Systems

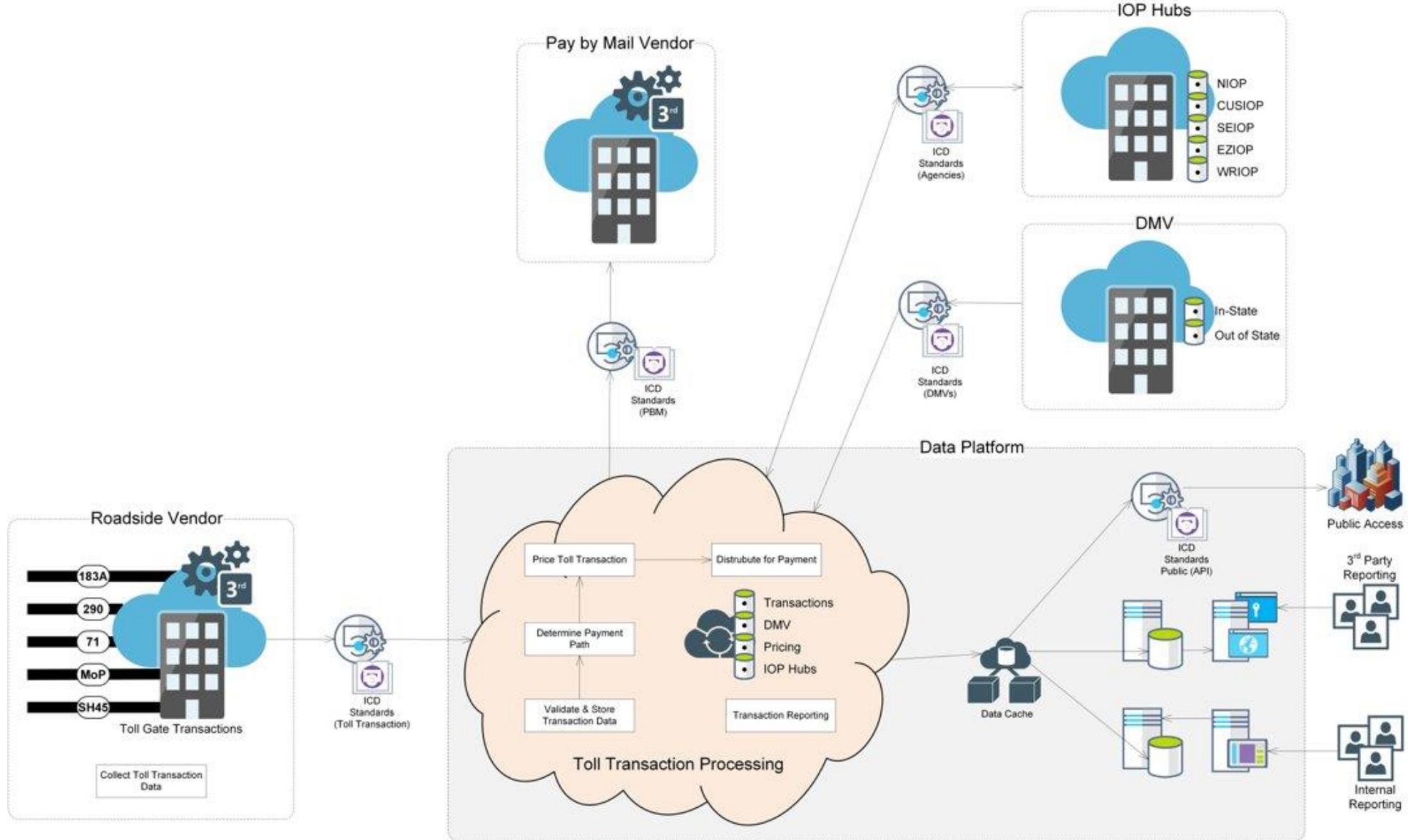
**Discuss and consider approving an agreement with Deloitte Consulting LLP for monthly toll operations and maintenance services with the Mobility Authority's Data Platform System**

# Data Platform System Project Overview



- The objective of the Data Platform System (DPS) project is to transition all toll transaction data processing and data management capabilities after the point of transaction creation to a Mobility Authority-managed solution
- Today's action relates to the operations and maintenance of the DPS

# Tolling Architecture



# Data Platform Go Live



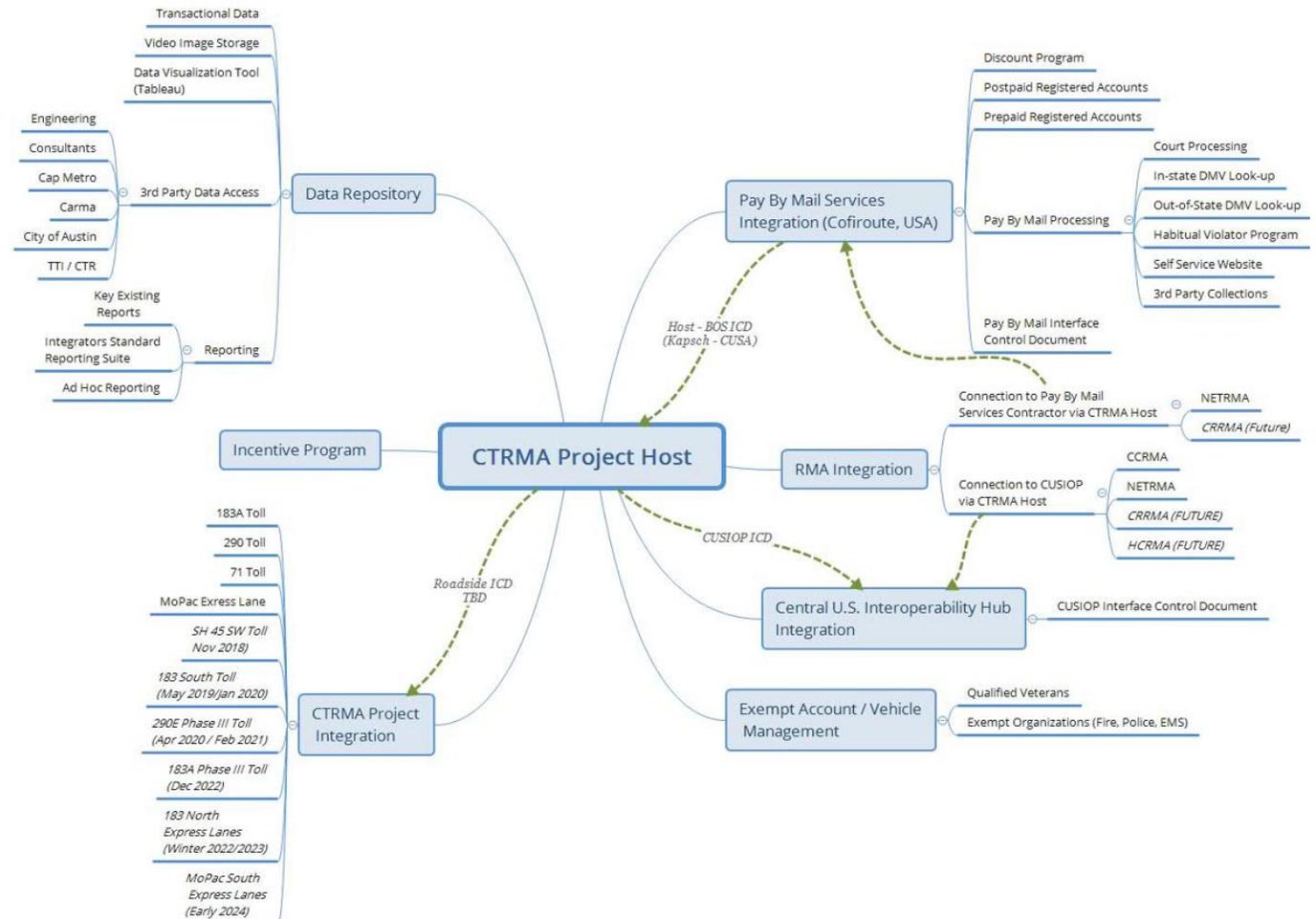
- Data Platform Go Live – August 1, 2023
  - » Through July 2024:
    - Over 226 million transactions processed
    - Over 504 million images processed
- All interfaces are active
- Financial reconciliation completed by end of month

# Data Platform Team



Many thanks to our partners

- Deloitte Consulting LLP
- AtkinsRéalis
- Google
- Fagan Consulting
- HTC Global Services
- Lafuentico Consulting
- CTRMA staff



# Deloitte Consulting Response Summary



- Under the Texas Department of Information Resources contract with Deloitte Consulting LLP (Deloitte), in 2023 staff obtained a proposal and executed a contract to perform the services outlined in the SOW
- The following summarizes Deloitte's response:
  - » **Contract term of 12 months**
  - » **Services began October 2023**

# O&M Statement of Work (SOW)



- The O&M SOW outlines the suite of services necessary to support and maintain the successful daily availability, capacity, and functionality of the DPS architecture
- The SOW also defines the services, performance level, required capabilities and estimated hours for each area

# Summary of O&M Costs



	FY23*	FY24**	FY25***	FY26
Monthly Cost	\$124,370	\$175,000	\$180,000	\$185,400
Other costs*	\$88,625	\$0	\$0	\$0
Contingency	\$0	\$210,000	\$0	\$0
Total Cost	\$1,456,695	\$2,310,000	\$1,620,000	\$2,224,800

\* FY23 included services from December 2022 through June 2023, included three contract amendments to provide services through September 2023, and included additional costs for enhancements and Go-live activities.

\*\* FY24 projections includes full O&M services from October 2023 through September 2024.

\*\*\* FY25 projections includes full O&M services from October 2024 through June 2025.

# Recommendation



- **Staff recommends the Board approve an agreement with Deloitte Consulting LLP for toll operations and maintenance services related to the Mobility Authority's DPS**
  - » Not to Exceed Amount \$3,844,800
  - » Term: 21 months from October 1, 2024 to June 30, 2026



# **AGENDA**

## **ITEM #11**

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Mike Sexton, P.E.  
Director of Engineering

**Discuss and consider approving an agreement with AtkinsRéalis USA, Inc. for general engineering consulting services**



# **AGENDA ITEM #12**

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Geoff Petrov  
General Counsel

**Discuss and consider approving a contract with Carrington Coleman, Sloman & Blumenthal LLP for legal services for the 183A Phase III Project and the 183 North Project**



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

# **BRIEFINGS & REPORTS**

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# AGENDA ITEM #13A-B

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Mike Sexton, P.E.  
Director of Engineering

## Project Updates

- A. 183A Phase III Project
- B. 183 North Mobility Project

# 183A PHASE III PROJECT



- **Project Description:** The project includes a 5.3-mile extension of the existing 10-mile 183A Toll Road to the north
- **Limits:** Hero Way to north of SH 29
- **Total Project Cost:** \$259M
- **Construction Cost:** \$175M
- **Notice to Proceed:** 3/28/2021
- **Open to Tolling:** Early 2025

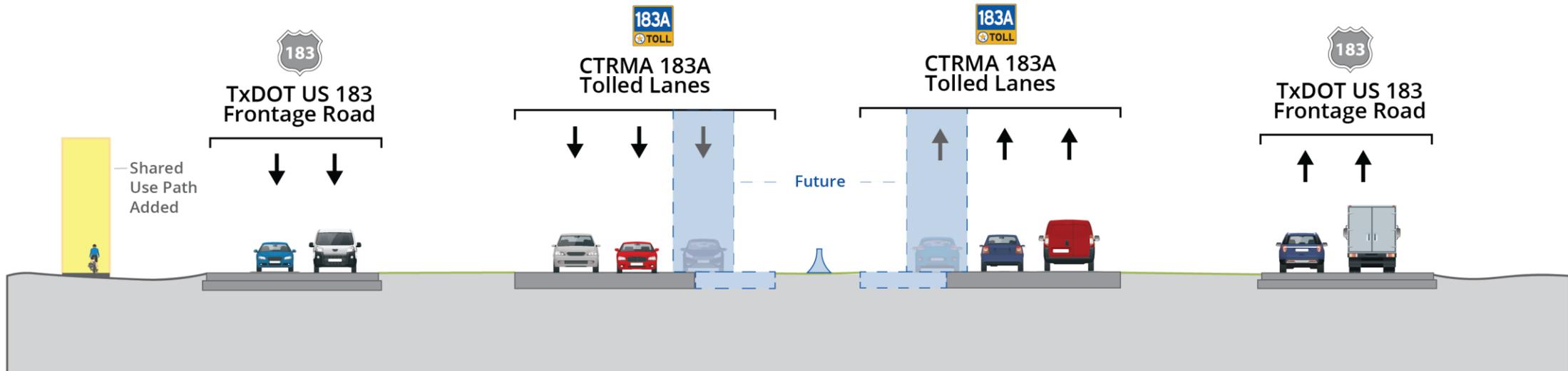
# 183A PHASE III PROJECT



## Existing



## Under Construction



# PROJECT FINANCIALS



<b>Original Contract Amount:</b>	<b>\$</b>	<b>175,695,656.17</b>
Authorized Changes (Change Order and Amendments)		
Previous Periods:	\$	3,712,686.78
This Period:	\$	0
<b>Current Authorized Contract Amount:</b>	<b>\$</b>	<b>179,408,342.95</b>
Draw Requests 1 – 40 (Jan. 2021 through May 2024)	\$	(132,302,448.74)
Draw Request 41 (June 2024)	\$	(3,932,698.09)
Draw Request 42 (July 2024)	\$	(4,255,583.29)
Draw Request 43 (Aug. 2024)	\$	(4,129,165.66)
Draw Request 44 (Sept. 2024)	\$	*(4,578,039.87)
<b>Total Amount Earned to Date:</b>	<b>\$</b>	<b>(149,197,935.65)</b>
Amount remaining for work to be completed:	\$	30,210,407.30
Total Percentage of Budget Expended through Sept. 2024:		83.2%
Total Percentage of Working Days Expended through Sept. 2024:		97.1%

Notes: Deductions from Construction Contract indicated by (\$X.XX)

\*Pending CTRMA Acceptance

# 183A PHASE III PROJECT STATUS



- Work Underway:
  - » Bridges – Decks at San Gabriel Parkway and Brushy Creek
  - » Retaining Walls at SH29 and Southern Project Limit
  - » Concrete Paving for Mainlanes and Ramps
  - » Earthwork for Mainlanes south of San Gabriel Parkway
  - » ITS Duct Bank and Toll Zones south of San Gabriel Parkway
  - » Compost Modified Topsoil
  - » Concrete Rail Throughout
  - » Painting of Concrete Structures

# CONSTRUCTION ACTIVITIES: STATE HIGHWAY 29



August 2024



October 2024



# CONSTRUCTION ACTIVITIES: RETAINING WALL AND BRIDGE PROGRESS AT STATE HIGHWAY 29



August 2024



October 2024



# CONSTRUCTION ACTIVITIES: SAN GABRIEL PARKWAY



August 2024



October 2024



# CONSTRUCTION ACTIVITIES: BRUSHY CREEK BRIDGES



August 2024



October 2024

# CONSTRUCTION ACTIVITIES: NORTH OF HERO WAY

# MAIN LANE TOLL ZONE

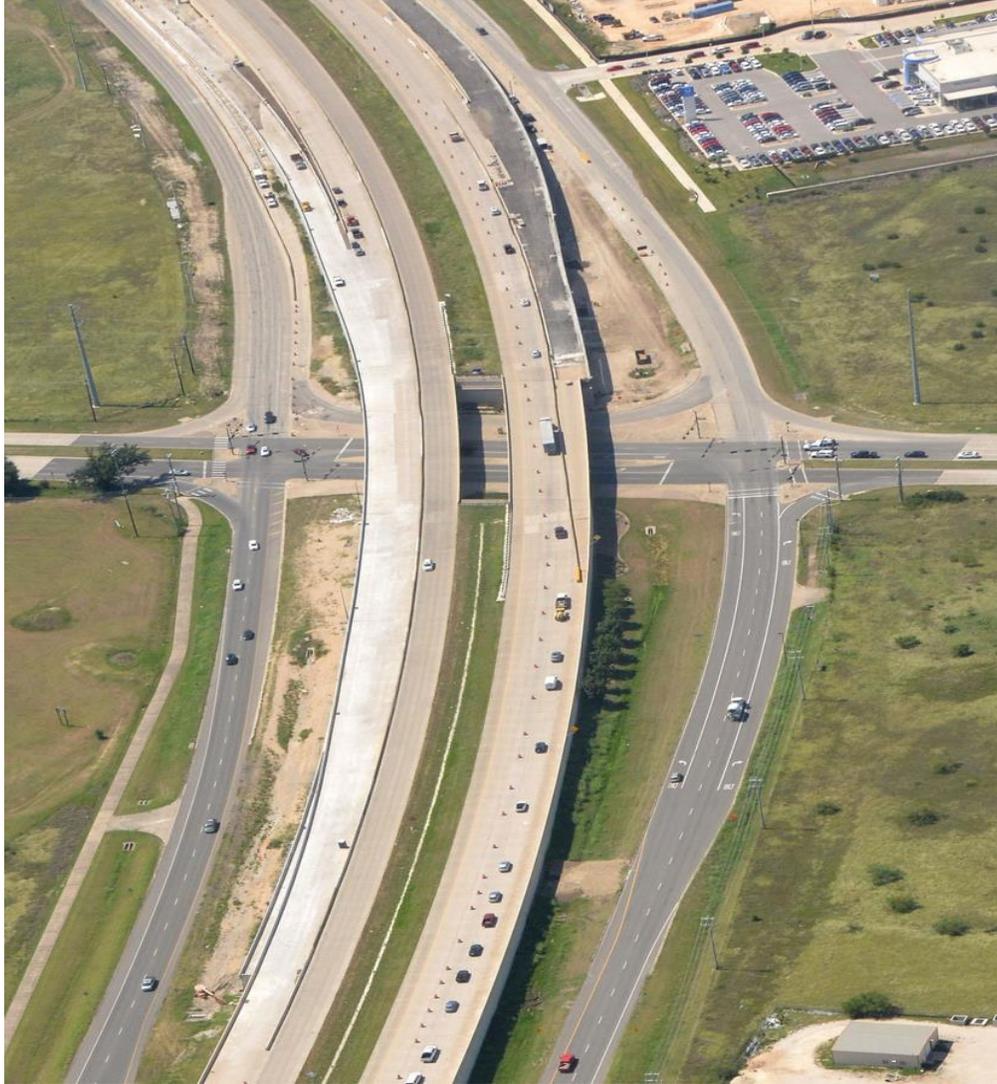


October 2024

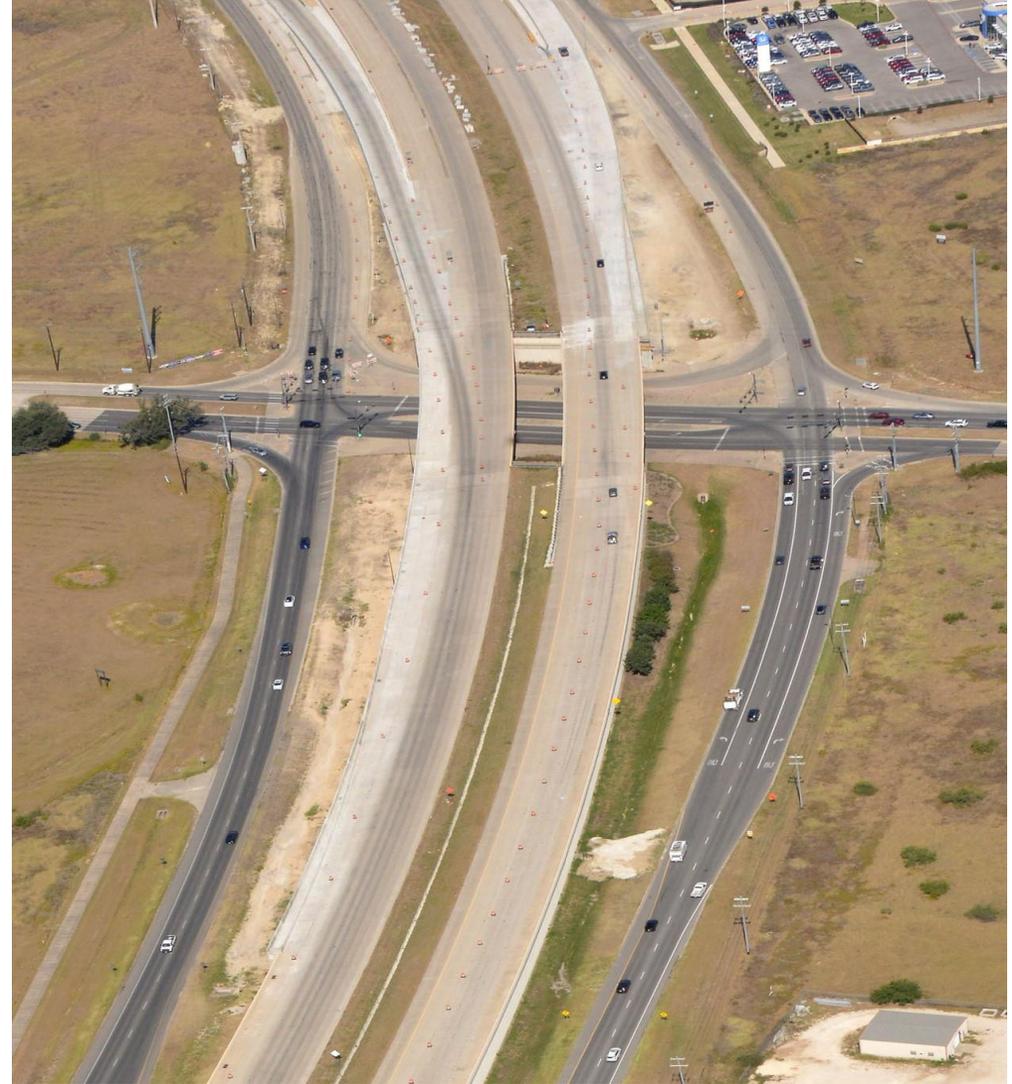


October 2024

# CONSTRUCTION ACTIVITIES: Hero Way



August 2024



October 2024



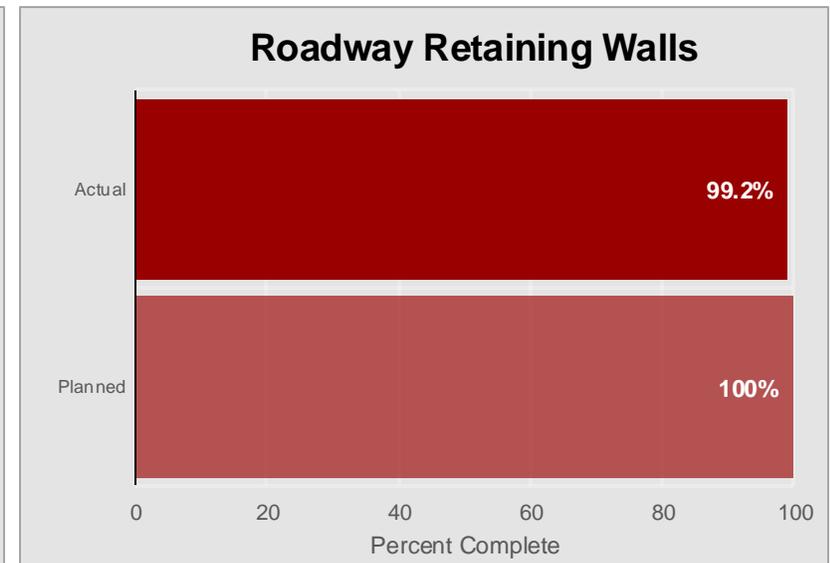
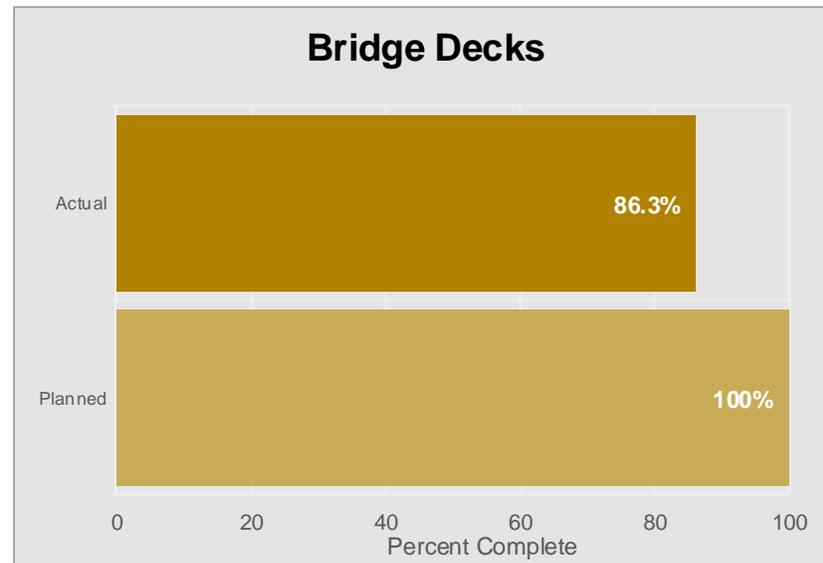
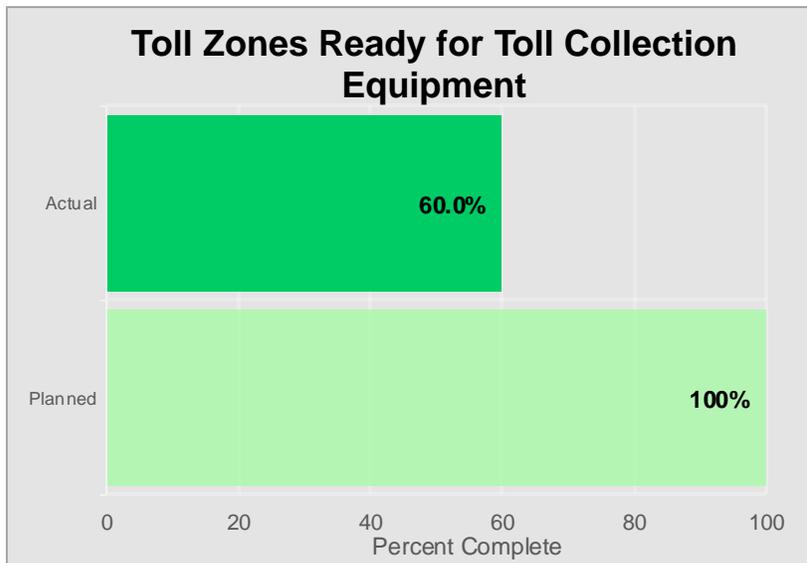
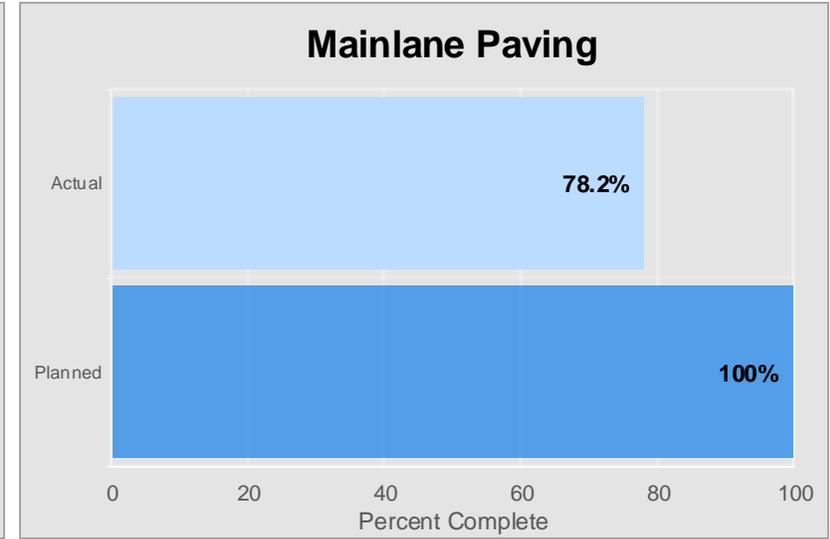
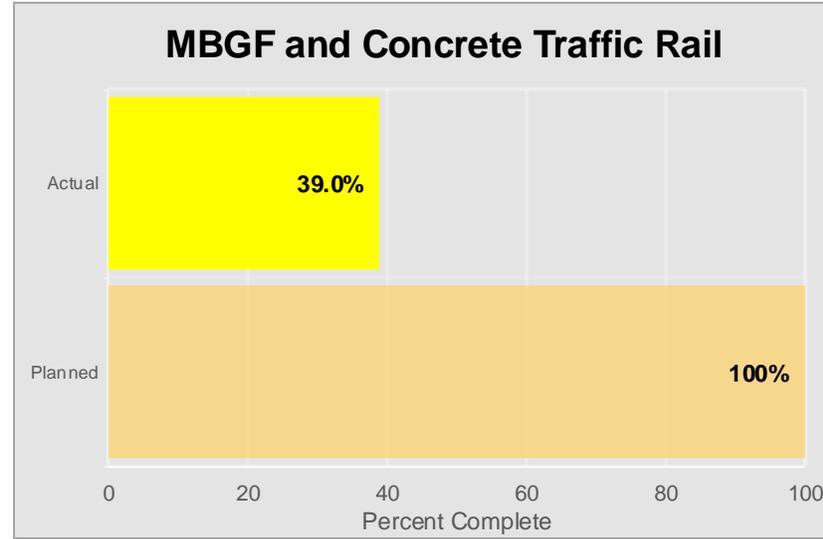
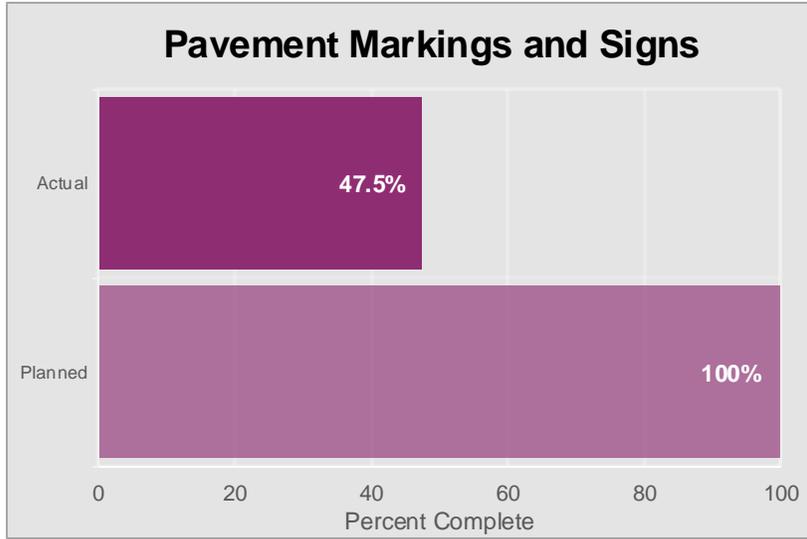
# CONSTRUCTION ACTIVITIES: NORTH OF RIVER



October 2024



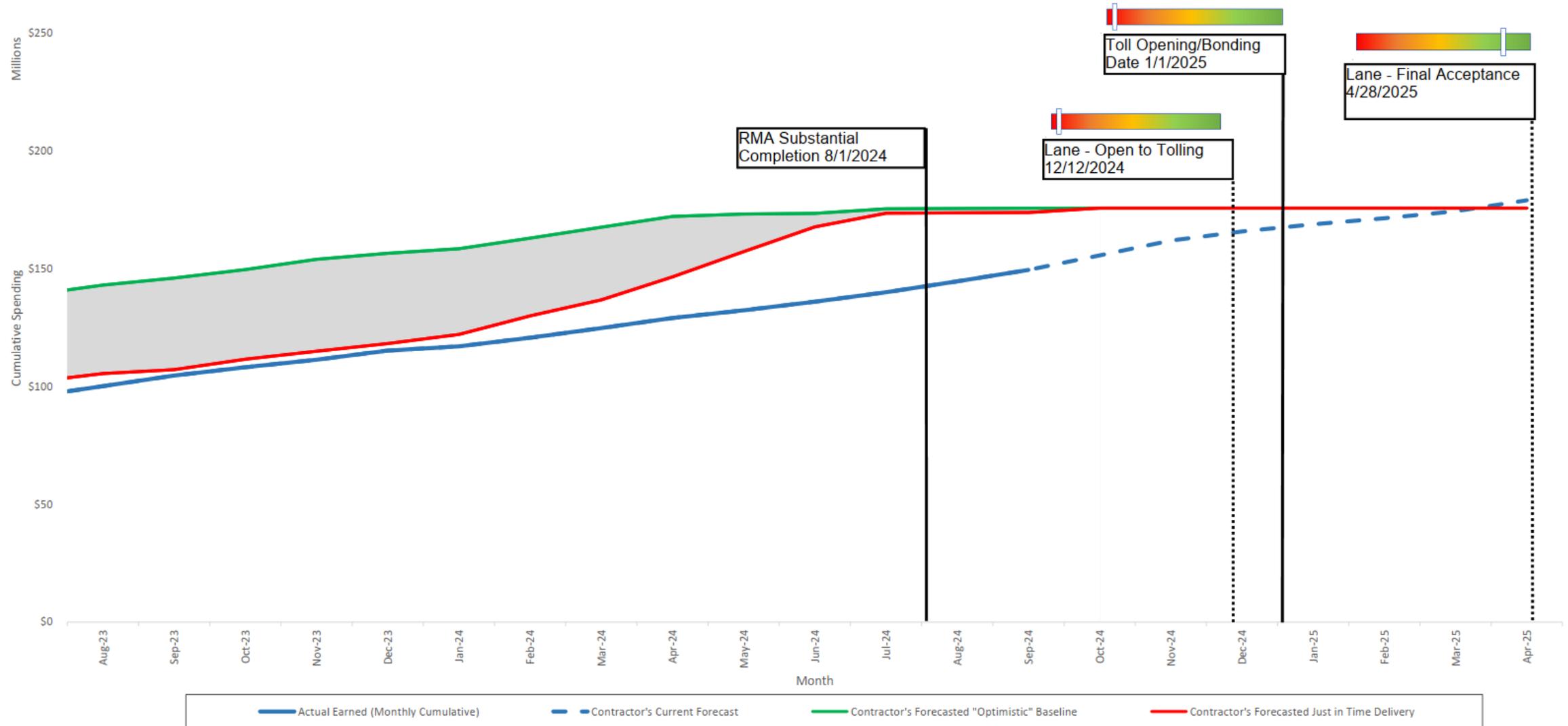
# CONTRACT METRICS THROUGH SEPTEMBER 2024



# CONTRACT METRICS (cont.)



- Contractor Projected Earnings vs. Actual



# ONGOING PUBLIC OUTREACH

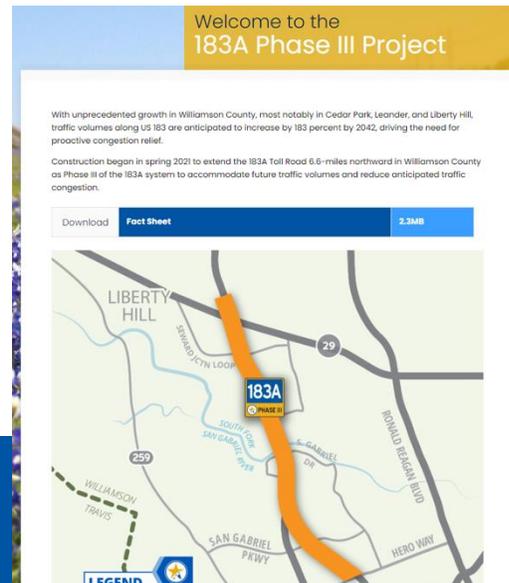


**Project  
Newsletter  
Quarterly**

**Project  
Website  
183A.com**

**Twitter  
@183AToll**

**Stakeholder  
Communication  
Continuous**



**633**  
Subscribers



**2.2K**  
Q3 Traffic



**209**  
Followers



Attended local charity event to share project information and answer questions



# AGENDA ITEM #13A-B

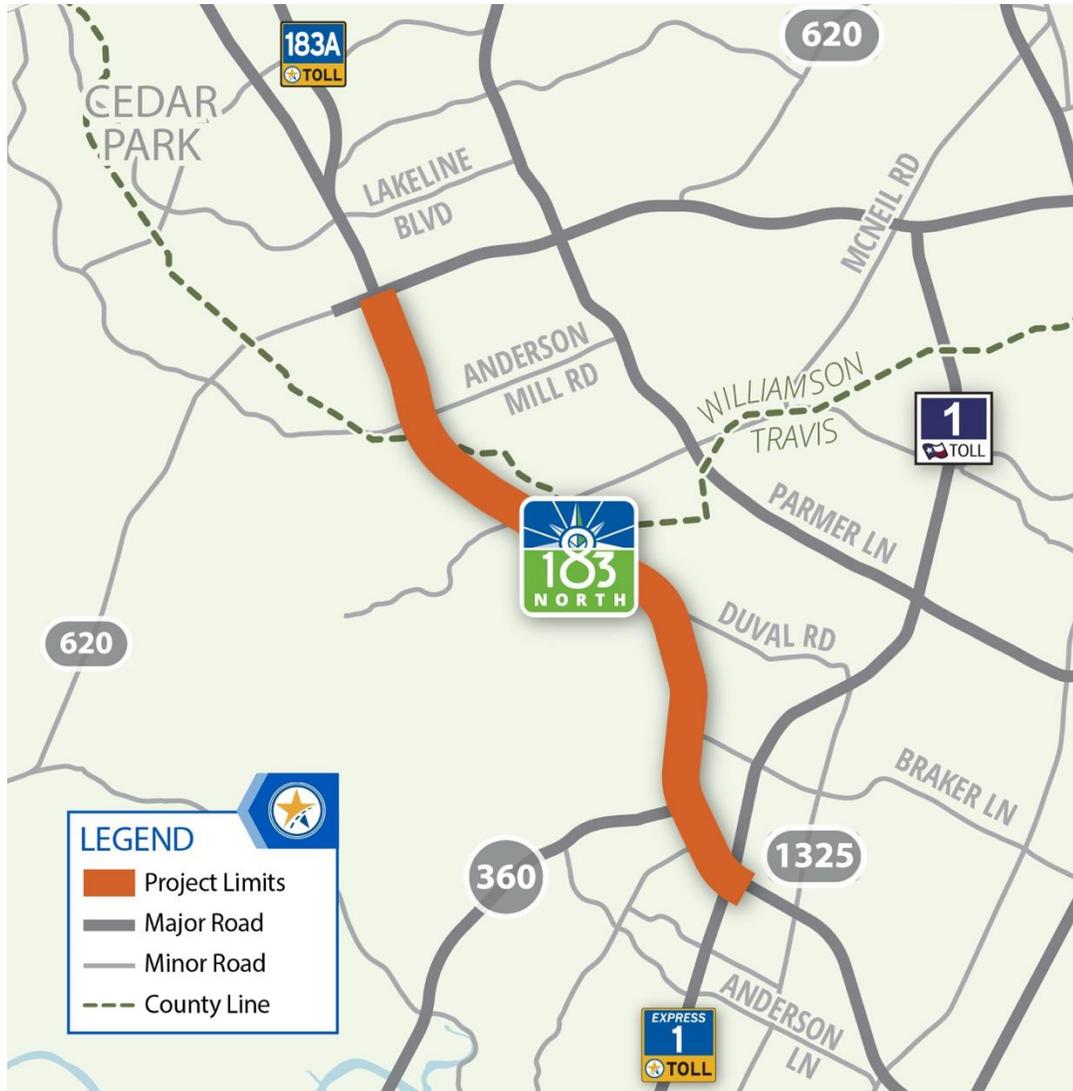
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Mike Sexton, P.E.  
Director of Engineering

## Project Updates

- A. 183A Phase III Project
- B. 183 North Mobility Project

# 183 NORTH MOBILITY PROJECT



- **Project Description:** 9-mile Express Lane Project along US 183; GP Lane improvements; DCs at MoPac
- **Limits:** SH 45 to MoPac
- **Total Project Cost:** \$612M
- **Design/Build Cost:** \$492.1M
- **Notice to Proceed:** NTP1 Issued 4/15/2021; NTP2/3 issued 6/28/2021
- **Open to Tolling:** Early 2026

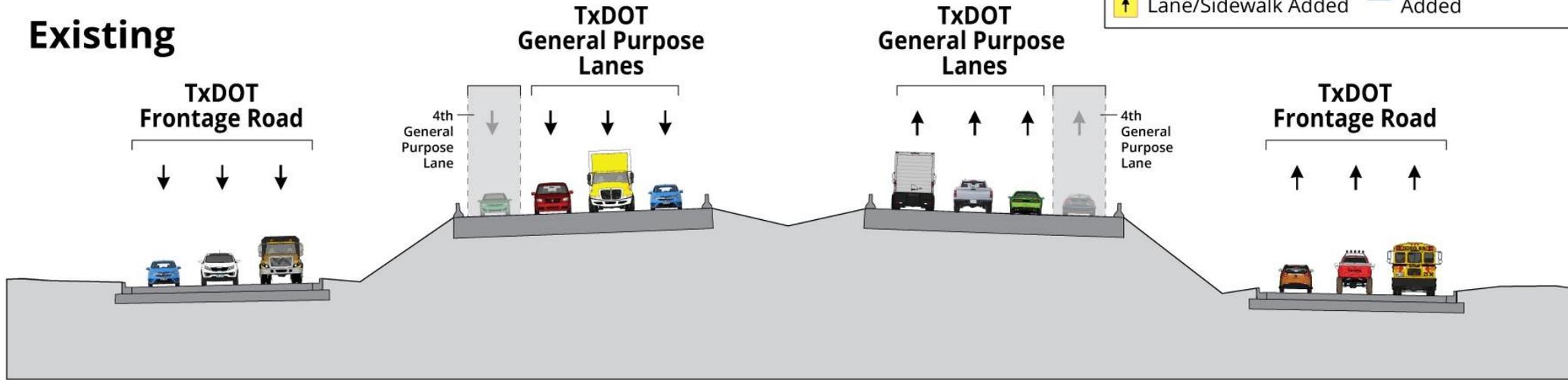
# 183 NORTH MOBILITY PROJECT



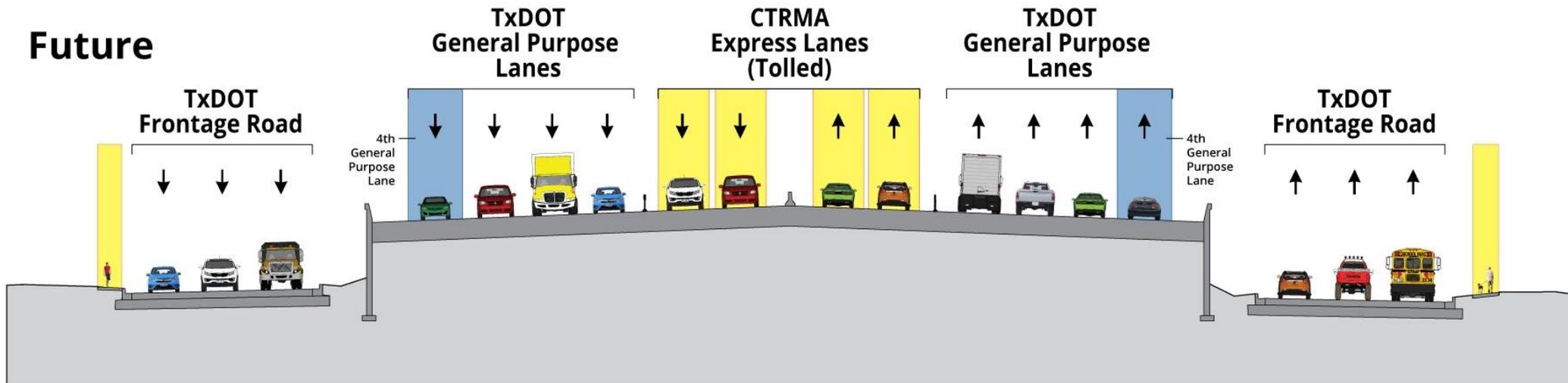
## Legend

- ↑ Northbound Lane
- ↓ Southbound Lane
- ↑ Lane/Sidewalk Added
- ↑ Discontinuous Lane
- ↑ Continuous Lane Added

## Existing



## Future



# PROJECT FINANCIALS



<b>Original Contract Amount:</b>	<b>\$</b>	<b>477,149,654.00</b>
Authorized Changes (Change Order and Amendments)		
Previous Periods:	\$	17,469,792.67
This Period:	\$	6,000,000.00
<b>Current Authorized Contract Amount:</b>	<b>\$</b>	<b>500,912,975.67</b>
Draw Requests 1 – 38 (Apr 2021 through May 2024)	\$	(275,552,682.54)
Draw Request 39 (June 2024)	\$	(14,748,439.56)
Draw Request 40 (July 2024)	\$	(8,819,051.27)
Draw Request 41 (August 2024)	\$	(10,604,426.61)
Draw Request 42* (September 2024)	\$	(15,523,980.41)
<b>Total Amount Earned to Date:</b>	<b>\$</b>	<b>(325,248,580.39)</b>
Amount remaining for work to be completed:	\$	175,664,395.28
Percent of Budget Expended through September 2024:		64.9%
Percent of Working days expended through September 2024:		80.1%

\*Pending CTRMA approval

# CONSTRUCTION ACTIVITIES: US183 – MoPac DC Work



August 2024



October 2024



# CONSTRUCTION ACTIVITIES: US183 – MoPac DC Work



October 2024

# CONSTRUCTION ACTIVITIES: STRUCTURES & PAVEMENT PROGRESS - SOUTH OF ANDERSON LANE



August 2024



October 2024



# CONSTRUCTION ACTIVITIES: STRUCTURES & PAVEMENT PROGRESS - SOUTH OF LOOP 360



August 2024



October 2024



# CONSTRUCTION ACTIVITIES: STRUCTURES & PAVEMENT PROGRESS AT MOPAC



August 2024



October 2024

# CONSTRUCTION ACTIVITIES: STRUCTURES PROGRESS AT DUVAL ROAD



August 2024



October 2024

# CONSTRUCTION ACTIVITIES: DRAINAGE PROGRESS



August 2024

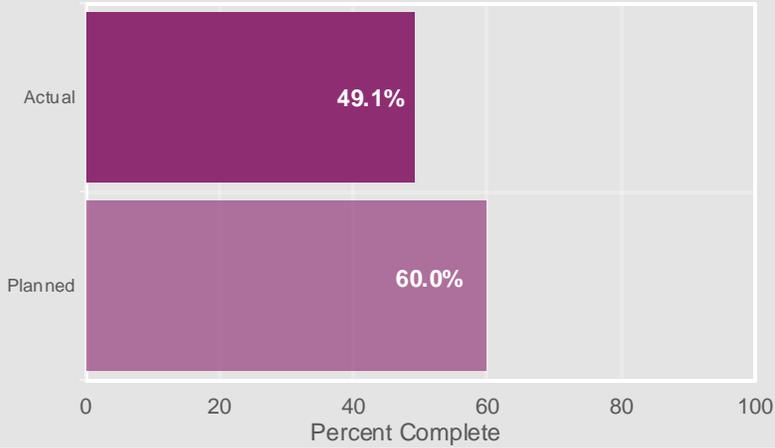


October 2024

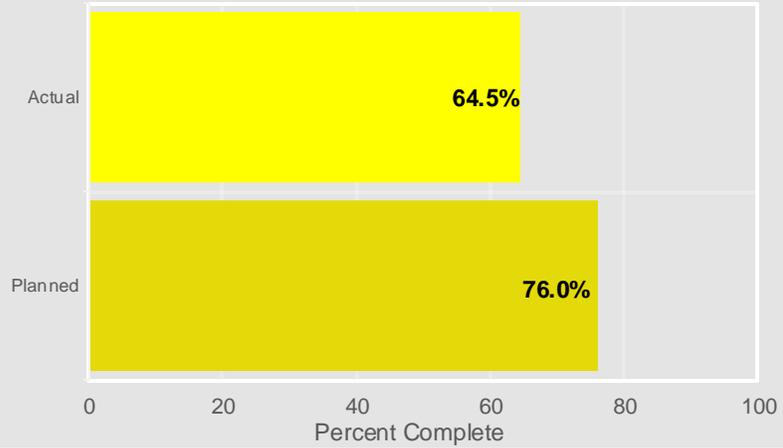
# CONTRACT METRICS



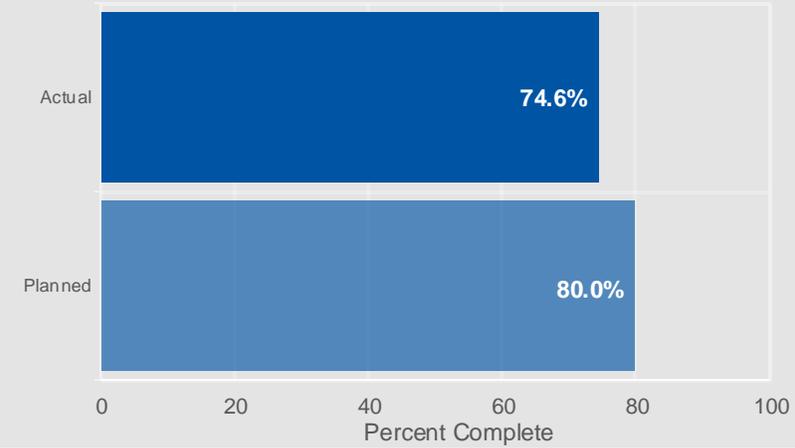
### Drainage



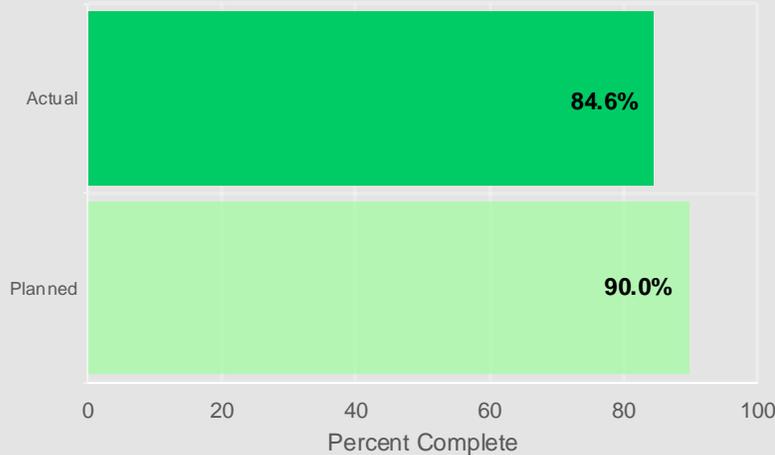
### Pavement



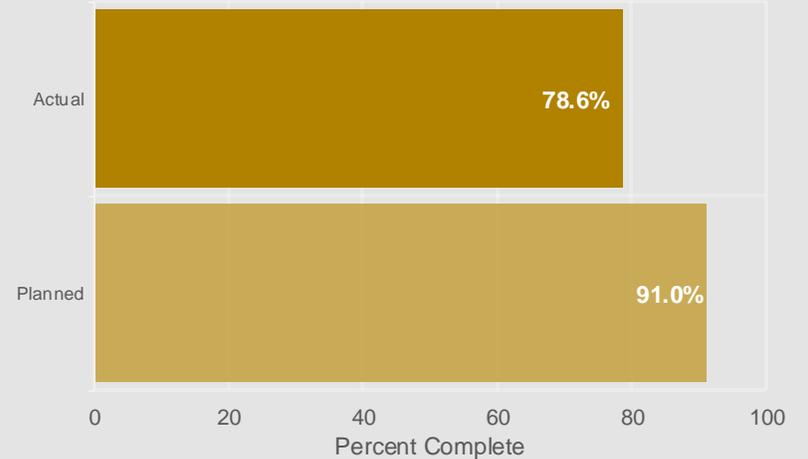
### Drilled Shafts



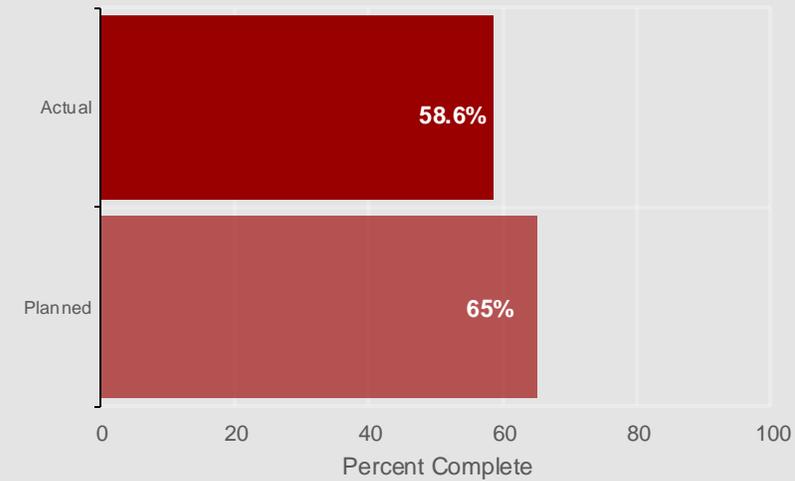
### Bridge Columns



### Bridge Caps



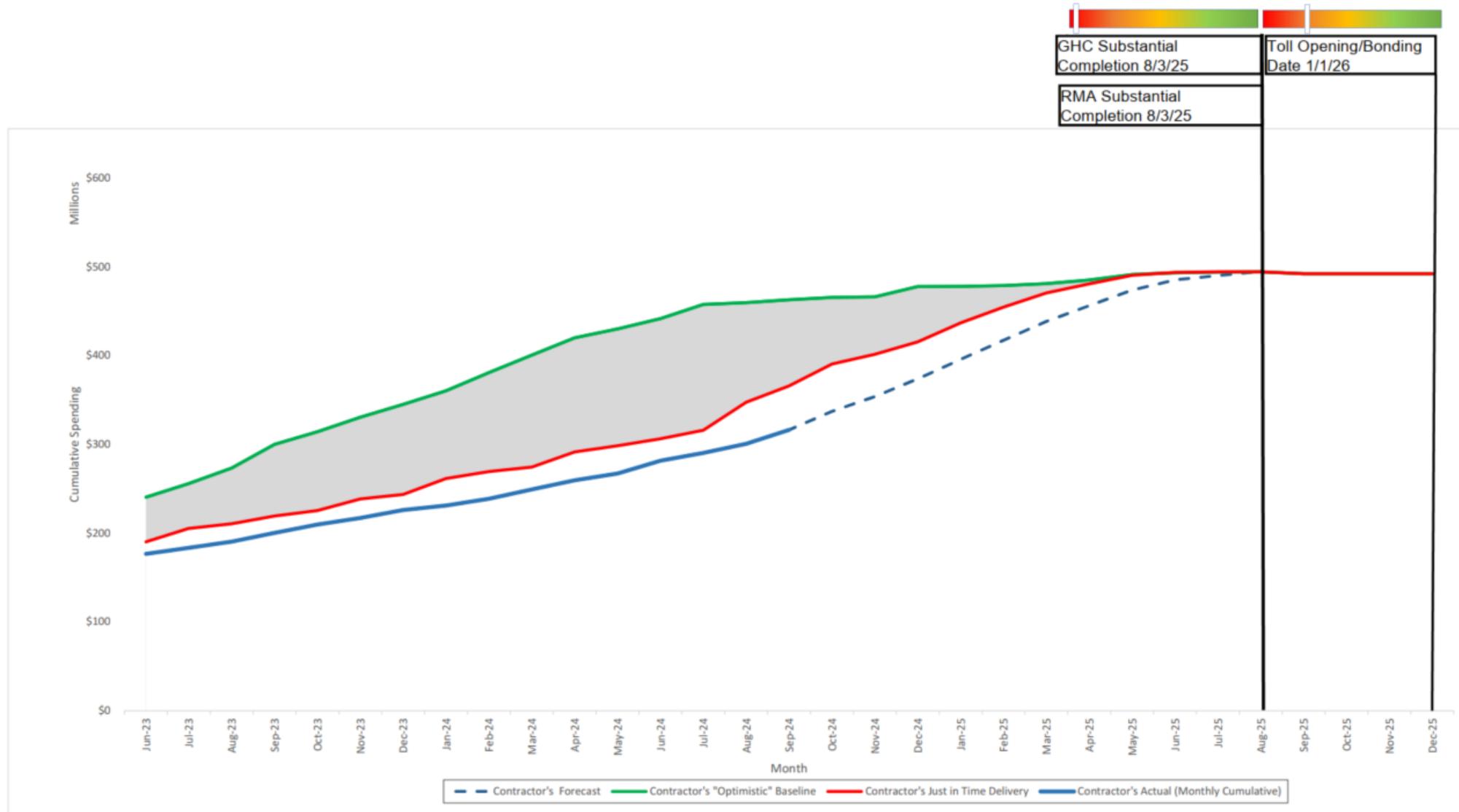
### Retaining Walls



# 183 NORTH PROJECT



- Contractor Projected Earnings vs. Actual



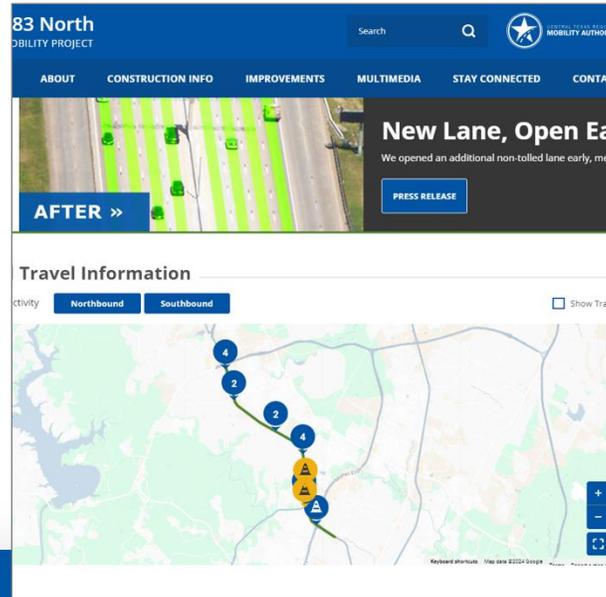
# Ongoing Public Outreach



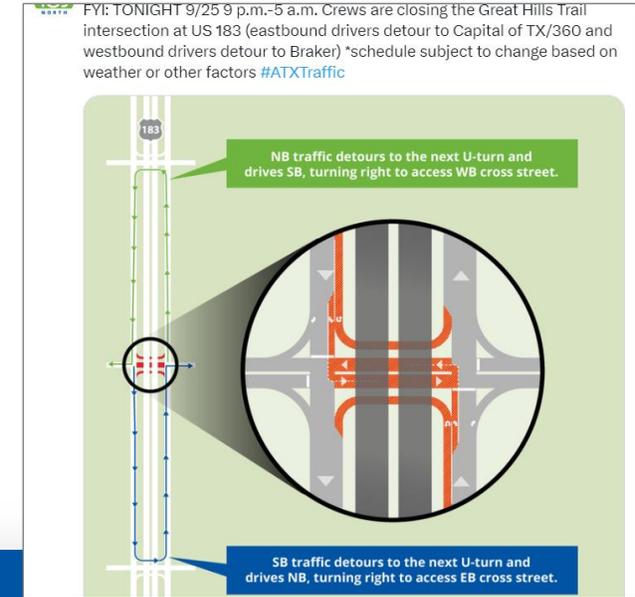
**Project Newsletter**  
Every Other Month



**Project Website**  
183North.com



**Twitter**  
@183North



**3,097**  
Recipients

August 2024 Newsletter



**12,757**  
Q3 Traffic

Website visits



**630**  
Followers

# In the Community



## Stay Cool for Back-to-School | August 10

The 183 North Mobility Project hosted a "Stay Cool for Back to School" community event to provide information to the public about the 183 North Mobility Project along with free sno-cones while encouraging foot traffic to businesses along the project corridor in the Great Hills Market complex. The event took place during tax free weekend, on Saturday August 10, 2024 from 1:30 p.m. to 4:30 p.m. and saw over 158 visitors stop by for a complimentary sweet treat, project promo items and the chance to win a gift card from area businesses, Petco, T.J. Maxx and Cookie Cutter's Kids Hair Salon. Additionally, visitors were asked to "Nominate Your Favorite Teacher" for a chance for them to win a gift card to Lakeshore Learning, a teacher supply store also located in the business complex. We enjoyed meeting everyone who stopped by!





CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

# **EXECUTIVE DIRECTOR REPORT**

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# AGENDA ITEM #14A-B

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James M. Bass  
Executive Director

## Executive Director Report

- A. *Recent agency staff activities*
- B. Agency roadway performance metrics

# Recent agency staff activities



Interagency Meetings  
Construction Partnership Program  
Cedar Park Chamber  
Round Rock Chamber Intercity Visit  
WTS Monthly Meetings  
WTS Professional Development Meetings  
Austin Chamber Infrastructure Committee  
Austin Bar Land Development Seminar  
IBTTA Annual Meeting  
Rotary Club of Austin  
TxTag-HCTRA Transition

CUSIOP/SEIOP Steering Committee  
CUSIOP/SEIOP Checkpoints  
CUSIOP Technical  
Texas Tolling Legal  
IBTTA Diversity, Equity, & Inclusion  
Texas Traffic & Incident Management Mtg  
National Operations Center of Excellence  
Fatality Crash Review  
Safe Street For All (SS4A)  
Texas Technology Task Force  
TxDOT Short Course



# **AGENDA ITEM #14A-B**

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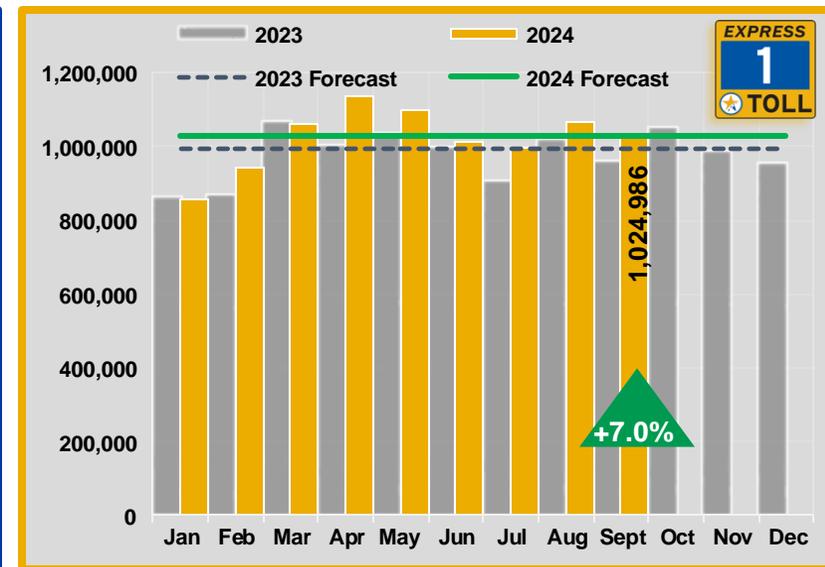
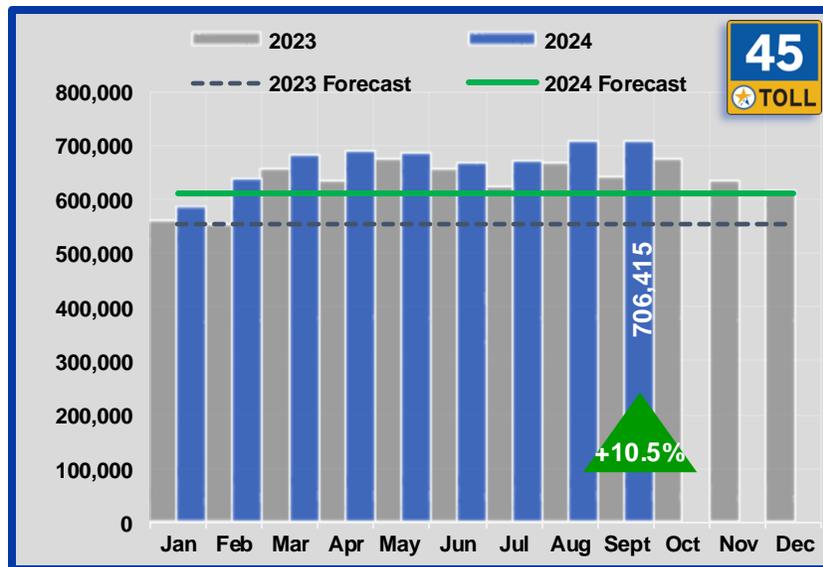
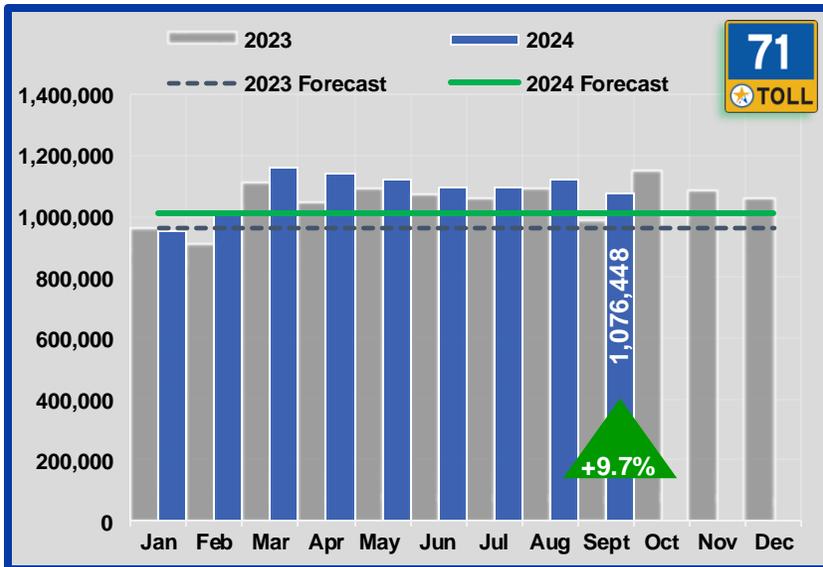
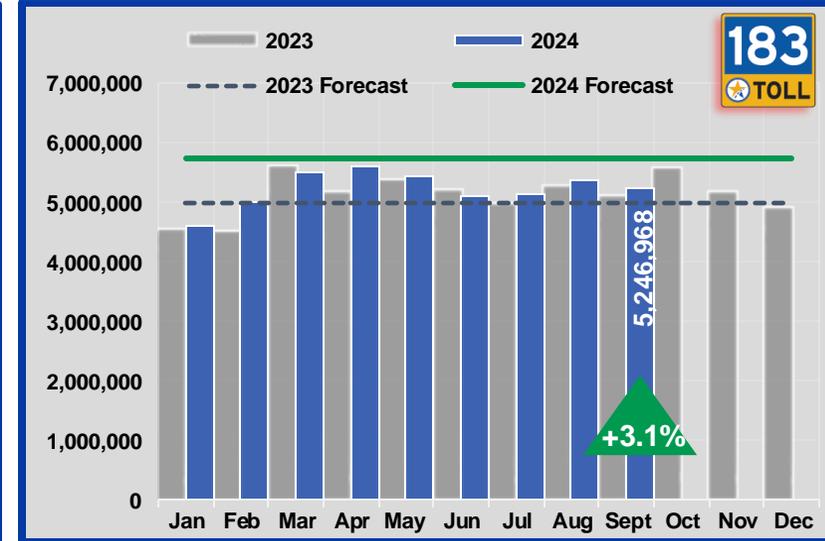
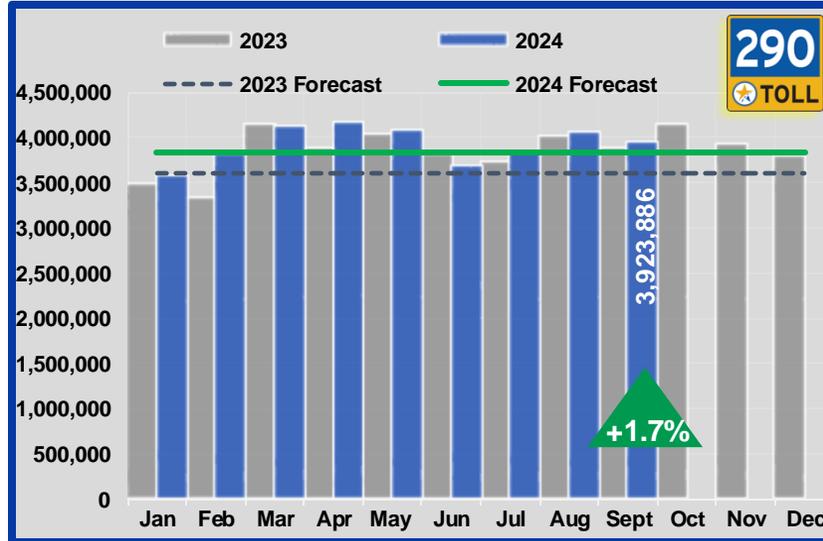
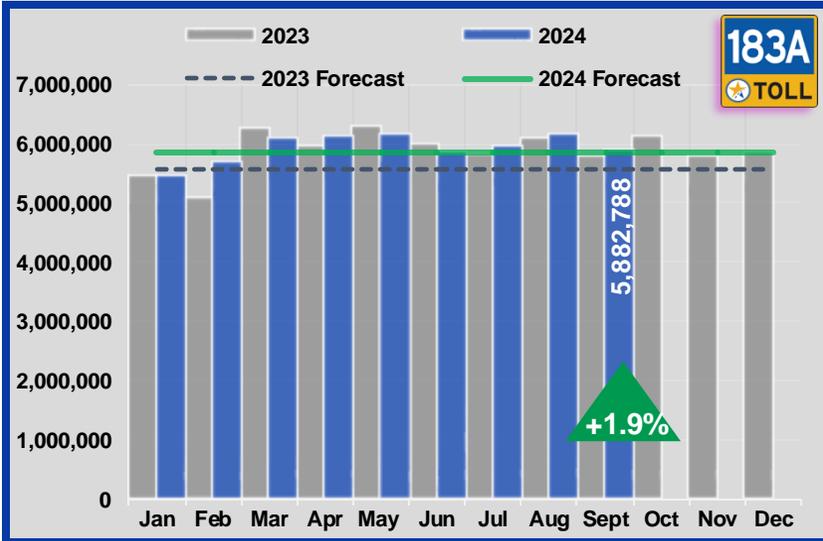
James M. Bass  
Executive Director

## **Executive Director Report**

- A. Recent agency staff activities
- B. Agency roadway performance metrics

# Monthly Transaction Trend by Roadway

(Percent Change Over September 2023)

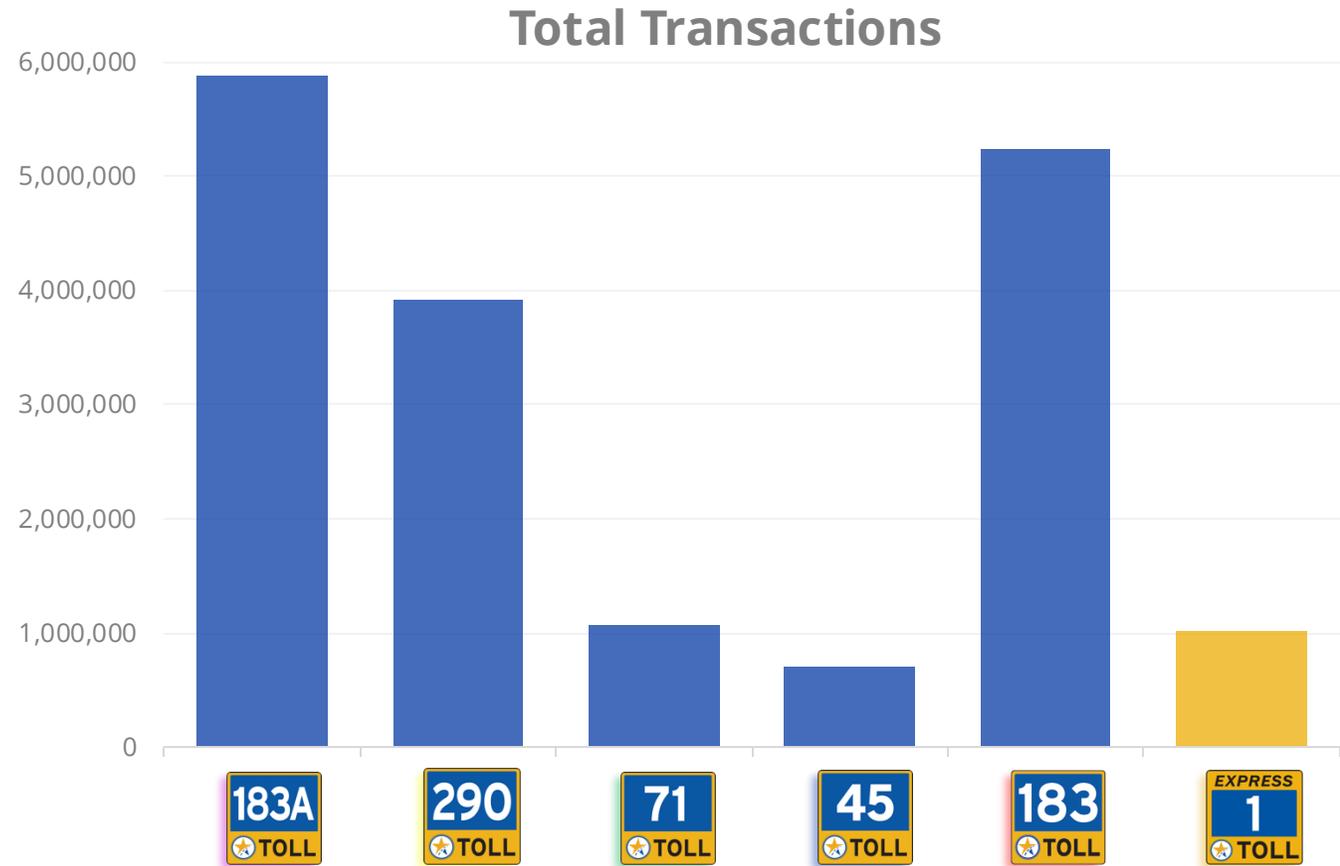


# Transactions and Pre-Paid Penetration

September 2024



Roadway	Total Pre-paid Penetration %
183A Toll	63.51%
290 Toll	55.96%
71 Toll	58.24%
45SW Toll	64.58%
183S Toll	53.18%
MoPac	63.52%
<b>ALL</b>	<b>58.46%</b>





CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

# **EXECUTIVE SESSION**

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# EXECUTIVE SESSION

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ITEMS #15-19



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

15. Discuss acquisition of one or more parcels or interests in real property needed for a Mobility Authority headquarters, including facilities for traffic and incident management and other agency functions, pursuant to §551.071 (Consultation with Attorney) and §551.072 (Deliberation Regarding Real Property; Closed Meeting).
16. 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).
17. Discuss legal issues related to the development of the Mopac South Project, as authorized by §551.071 (Consultation with Attorney).
18. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects and toll system improvements including potential impacts of the Texas Department of Transportation's US 183 General Purpose Lane Project on Mobility Authority Toll System financing, as authorized by §551.071 (Consultation with Attorney).
19. Discuss personnel matters as authorized by §551.074 (Personnel Matters).



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

# **REGULAR ITEMS**

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# **AGENDA ITEM #20**

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Mike Sexton, P.E.  
Director of Engineering

Discuss and consider approving a project development agreement with the Texas Department of Transportation for the US 183 General Purpose Lane Project and making associated determinations regarding the effect of the US 183 General Purpose Lane Project on the operation of the Mobility Authority Toll System and the ability of the Mobility Authority to comply with outstanding debt agreements and covenants

# US 183 General Purpose Lane Project



- **Project Description:** 3-miles of 2-lane general purpose lanes on each side of 183A toll road and a shared-use path
- **Limits:** RM 1431 to Avery Ranch Boulevard
- **Anticipated Letting:** January 2025
- **Anticipated Open to Traffic:** 2028

# US 183 General Purpose Lane Project



- Bond Indenture and Loan Agreement Considerations and Findings
  - » **Indenture of Trust Determination by the Board**
    - Finding of No Material Adverse Effect on:
      - The operation of the CTRMA System, or
      - The ability of the Mobility Authority to comply with its outstanding debt agreements and covenants
  - » **United States Department of Transportation (USDOT) Loan Agreements**
    - Review of project development agreement by USDOT as Lender under Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreements
    - Loan agreements with CTRMA for 183S, 290E Phase III, 183A Phase III and 183N totaling approximately \$750 million
    - No Objection from USDOT TIFIA Office



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

REGULAR MEETING OF THE

# BOARD OF DIRECTORS

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## ADJOURN MEETING #21

October 30, 2024