



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 25, 2023**



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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Bobby Jenkins  
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 2023 Audit Reports
- D. Adjourn Audit Committee



# AGENDA

## ITEM #2

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Bobby Jenkins  
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# CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

## FY 2023 AUDIT RESULTS

Report to the Members of the Audit Committee and  
the Board of Directors

October 25, 2023



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 audit of the financial statements of Central Texas Regional Mobility Authority (the Authority) as of and for the year ended June 30, 2023. 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 Board of Directors; the Audit Committee; and management, and is not intended to be, and should not be, used by anyone other than these specified parties.



Helping you meet requirements, turn challenges into opportunities and improve your business.

## Agenda

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### EXECUTIVE SUMMARY

### REQUIRED COMMUNICATION

- ACCOUNTING POLICIES AND PRACTICES
- SIGNIFICANT ACCOUNTING ESTIMATES
- AUDIT ADJUSTMENTS
- OBSERVATIONS ON THE AUDIT PROCESS



## Executive Summary

### Audit Status

The 2023 audit is nearing completion.

We expect and will issue an unmodified opinion on the financial statements.

### Audit Overview

Report including financial and no compliance audit performed under *Government Auditing Standards* due to low level of state funding

### Significant Changes to the Planned Audit Strategy

There were no significant changes to the planned audit strategy as communicated to the audit committee in our report.

### Significant Risks

We did not identify other significant risks subsequent to those we communicated to you in our report dated March 29, 2023, except for the removal of the planned testing over the data platform for tolling operations.

### Audit Adjustments or Uncorrected Misstatements

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

### Deficiencies in Internal Control

We did not identify any material weaknesses or significant deficiencies required to be reported.





## 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 issued a separate communication dated March 29, 2023, 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.  Except for pay by mail tolls and GASB Statement No. 96 <i>Subscription Based Information Technology Arrangements</i> , 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

## 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 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

Fair value is the price that would be received to sell an asset in an orderly transaction between market participants at the measurement date. Investments in debt securities are reported at cost if a short-term instrument or fair value based upon pricing service models. 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.

## 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.

### Pension Expense and Net Pension Asset/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.

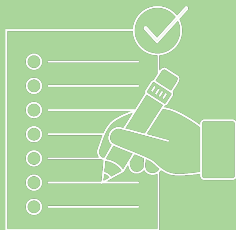
#### Management's estimation process

The pension expense and net pension asset/liability were measured as of December 31, 2022. 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

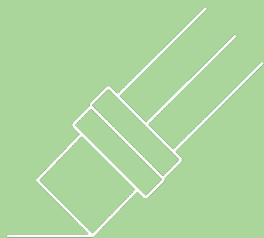
We concluded the estimates used by management are reasonable.

## Audit Adjustments and Uncorrected Misstatements



### AUDIT ADJUSTMENTS

There were no audit adjustments made to the final trial balance presented to us as part of our audit.



### UNCORRECTED MISSTATEMENTS

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

## 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.

## RSM CONTACTS

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# AGENDA

## ITEM #2

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Bobby Jenkins  
Chairman

## Audit Committee Meeting

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# **AGENDA**

## **ITEM #2**

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Bobby Jenkins  
Chairman

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

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Bobby Jenkins  
Chairman

- 3. Approve the minutes from the September 27, 2023 Regular Board Meeting**
- 4. Prohibit the operation of certain vehicles on Mobility Authority toll facilities pursuant to the Habitual Violator Program**



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

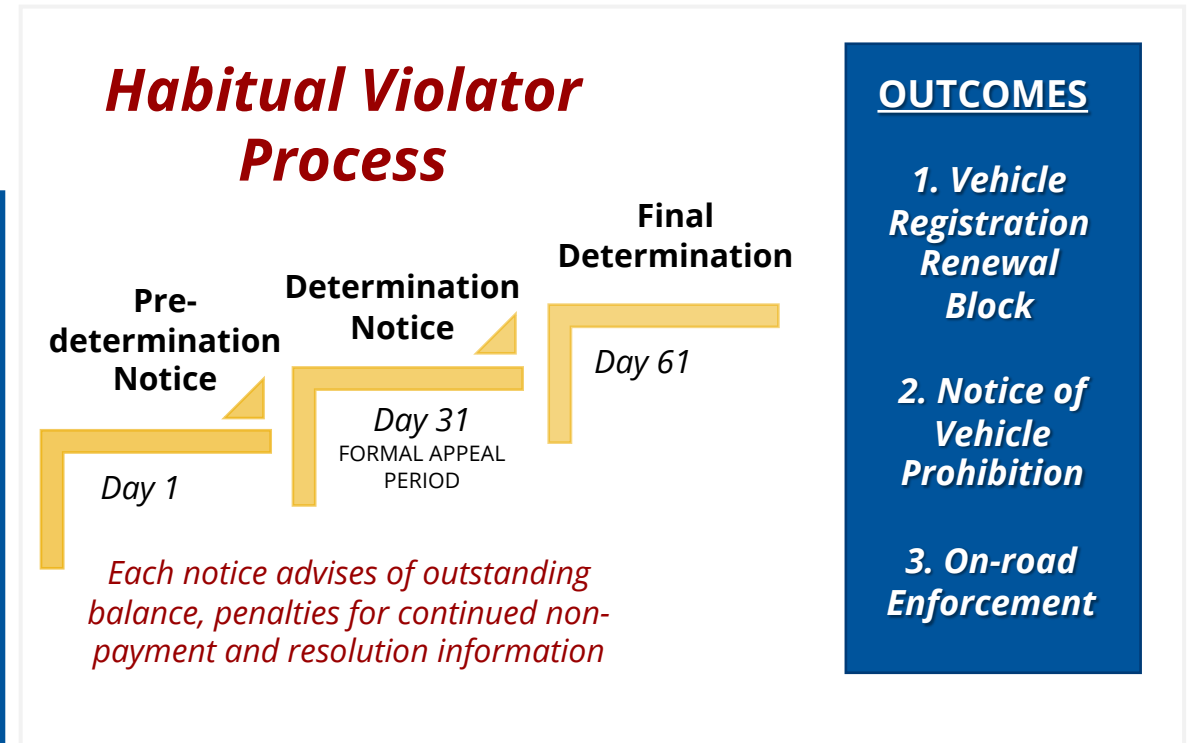
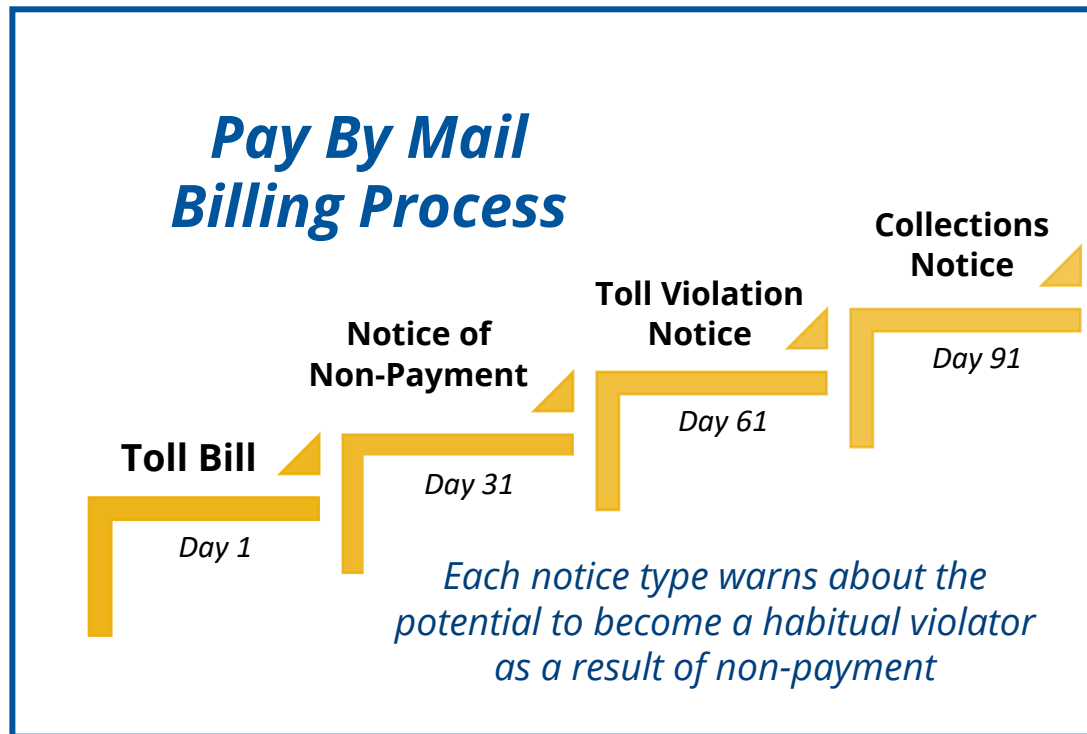
# **CONSENT AGENDA ITEM #4**

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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 2023



- **Approve a *Vehicle Prohibition Order* for the identified habitual violator customers**
  - » Number of prohibited vehicles: 4,386
  - » Total number of related unpaid tolls: 1,700,027
    - Average number of outstanding tolls per vehicle: 388
    - Average unpaid balance: \$1,156.88
- **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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COLLABORATION



INNOVATION



SERVICE



SAFETY



STEWARDSHIP





# **AGENDA**

## **ITEM #5**

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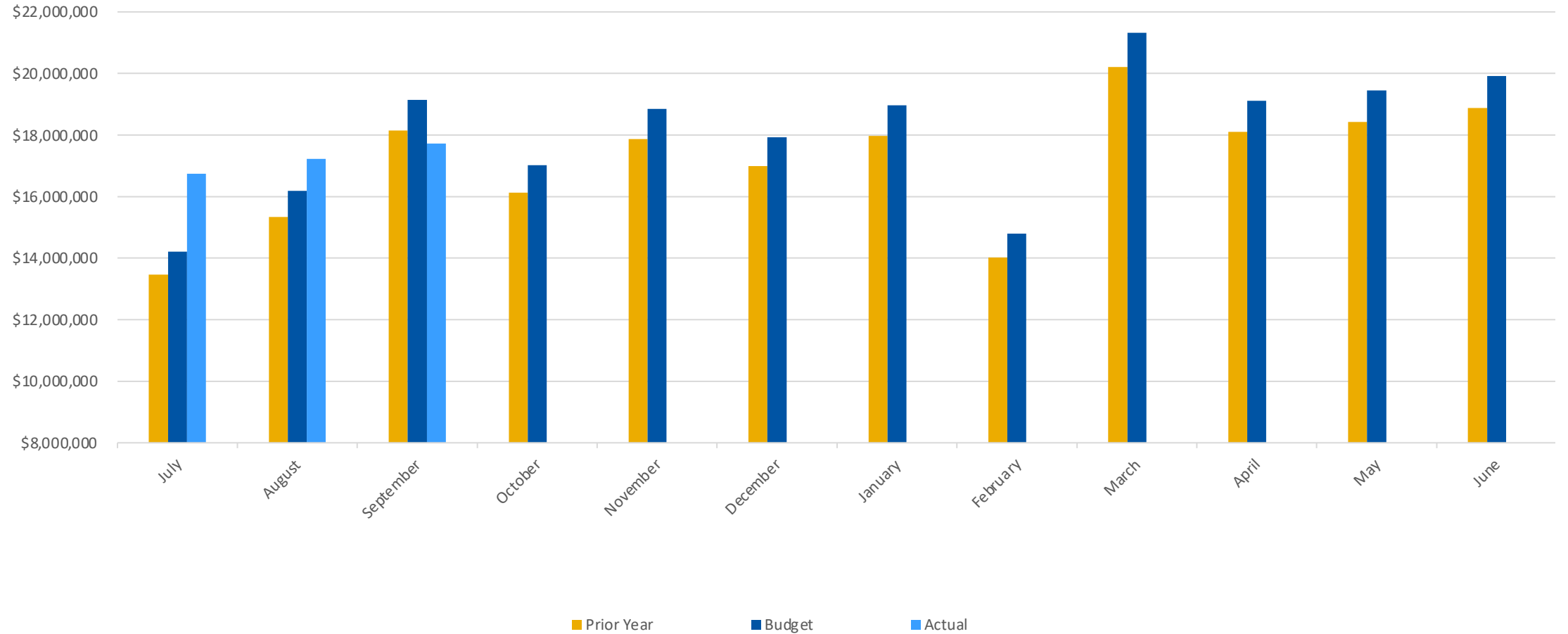
José Hernández  
Chief Financial Officer

## **Accept the unaudited financial statements for August and September 2023**

# Fiscal Year 2024 System Toll Revenues



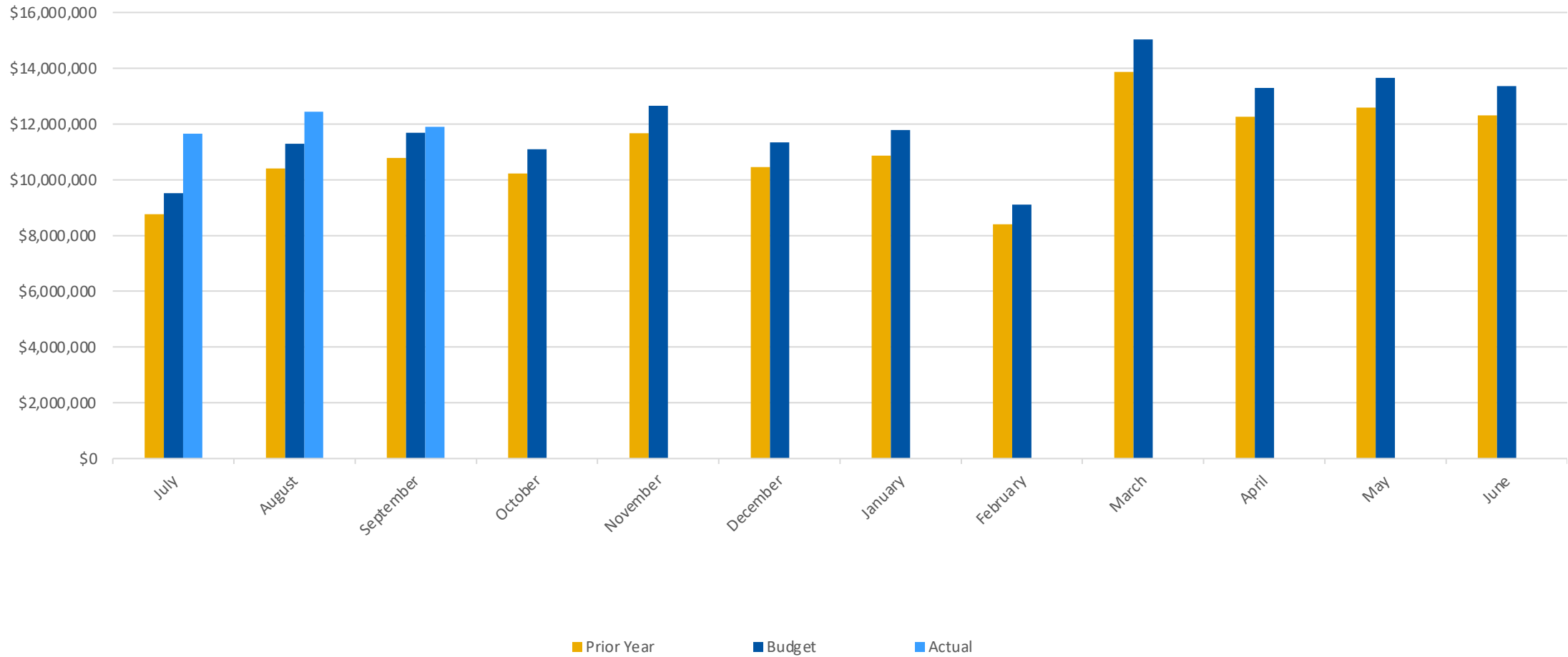
FY 2024 System Toll Revenues



# Fiscal Year 2024 System Tag Revenues



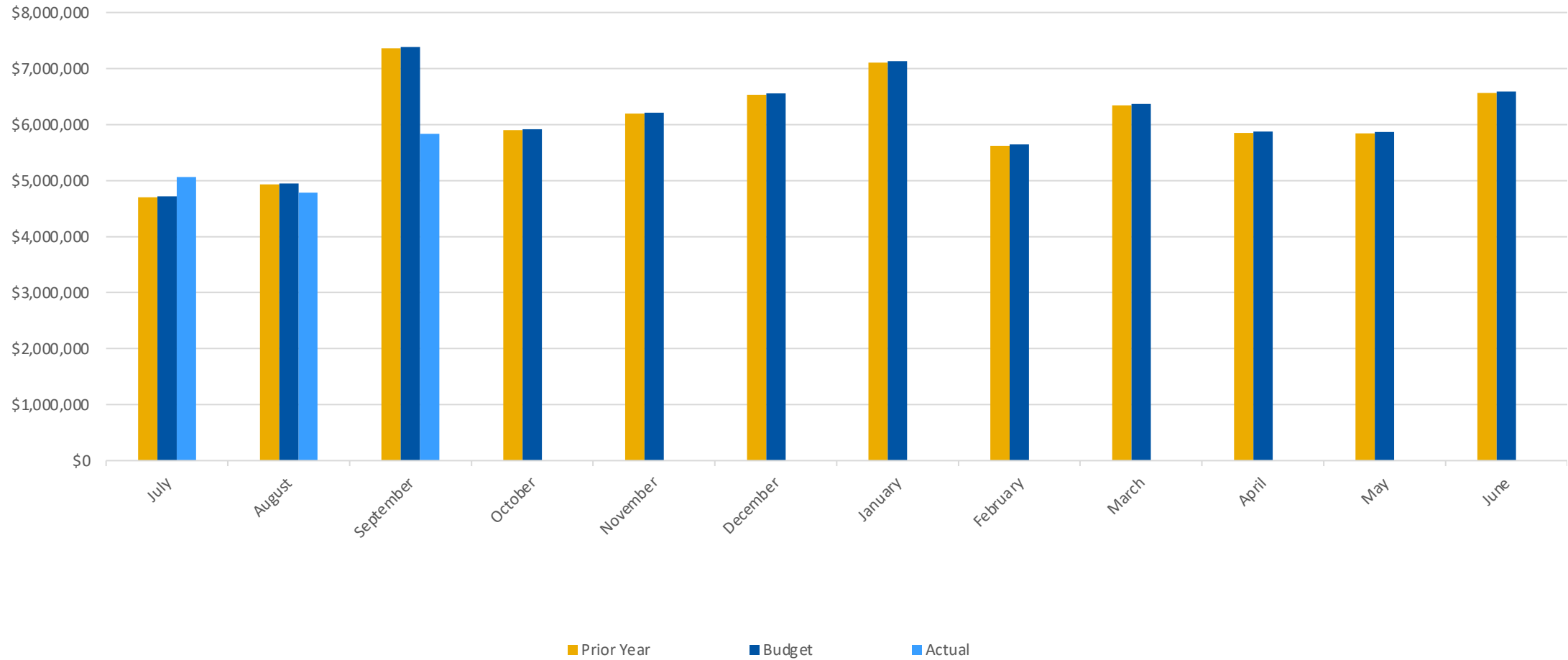
FY 2024 System Tag Revenues



# Fiscal Year 2024 System Pay By Mail Revenues



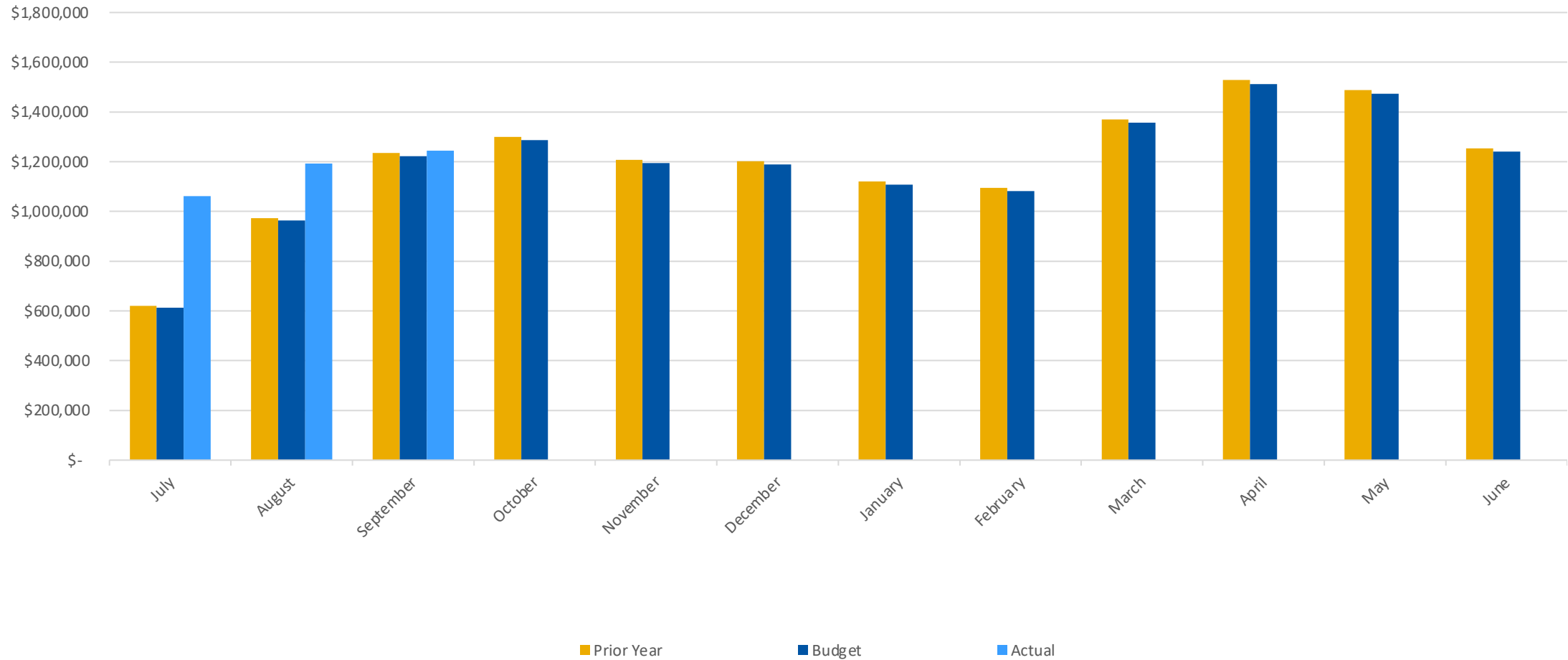
## FY 2024 System PBM Revenues



# Fiscal Year 2024 System MoPac Toll Revenues



## FY 2024 MoPac Toll Revenues



# Fiscal Year 2024 1<sup>st</sup> Quarter Performance – All Funds



- Revenues
  - » **System toll revenues:**
    - Essentially on par with budgeted amounts – 24% collected vs. 25% of FY elapsed
    - First two months exceeded prior year period results and budgeted amounts
  - » **MoPac toll revenues:**
    - First two months well ahead of budgeted and prior year amounts – September on par with both benchmarks
    - More conservative revenue budget for MoPac due to recovery dynamics
  - » **Interest earnings well above forecast – 42% of budgeted amount collected YTD:**
    - Added another \$225 million in short term securities in first quarter
    - Local government investment pools and money market funds yielding over 5.2%
  - » **Florida tag revenue commenced in August – \$245 thousand earned YTD**
- Expenses
  - » **Debt service payments made July 1st**
    - System - \$30.8MM interest payment
    - MoPac - \$1.3MM (\$925K principal; \$394.8K interest)
  - » **No substantive trends or anomalies year-to-date**
    - All operating expense categories are within expected ranges
    - From MoPac funds – CAMPO Regional Infrastructure Fund, Sept. 1 contribution of \$6MM



# **AGENDA**

## **ITEM #6**

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José Hernández  
Chief Financial Officer

**Discuss and consider amending the Mobility Authority Policy Code § 301.002 to modify the minimum toll rates for the MoPac Express Lanes and adding a new Mobility Authority Policy Code § 301.0075 regarding Prepaid License Plate Billing**

# MoPac Express Lane Minimum Toll Rates



- Policy Code Section 301.002 (c) governs MoPac toll rates
  - » Annually raised minimum toll rates to current \$0.50/segment
  - » Future minimum toll rates to be increased annually by CPI-U
  - » Traffic volumes affect variable pricing component of toll rates
- 183N Managed Lanes minimum toll rates
  - » Forecasted minimum toll rate at opening is \$0.73/segment
  - » Open to tolling date scheduled for January 1, 2026
- Managed Lane minimum toll rate pricing consistency
  - » Objective to have matching rates for MoPac and 183N
  - » CPI-U annual adjustments for MoPac won't reach \$0.73 by 2026
  - » Recommend modifying Policy Code to implement MoPac annual increases to minimum toll rate of \$0.07 for 2024, \$0.08 for 2025, and \$0.08 for 2026 to reach \$0.73



# Prepaid License Plate Billing New Rate Tier



- Vehicles with prepaid accounts but no transponders
  - » Transactions without transponders result in license plate image review and matching to collect from prepaid accounts
  - » Processing of these transactions more costly than tag reads
  - » License plate transactions are billed the tag rate currently
- Incremental costs and revenues at a higher rate
  - » Fagan Consulting requested to estimate additional costs of license plate transaction processing – \$0.0443 per transaction
  - » Stantec Consulting asked to forecast additional revenue based on varying higher rates above tag rate
- Recommend new Prepaid License Plate Billing rate tier
  - » Recovers added costs via new rate tier 10% over electronic tag rate
  - » Implement by adding Section 301.0075 to Policy Code



# **AGENDA**

## **ITEM #7**

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José Hernández  
Chief Financial Officer

**Discuss and consider modifying the annual toll rate escalation becoming effective January 1, 2024 and possible action if necessary**

# Annual Toll Rate Escalation Policy



- Policy Code Section 301.003 Annual Toll Rate Escalation
  - » Rate increase for subsequent year reported to the Board
  - » Percentage increase based on CPI-U (September year-over-year)
  - » New rates are effective the following January 1st
  - » 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 3.7 percent (%) for 2024



# **AGENDA**

## **ITEM #8**

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José Hernández  
Chief Financial Officer

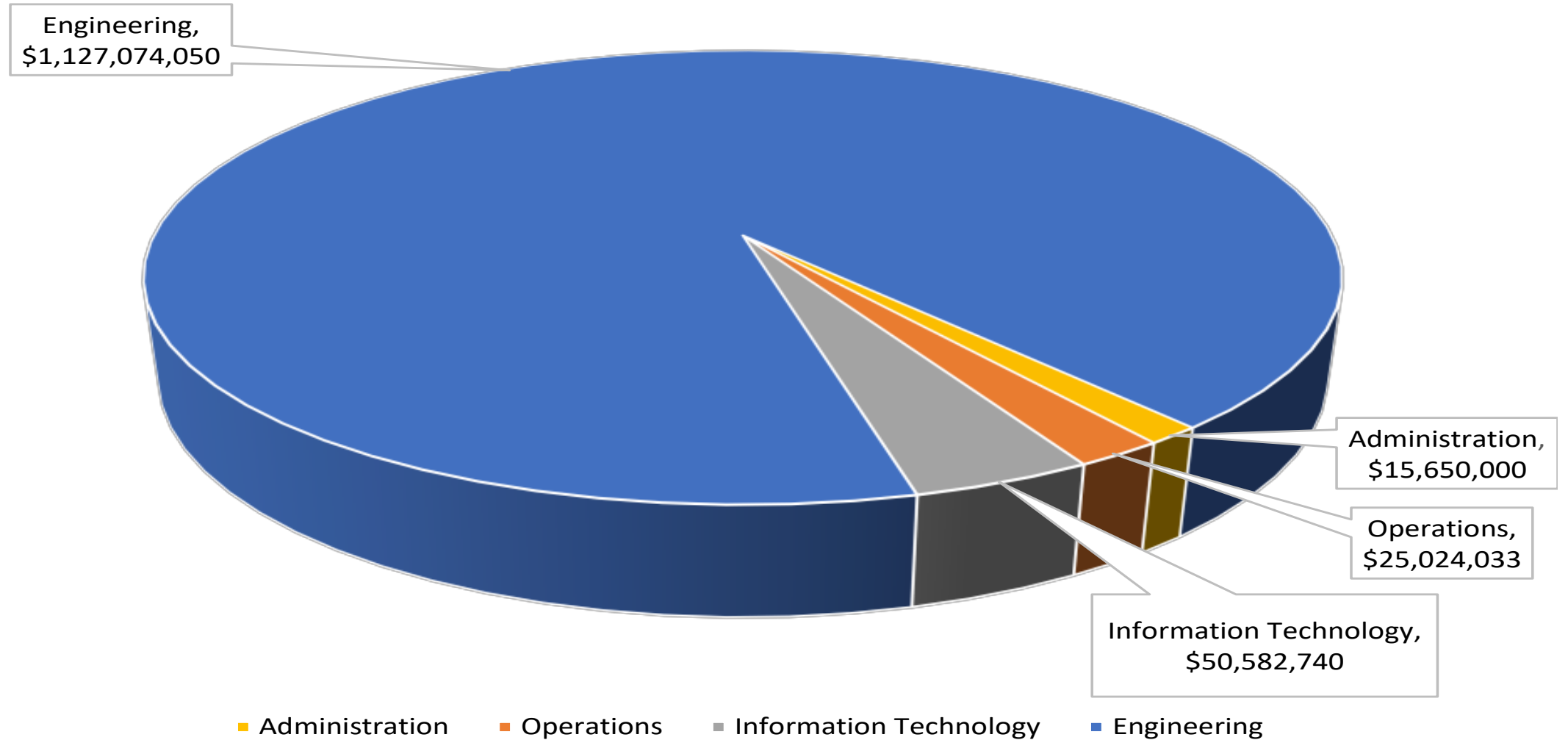
**Discuss and consider adopting the  
five-year capital plan**

# CTRMA Five-Year Capital Plan



- Inaugural Multi-Year Planning Tool for the Board and Staff
  - » Genesis is a Goal from the 2022 Board Strategic Plan
  - » Designed to provide a prospective look at potential future needs
  - » Basis for development of work plans and financial preparation
  - » Board's Strategic Values guided project identification
  - » Capital planning will be an annual activity
- Planning Tool – Not a Budget
  - » Capital plan identifies near- and longer-term projects
  - » Allows for project prioritization and timing
  - » Project selection, priority, and timing subject to change
  - » Final project selection and funding decisions made separately through capital budget for subsequent fiscal year

# Five-Year Capital Plan Forecast by Department





# **AGENDA**

## **ITEM #9**

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Tracie Brown  
Director of Operations

**Discuss and consider approving an interlocal agreement with the Cameron County Regional Mobility Authority for transaction processing services**

# About CCRMA



- The Cameron County Regional Mobility Authority (CCRMA) was created in 2004 by the Cameron County Commissioners Court
- Governed by a seven-member Board of Directors
- Provides local leadership on new and innovative solutions to reduce congestion, improve connectivity, and facilitate economic development within Cameron County
- CCRMA's projects includes the SH 550 Toll as well as numerous local infrastructure projects

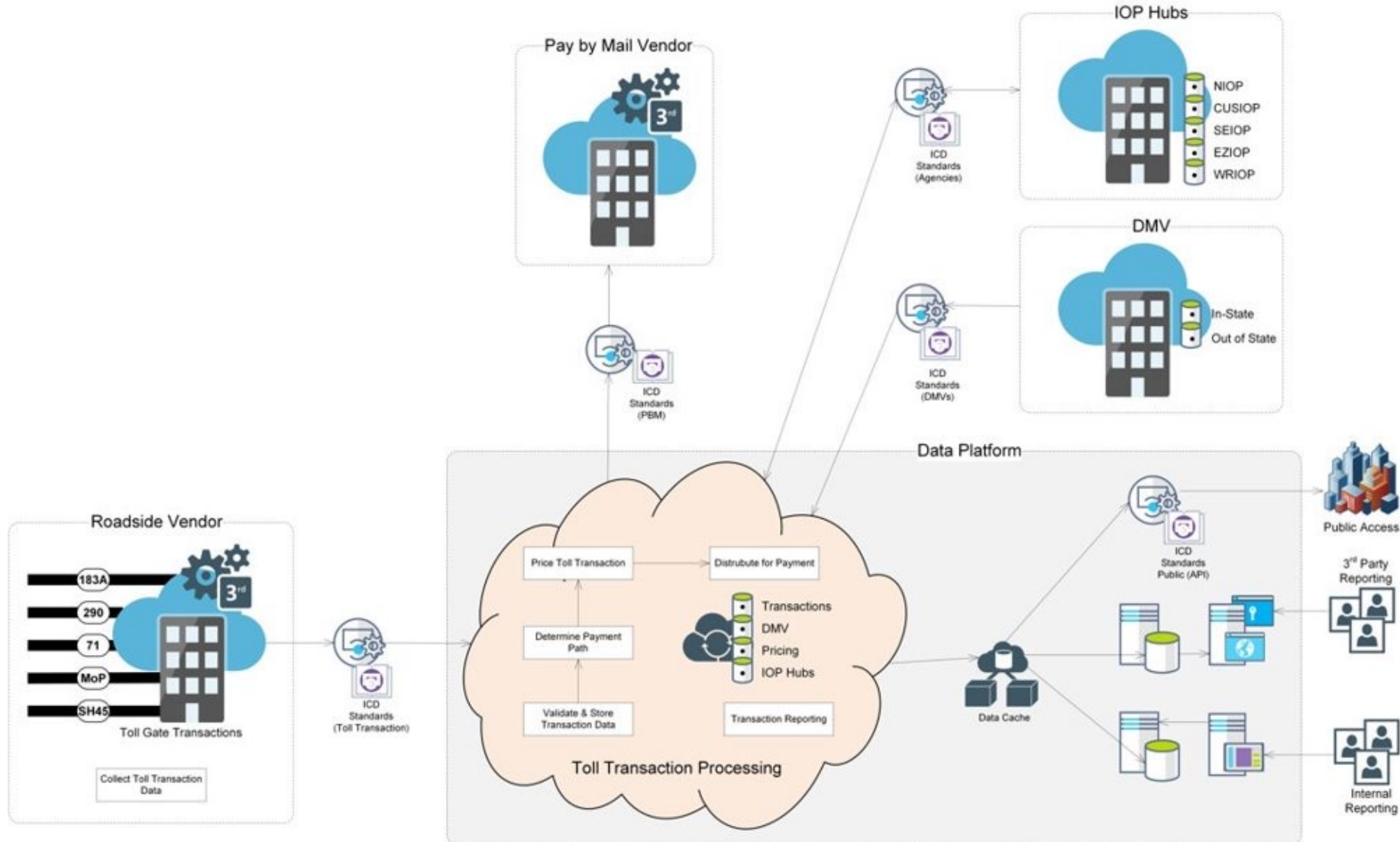


# Partnership Background



- In 2011 the Mobility Authority Board approved an interlocal agreement (ILA) with CCRMA for electronic toll transaction processing and video toll collection services through the Mobility Authority's third-party vendors
- The services were provided by Schneider Electric as well as MSB and performed on a pass-through basis at zero cost to the Mobility Authority
- In 2017 CCRMA assumed responsibility for its own video toll collection program and requested that the Mobility Authority continue to provide tag transaction processing services through a new Interlocal Agreement
- The term of the previous ILA concluded on August 31, 2023

# CTRMA-CCRMA Tolling Architecture



# CTRMA-CCRMA ILA Overview



- CCRMA's transactions will be forwarded to the Mobility Authority's Data Platform System (DPS) which will route them to the Central United States Interoperability (CUSIOP) or Southeast Interoperability (SEIOP) hub for attempted posting to a customer account
  - » **Transactions that do not post to a valid customer account will be routed back to CCRMA for invoicing**
- CCRMA will be required to pay its proportionate share of interoperability hardware and software maintenance costs
  - » **In addition, CCRMA will pay a fee for every transaction processed through the DPS**
- The term of the ILA will conclude on August 31, 2028
  - » **The ILA may be terminated upon ninety (90) days written notice of either party to the other or by mutual written agreement of both parties or termination of the CUSIOP Agreement**

# Staff Recommendation



- Staff recommends approval of an interlocal agreement (ILA) with the Cameron County Regional Mobility Authority (CRRMA) for transponder transaction processing services



# **AGENDA ITEM #10**

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Greg Mack  
Director of IT

**Discuss and consider approving a contract with Kapsch TrafficCom USA, Inc. to provide intelligent transportation system performance-based maintenance services for the Mobility Authority's toll system**

# Procurement Overview



- Establish a contract with a qualified ITS device maintenance and construction firm for all work related to ITS devices, communications, electrification, and infrastructure. The services will cover all existing and future ITS elements on the Mobility Authority's system.
- Today's action approves the staff recommended vendor and allows us to move to contract execution.

# ITS Overview



Dynamic Message Sign (DMS)



Closed Circuit Television (CCTV)  
and Radar Vehicle Sensing  
Device (RVSD)

# ITS Overview



Closed Circuit Television (CCTV)



Wrong Way Vehicle Detection System (WWVDS)

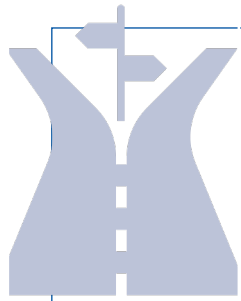


# ITS Overview

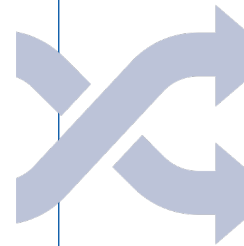


TIMC Video Wall

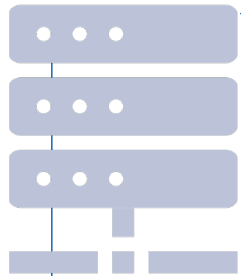
# Contract Scope



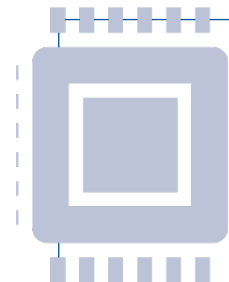
ITS Maintenance



Design Liaison

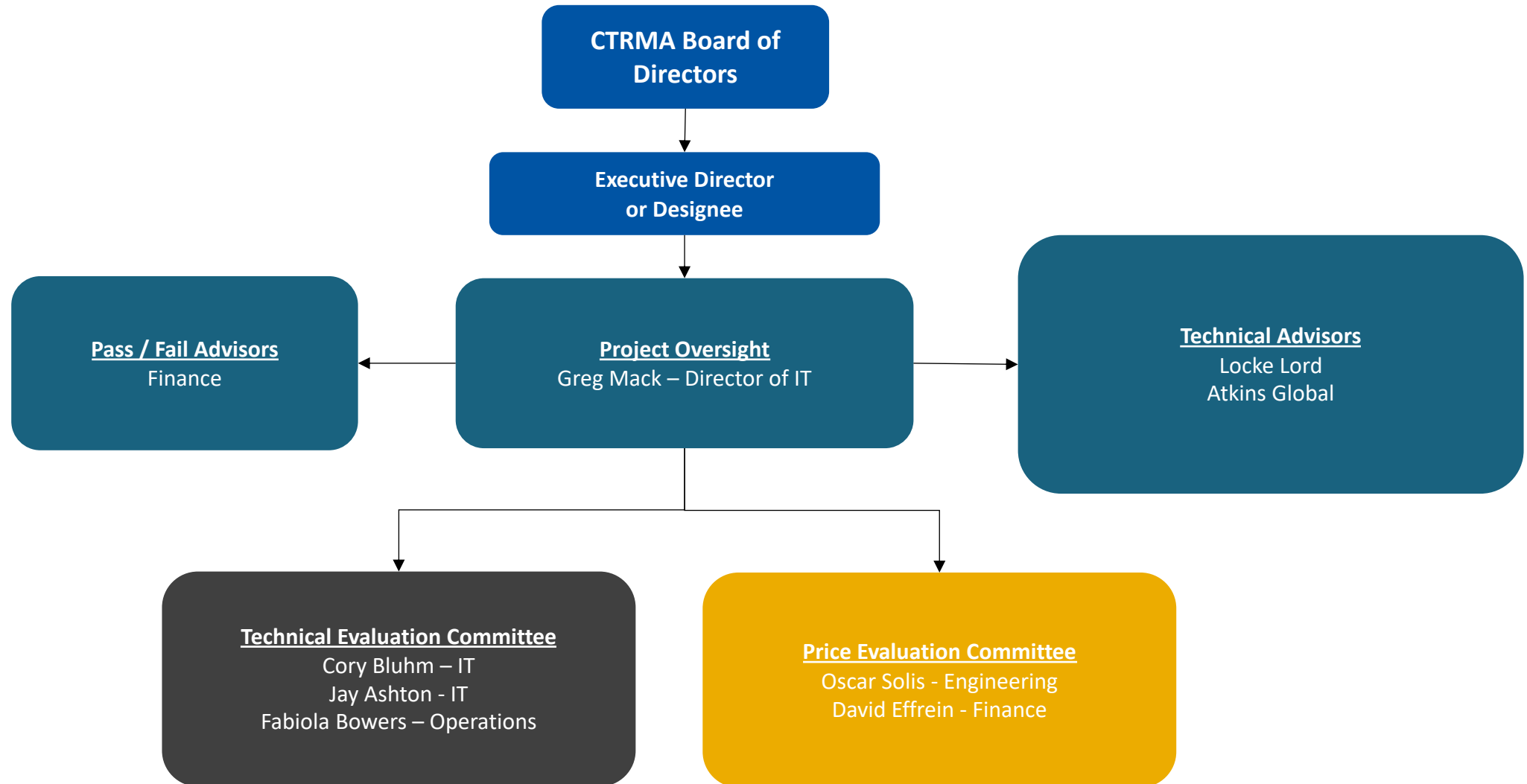


New  
Construction



Utility Locate  
Services

# ITS Procurement Evaluation Chart



# Procurement Steps & Timeline



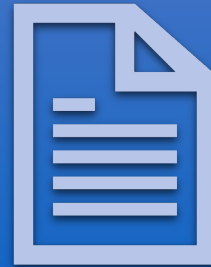
January 2023

*RFP Publicly Issued*



March 2023

*RFP Responses Received*



June 2023

*Request for BAFO Issued*



July 2023

*BAFO Responses Received*



September 2023

*Recommend ITS vendor for Contract*

***Performance-Based ITS Maintenance Services Procurement***

# Evaluation Criteria



Financial Ability to Implement Project: Pass / Fail

**Technical Response,  
Personnel and DBE  
60%**

**Cost  
Proposal  
40%**

# Proposal & BAFO Scoring



- Three firms submitted RFP and BAFO response.
- Score ranking following evaluation is as follows:

Proposer	Ranking
Kapsch TrafficCom USA, Inc.	1
Lumin8 Transportation Technologies, LLC	3
SICE, Inc.	2

- **Kapsch TrafficCom USA, Inc. has the highest score.**

# Award Recommendation



- Staff recommends acceptance of the award recommendation of Kapsch TrafficCom USA, Inc. to provide Intelligent Transportation System (ITS) Performance-Based Maintenance Services.
  - » Total Cost: Not to exceed \$1,964,000 *(includes 10% contingency)*
  - » Term: 3-year contract
    - Option to extend for up to three (3) additional 2-year renewals
- Next steps:
  - » **Issue Notice to Proceed (anticipated October 2023)**



# **AGENDA ITEM #11**

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Greg Mack  
Director of IT

**Discuss and consider approving a contract with Deloitte Consulting, LLP for enhancement development of the Mobility Authority's Data Platform System**

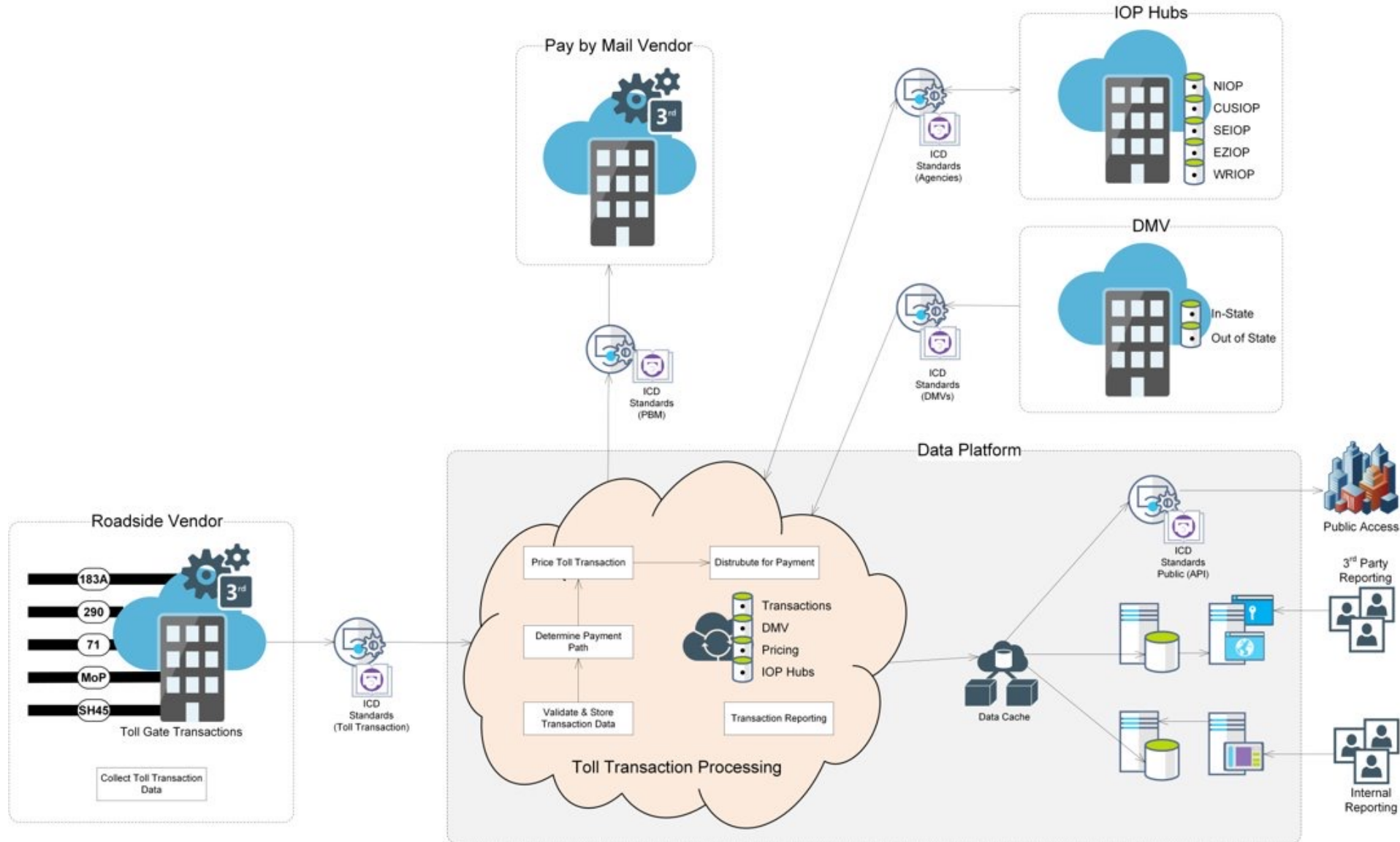


# Data Platform System Project Overview



- 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 Enhancement development for the DPS beyond the scope of operations and maintenance.

# Tolling Conceptual Architecture



# Enhancement Statement of Work (SOW)

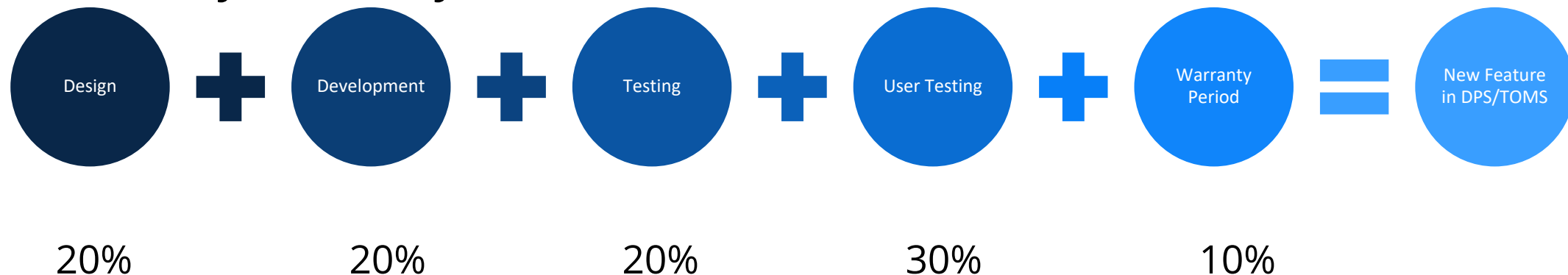


- The Enhancements SOW outlines the expectations and deliverables necessary to define, design, develop, test and implement new functionality or extension of existing functionality for the Data Platform System and the existing *Tolling Operations Management Solution* (TOMS) Ecosystem.
  - » **8 months term: November 2023 – June 2024**
  - » **Enhancements will be defined and prioritized by the Mobility Authority**
  - » **Invoices may be submitted at the completion and acceptance of SDLC milestones**
  - » **Total Not to Exceed \$500,000**

# Enhancement Deliverables



- Each new feature or extension of functionality will be documented by the Mobility Authority, and the requirements will be reviewed with Deloitte
- Deloitte will provide a cost and schedule estimate for each feature
- The SOW defines the deliverable milestones and associated payment percentage calculations according to the System Development Life Cycle (SDLC) phases for each feature reviewed and approved by the Mobility Authority



# Recommendation



- **Staff recommends the Board approve an agreement with Deloitte Consulting, LLP for development of enhancements related to the Mobility Authority's Data Platform System**
  - » Not to Exceed Amount \$500,000 (Capital budget)
  - » Term: 8 months through June 30, 2024



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

# **BRIEFINGS & REPORTS**

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COLLABORATION



INNOVATION



SERVICE



SAFETY



STEWARDSHIP



# AGENDA ITEM #12A-C

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Mike Sexton  
Acting Director of Engineering

## Quarterly Updates

- A. 183A Phase III Project
- B. 183 North Mobility Project
- C. Barton Skyway Ramp Relief 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



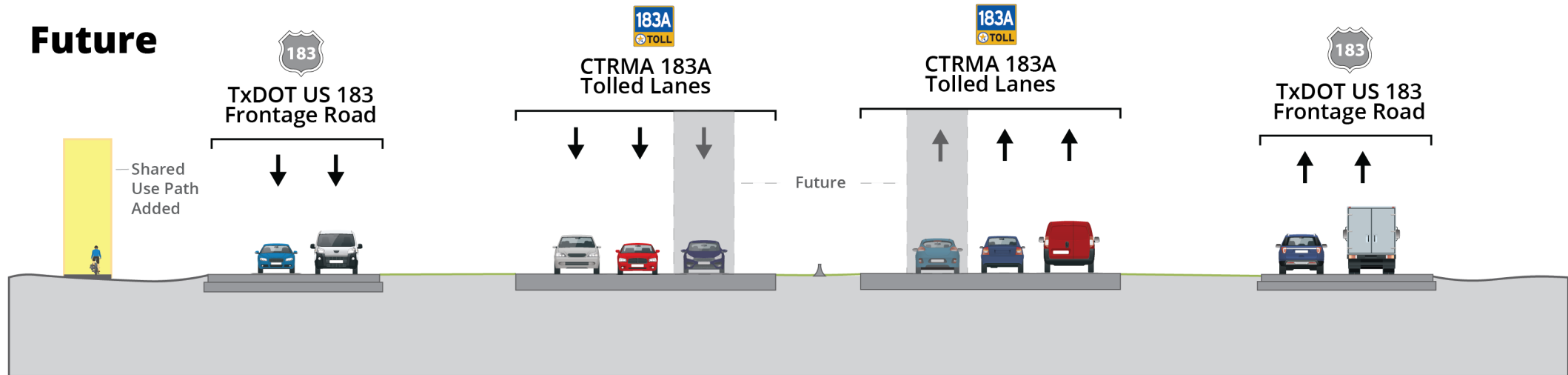
# 183A PHASE III PROJECT



## Existing



## Future



# PROJECT FINANCIALS



<b>Original Contract Amount:</b>	<b>\$</b>	<b>175,695,656.17</b>
Authorized Changes (Change Order and Amendments)		
Previous Periods:	\$	1,339,534.28
This Period:	\$	0
<b>Current Authorized Contract Amount:</b>	<b>\$</b>	<b>177,035,190.45</b>
Draw Requests 1 – 29 (Jan. 2021 through June 2023)	\$	(91,134,732.33)
Draw Request 30 (July 2023)	\$	(4,586,257.30)
Draw Request 31 (Aug. 2023)	\$	(4,419,758.86)
Draw Request 32 (Sept. 2023)	\$	*(4,509,636.05)
<b>Total Amount Earned to Date:</b>	<b>\$</b>	<b>(104,650,384.54)</b>
Amount remaining for work to be completed:	\$	72,384,805.91
Total Percentage of Budget Expended through Sept. 2023:		59.1%

Notes:

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

\* Estimated and Pending CTRMA Acceptance

# 183A PHASE III PROJECT STATUS



- Current Project Status:
  - » Contract Time started 4/26/2021
  - » Overall Project Time elapsed is 69.3% through September 2023
- Work Underway:
  - » Bridges - Substructure and Superstructure
  - » Retaining Walls
  - » Drainage Systems
  - » Earthwork for Mainlanes and Shared Use Path
  - » ITS/Elec Duct Runs and Service/ITS Poles
  - » Roadway – Mainlane Base and Frontage Road Paving
  - » Overhead Sign Structures

# CONSTRUCTION ACTIVITIES: STATE HIGHWAY 29



July 2023



September 2023



# CONSTRUCTION ACTIVITIES: SOUTH OF SEWARD JUNCTION LOOP



July 2023



September 2023



# CONSTRUCTION ACTIVITIES: Hero Way



July 2023



September 2023



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



July 2023



September 2023

# CONSTRUCTION ACTIVITIES: PREPARATION FOR CONCRETE PAVING - MAIN LANES

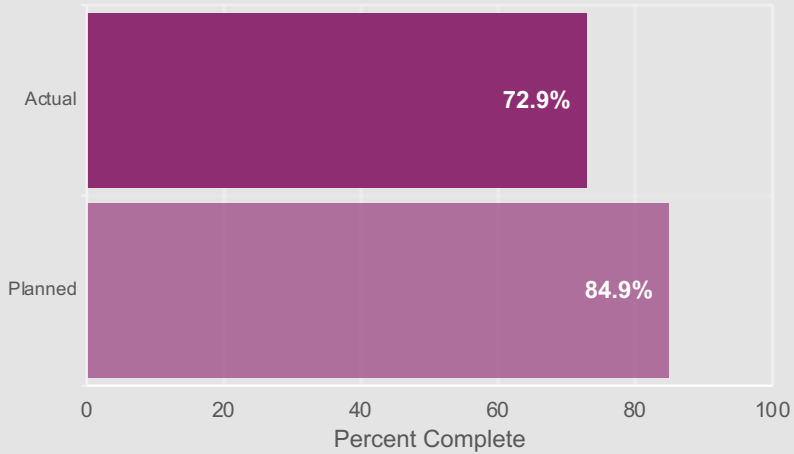




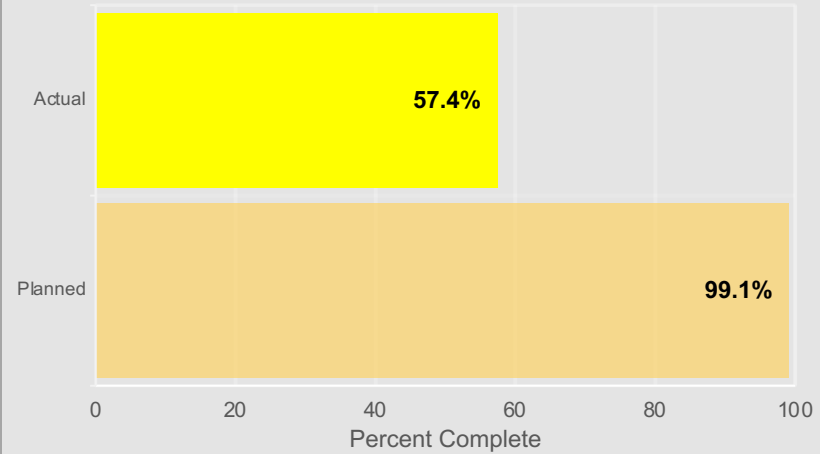
# CONTRACT METRICS



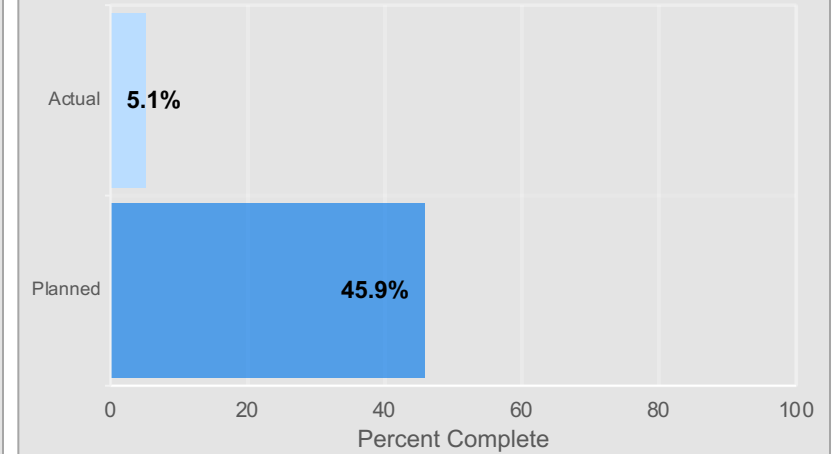
## Earthwork – Excavation



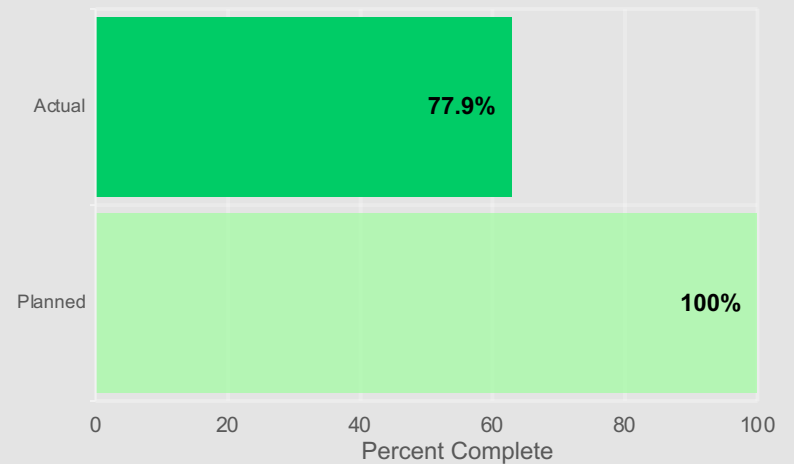
## Earthwork – Embankment



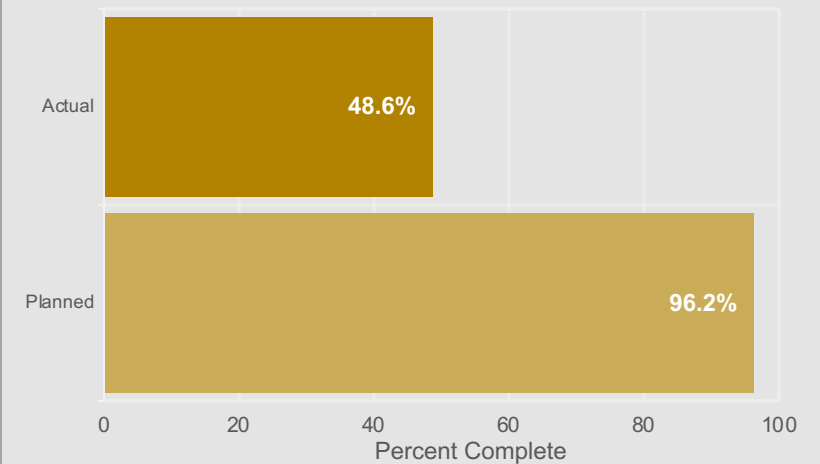
## Mainlane Paving



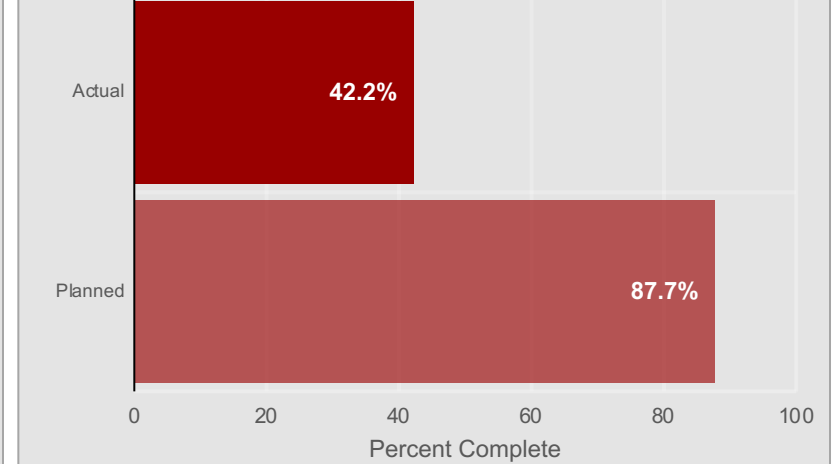
## Bridge Beams



## Bridge Decks



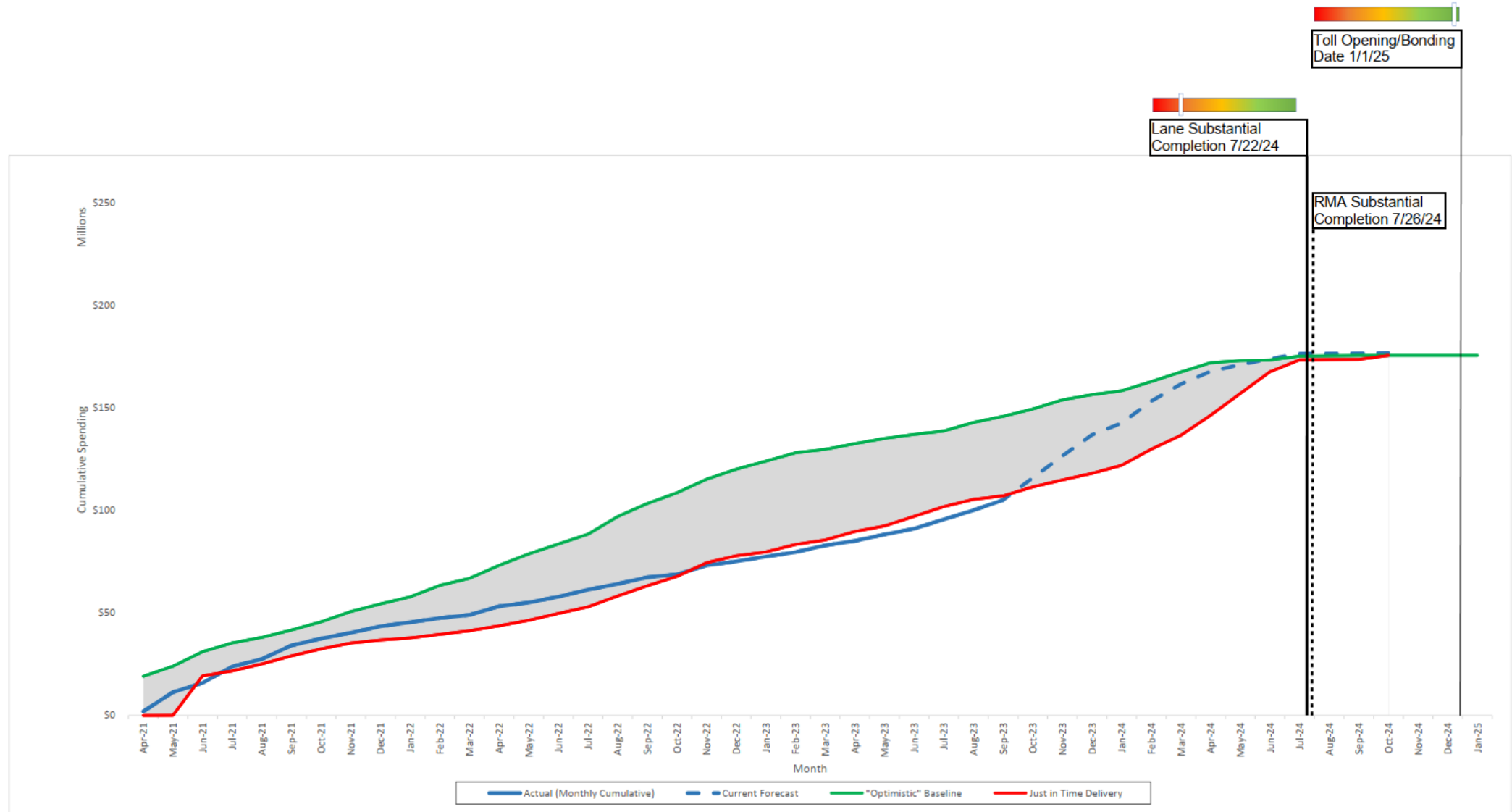
## Retaining Walls



# CONTRACT METRICS (cont.)



- Contractor Projected Earnings vs. Actual



# ONGOING PUBLIC OUTREACH



**Project Newsletter**  
**Quarterly**

**Project Website**  
**183A.com**

**Twitter**  
**@183AToll**

**CONSTRUCTION UPDATE**

### Building Momentum

Progress on the 183A Phase III Project continues to move at a rapid pace. This summer our field crews have been busy installing drainage systems, placing retaining walls, building ridge caps, and laying bridge beams and deck panels. Check out the difference three months can make:

**Upcoming Traffic Impacts**

Installation of retaining walls, drainage systems, and bridge elements will continue through the fall, and you may begin to see construction on the pedestrian bridge over the San Gabriel River.

Welcome to the  
**183A Phase III Project**

With unprecedented growth in Williamson County, most notably in Cedar Park, Leander, and Liberty Hill, traffic volumes along US 183 are anticipated to increase by 183 percent by 2042, driving the need for proactive congestion relief.

Construction began in spring 2021 to extend the 183A Toll Road 6.6-miles northward in Williamson County as Phase III of the 183A system to accommodate future traffic volumes and reduce anticipated traffic congestion.

Download **Fact Sheet** 2.3MB

**183A** 183A Phase III @183atoll · Mar 2

We're keeping an eye on project progress from the sky. You can stay informed too by signing up for our project newsletter and construction alerts: [183a.com/stay-involved](https://183a.com/stay-involved)

**US 183 at Whitewing Drive**

 **547**  
Subscribers

 **4K**  
Q3 Traffic

 **172**  
Followers

# ONGOING PUBLIC OUTREACH



## Bull Riding Charity Event September

The 183A Phase III Project team hosted an informational booth at a local charity event to share project information and meet members of the community.



## Northbound US 183 Traffic Shift September

Business walks, email, social media, message boards, and more were used to provide advance notice to the public ahead of the traffic shift.

**NO PUBLIC INQUIRIES OR COMPLAINTS** ✓





# AGENDA ITEM #12A-C

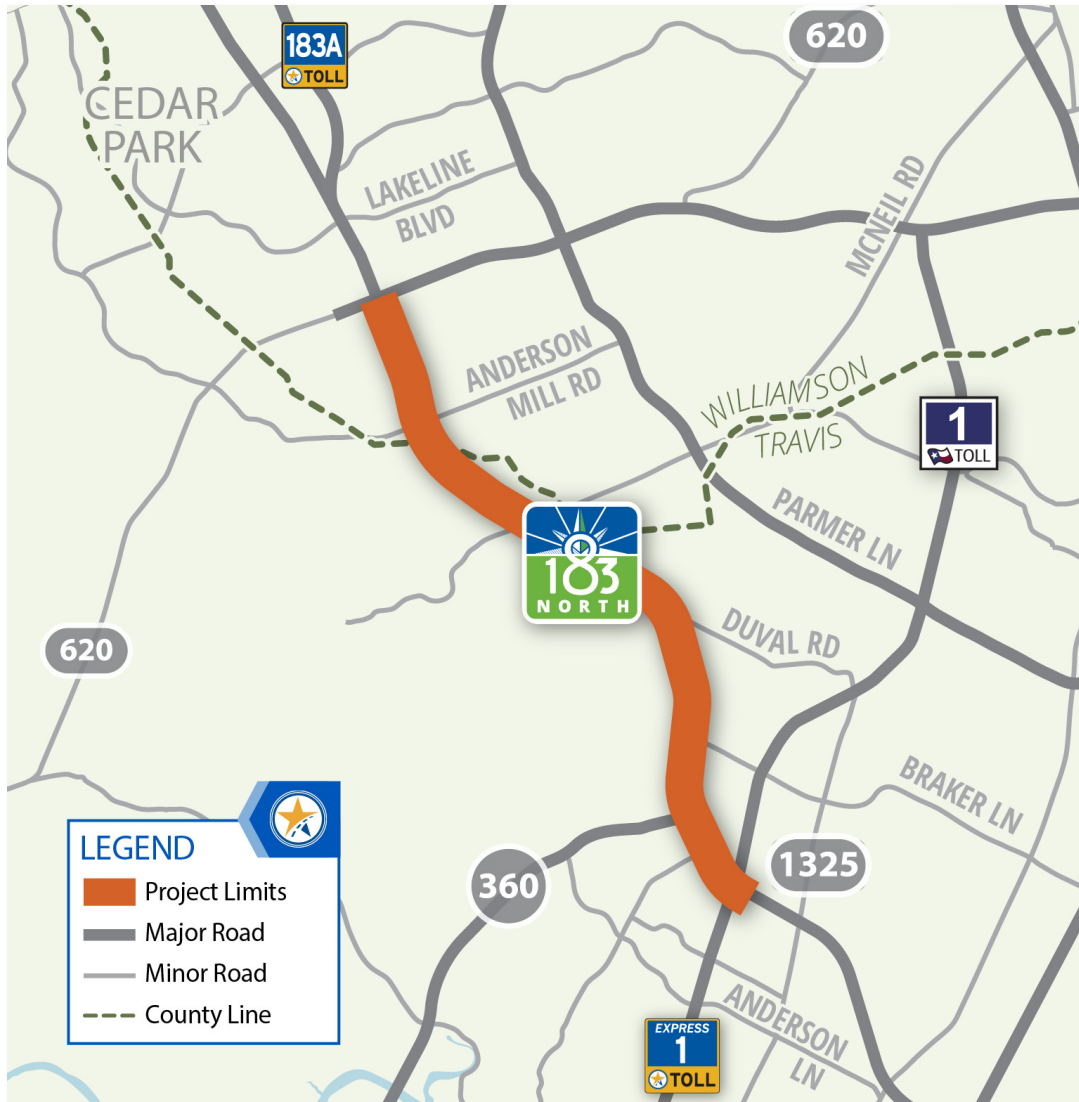
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Mike Sexton  
Acting Director of Engineering

## Quarterly Updates

- A. 183A Phase III Project
- B. 183 North Mobility Project
- C. Barton Skyway Ramp Relief 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

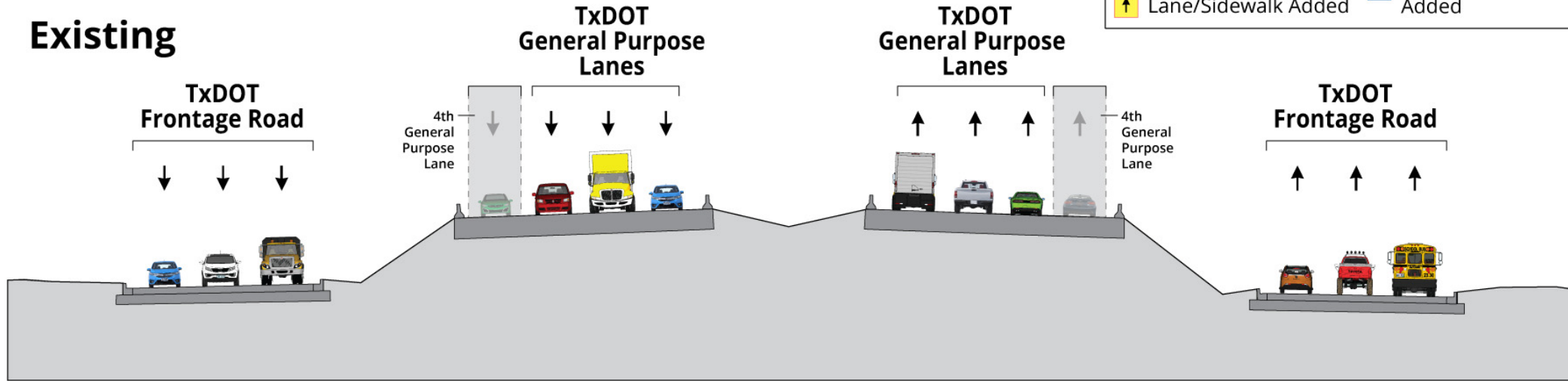
# 183 NORTH MOBILITY PROJECT



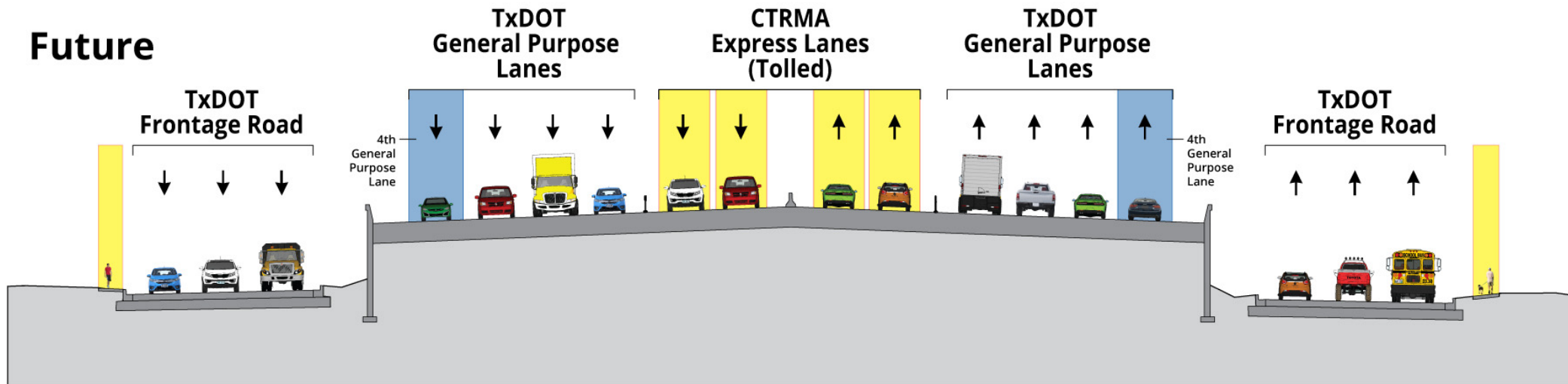
## Legend

- ↑ 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:	\$	15,225,969.64
This Period:	\$	(382,849.06)
<b>Current Authorized Contract Amount:</b>	<b>\$</b>	<b>491,992,774.58</b>
Draw Requests 1 – 27 (Apr 2021 through Jun 2023)	\$	(177,727,557.29)
Draw Request 28 (Jul 2023)	\$	(8,326,581.65)
Draw Request 29 (Aug 2023)	\$	(7,463,703.22)
Draw Request 30 (Sept 2023)	\$	(10,300,878.39)
<b>Total Amount Earned to Date:</b>	<b>\$</b>	<b>(203,818,720.55)</b>
Amount remaining for work to be completed:	\$	288,174,054.03
Total Percent of Budget Expended through September 2023:		41.4%



# PROJECT STATUS



- Current Project Status:
  - » Contract Time Started 4/15/2021
  - » Overall Project Time elapsed is 58.8% through September 2023
- Design Status:
  - » All design packages have been approved for construction

# PROJECT SCHEDULE



- **Schedule Update**
  - » **Maximum Early Completion Incentive is \$10,000,000 (\$50,000/day up to 200 days)**
  - » **Latest schedule update from GHC shows they will achieve Substantial Completion 6 days early**
  - » **GHC Completion Date: 6/10/25**
  - » **Contractual Substantial Completion: 6/16/25**

# CONSTRUCTION ACTIVITIES



- Construction Activities continue over the next quarter:
  - » Bridge substructure work (drilled shafts, columns, caps)
  - » Bridge superstructure work (set beams, deck panels, concrete bridge decks)
  - » Median pavement work
  - » Overhead sign structure work
  - » Toll gantry and pavement work
  - » Utility Adjustments
  - » Sidewalk and driveway work
  - » Retaining Walls

# CONSTRUCTION ACTIVITIES: CONCRETE PAVEMENT



September 2023



September 2023



# CONSTRUCTION ACTIVITIES: DIRECT CONNECTOR



August 2023



September 2023



# CONSTRUCTION ACTIVITIES: BRIDGE DECKS



# CONSTRUCTION ACTIVITIES: BRIDGE DECKS



August 2023



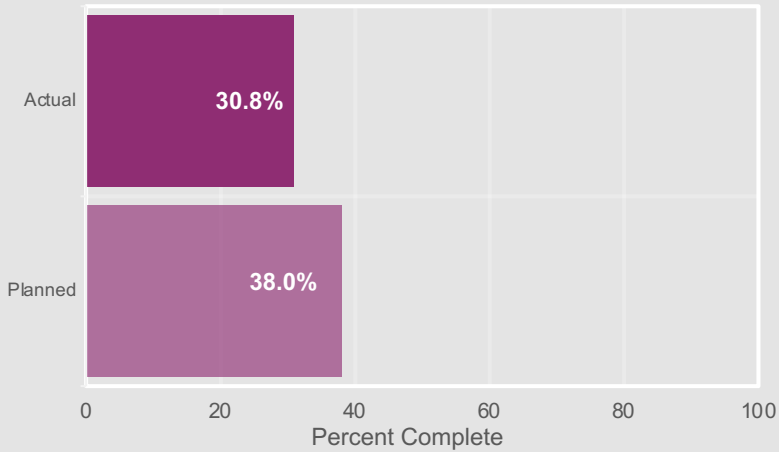
September 2023



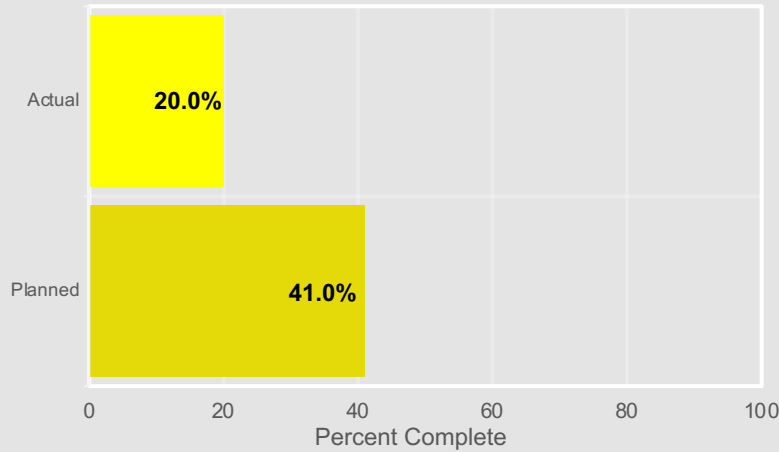
# CONTRACT METRICS



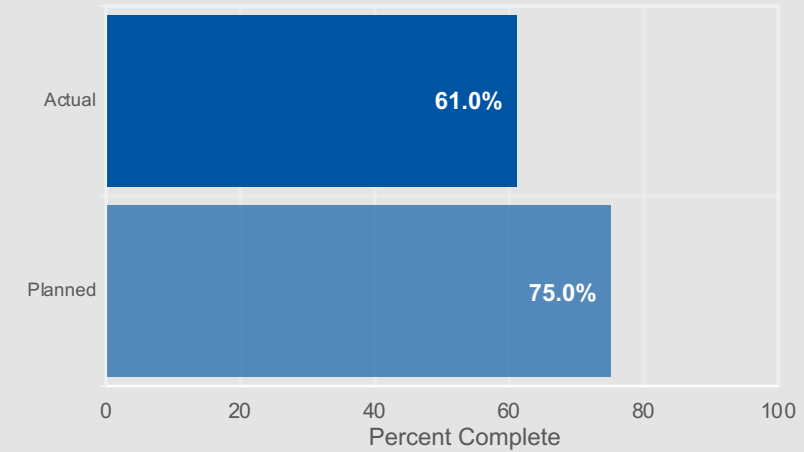
### Earthwork



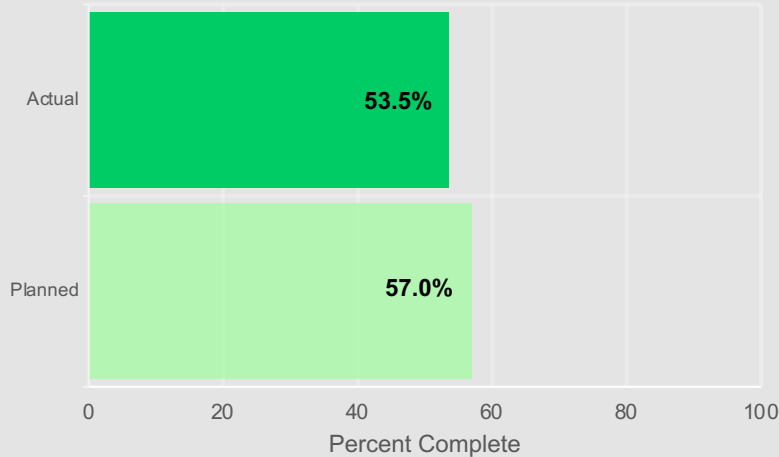
### Pavement



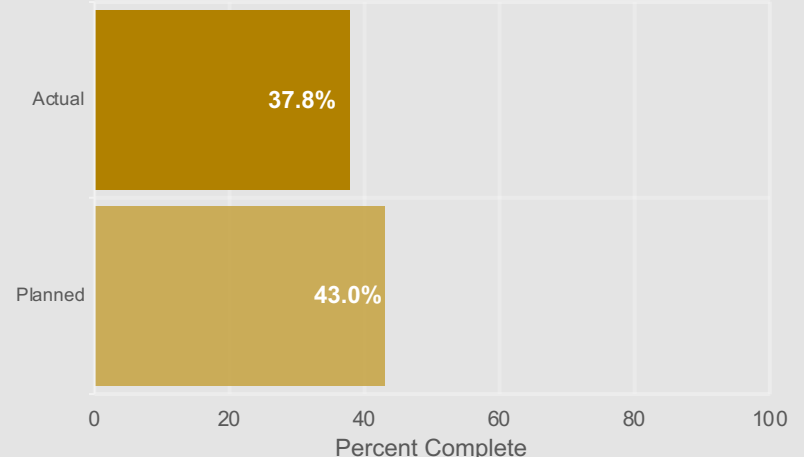
### Drilled Shafts



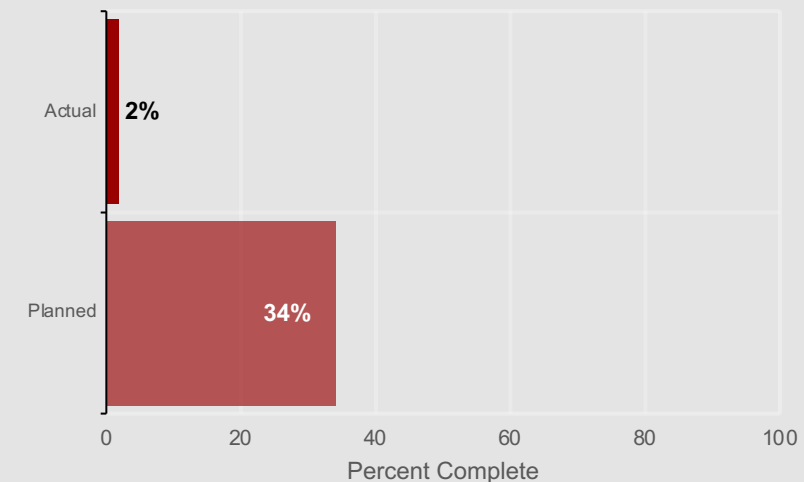
### Bridge Columns



### Bridge Caps

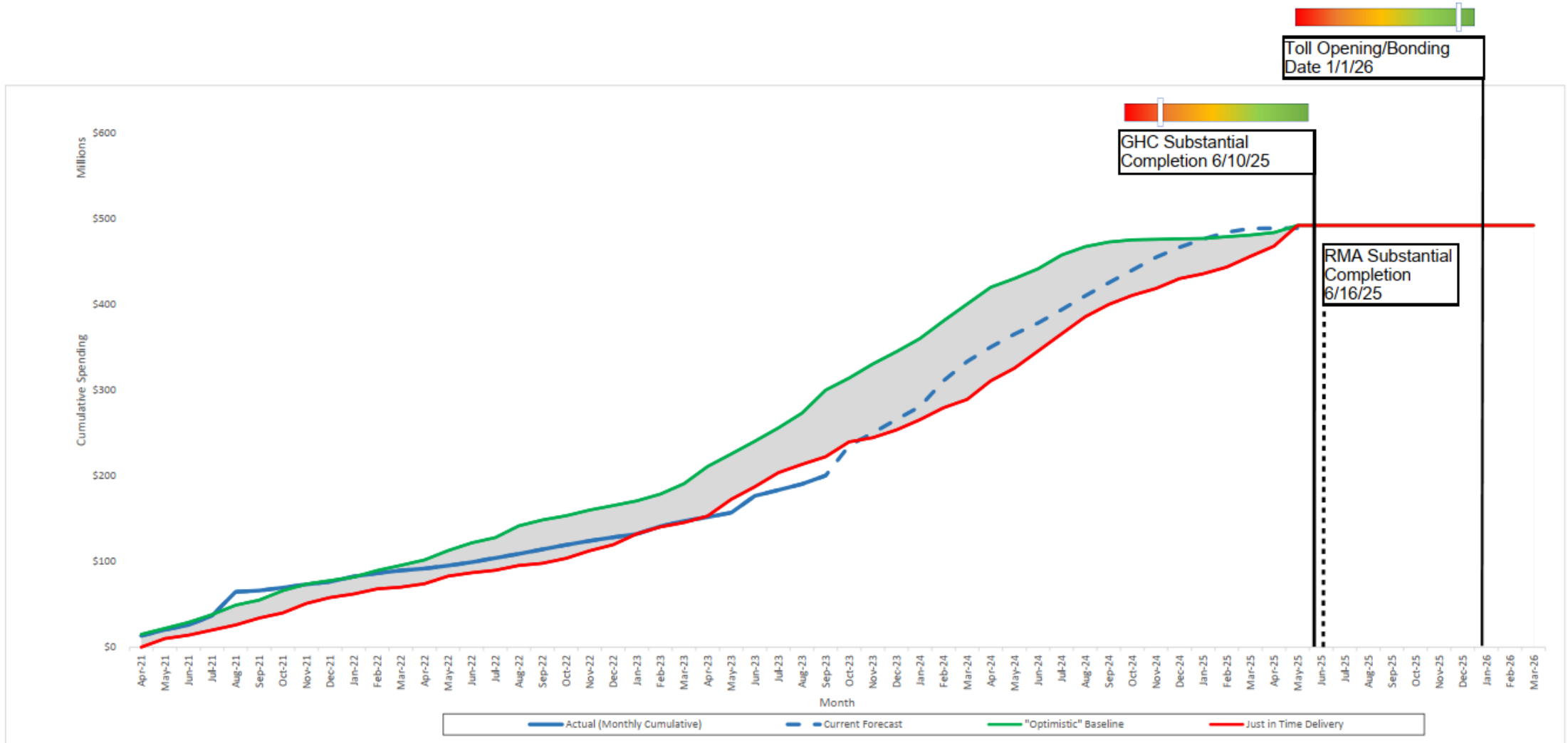


### Retaining Walls





# 183 NORTH PROJECT

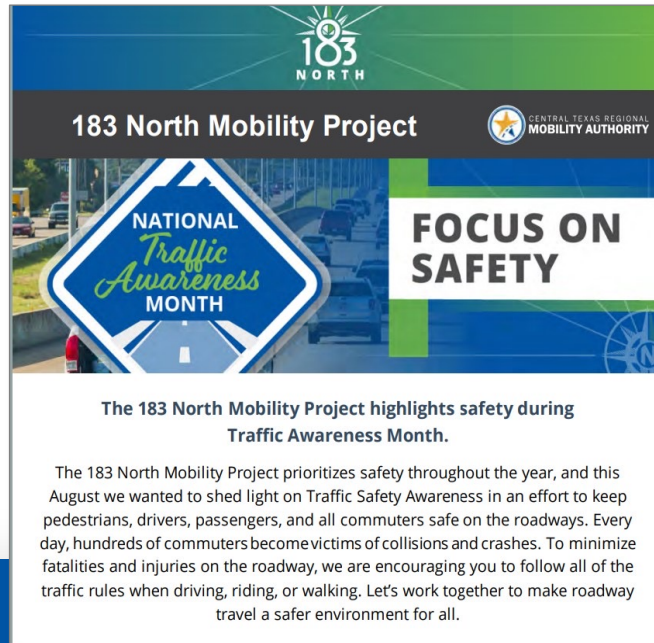


# Ongoing Public Outreach



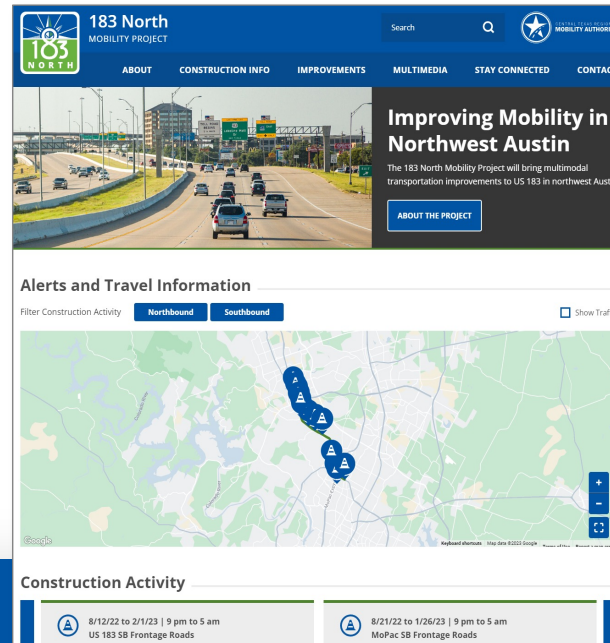
## Project Newsletter

Every Other Month



## Project Website

183North.com



## Twitter

@183North



**2,953**  
Recipients



**8,758**  
Q3 Traffic



**577**  
Followers

# In the Community



## Neighborhood Ice Cream Truck Event | July

The 183 North Mobility Project team visited the corridor to give back to the community giving them sweet treats from Connor's Creamery as a thank you for their patience during construction.



## 'Thank You' Bus Drivers August

As a part of 183 North's "Community Cultivators" initiative we thanked corridor bus drivers by delivering snacks and goodies and shared how they can access lane closure information.



## Lakeline Farmers' Market September

The 183 North Mobility Project team hosted an informational booth at the Lakeline Farmers' Market on Sept. 30th to share project information and meet members of the community.





# AGENDA ITEM #12A-C

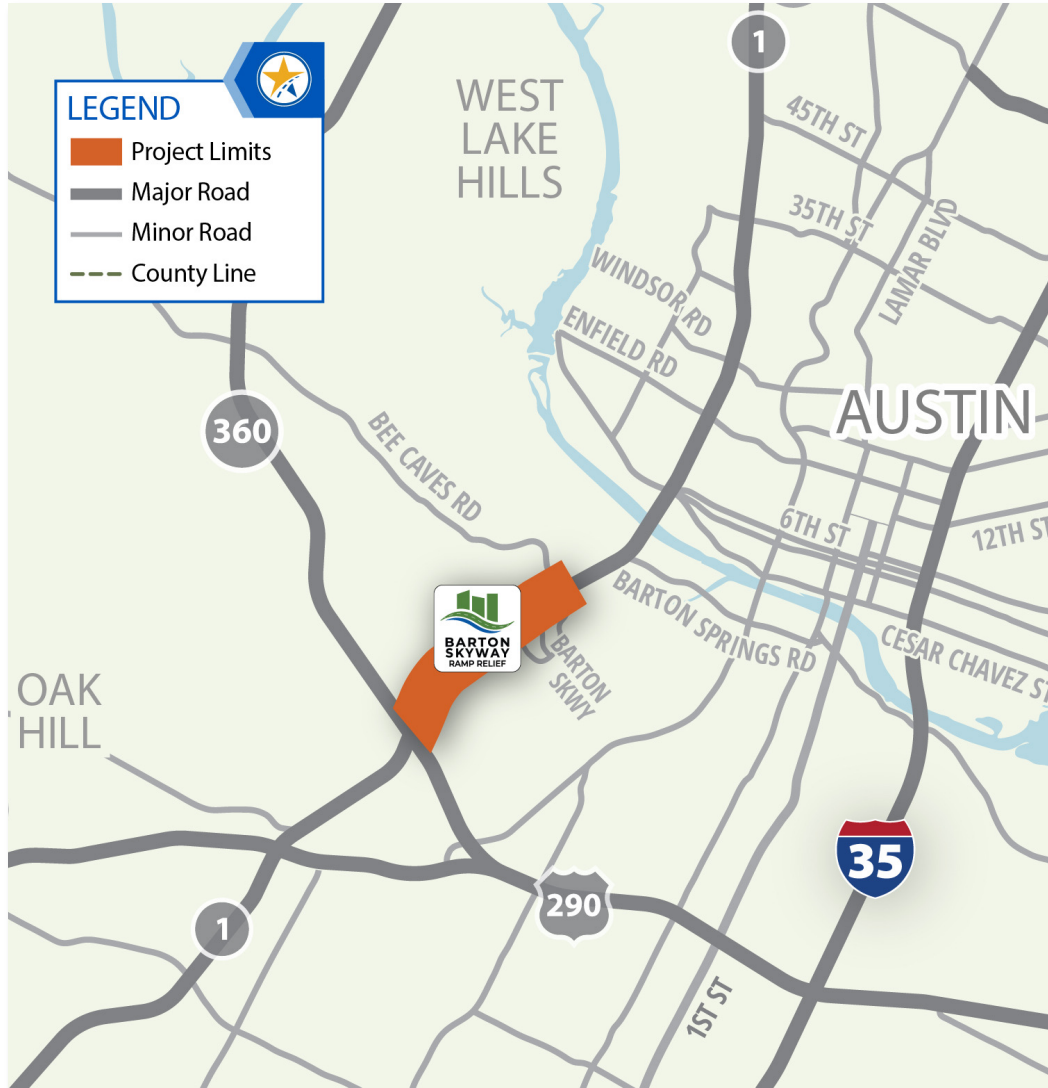
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Mike Sexton  
Acting Director of Engineering

## Quarterly Updates

- A. 183A Phase III Project
- B. 183 North Mobility Project
- C. **Barton Skyway Ramp Relief Project**

# BARTON SKYWAY RAMP RELIEF



- **Project Description:** Pavement widening for auxiliary and merge lanes along southbound MoPac
- **Limits:** From Barton Skyway to Loop 360
- **Total Project Cost:** \$10.1M
- **Construction Cost:** \$6.9M
- **Limited Notice to Proceed:** 10/17/2022
- **Notice to Proceed:** 1/31/2023
- **Est. Completion:** Early 2024

# BARTON SKYWAY RAMP RELIEF



## Barton Skyway Ramp Relief



CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY

2244

**LEGEND**

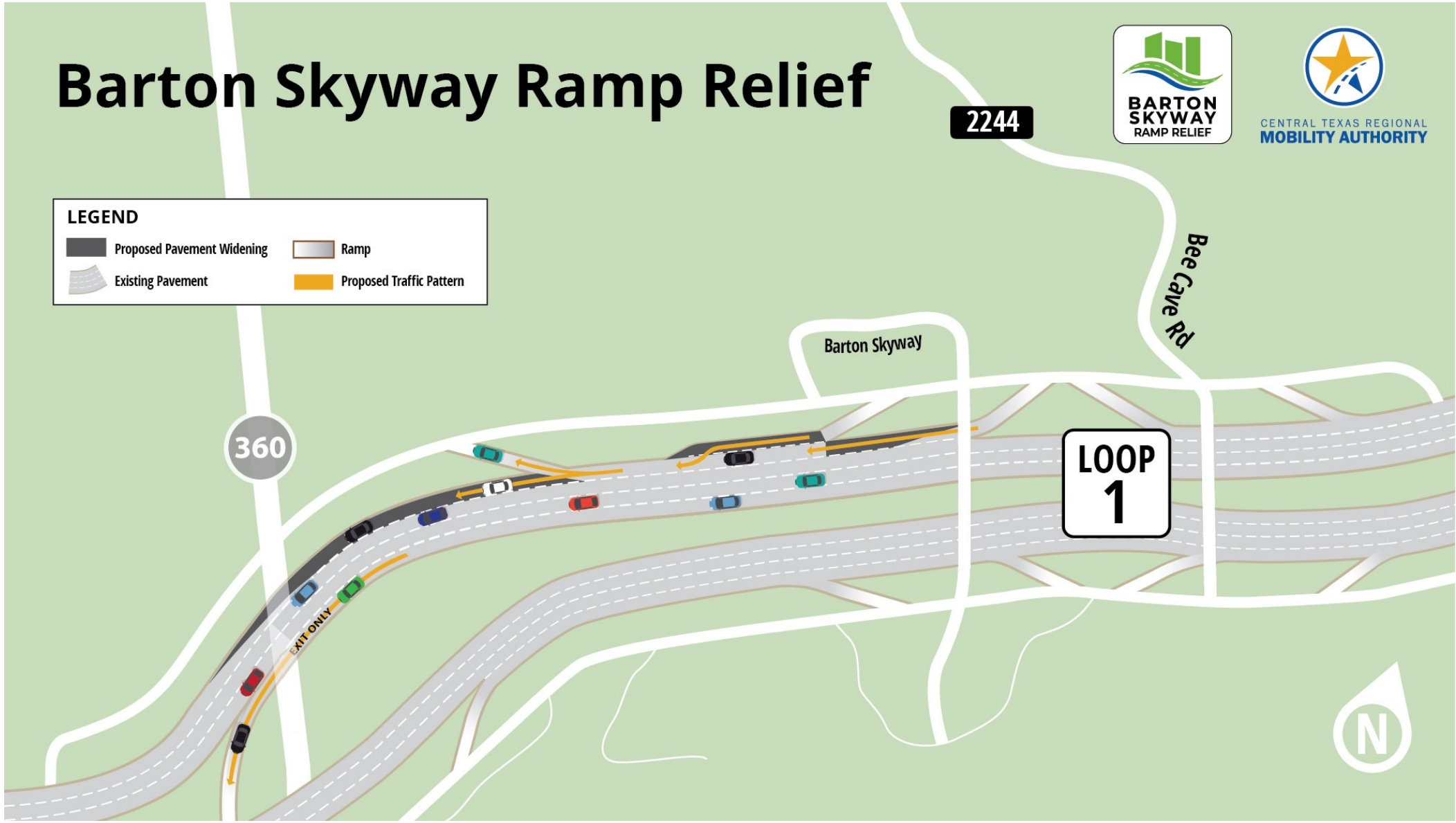
 Proposed Pavement Widening	 Ramp
 Existing Pavement	 Proposed Traffic Pattern

360

Barton Skyway

Bee Cave Rd

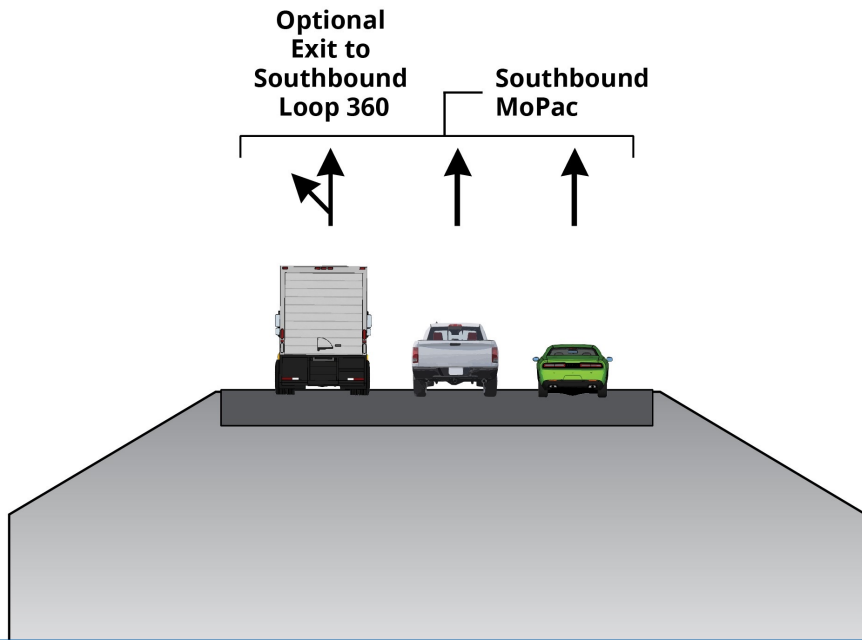
LOOP  
1



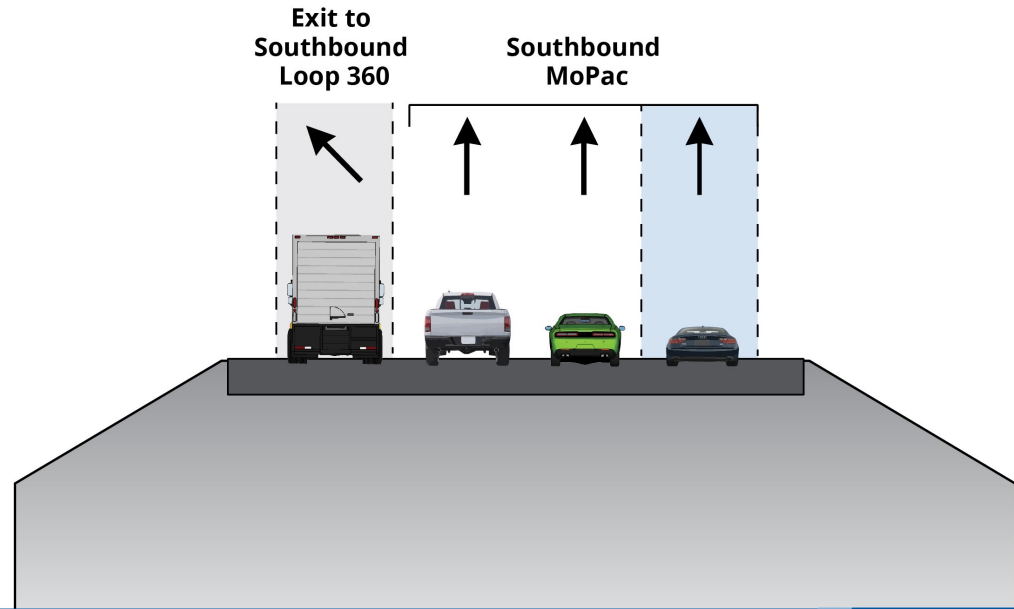
# BARTON SKYWAY RAMP RELIEF



## EXISTING



## PROPOSED



## LEGEND

↑ Southbound Lane

↘ Exit Ramp



Exit Only Lane



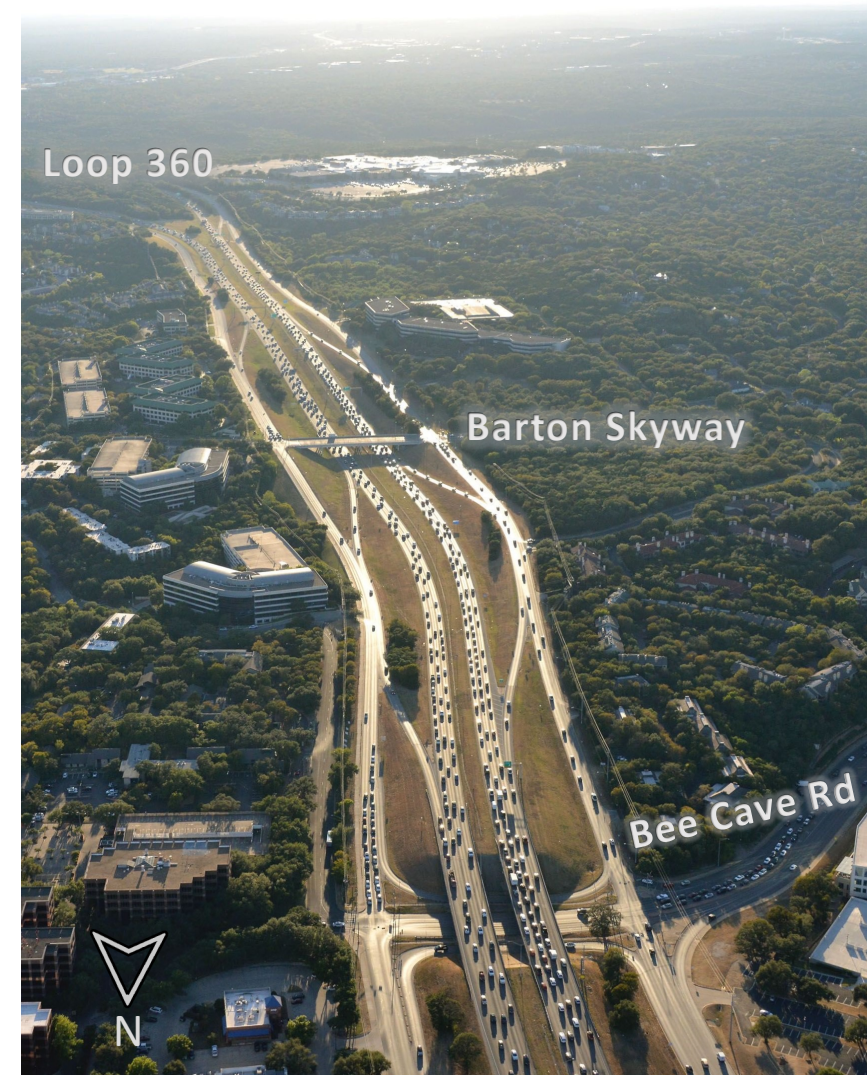
New Pavement



# BARTON SKYWAY RAMP RELIEF STATUS



- Current Project Status:
  - » **Interim Milestone 1: 05/08 – 06/02**
    - Bee Caves Entrance Ramp Closure
  - » **Interim Milestone 2: 06/12 – 07/17**
    - Barton Skyway Entrance Ramp Closure
    - Completed Activities:
      - Storm Drainage Adjustments
      - Asphalt Pavement Widening
    - Ramp Reopened 11 days ahead of schedule
  - » **Continued Asphalt Pavement Widening**
    - From the exit to northbound Loop 360 to the Loop 360 underpass
  - » **Lighting Installs and Relocations Completed**





# PROJECT FINANCIALS



<b>Original Contract Amount:</b>	<b>\$</b>	<b>6,903,147.18</b>
Authorized Changes (Change Order and Amendments)		
Previous Periods:	\$	0.00
This Period:	\$	0.00
<b>Current Authorized Contract Amount:</b>	<b>\$</b>	<b>6,903,147.18</b>
Draw Request 1-8 (Nov. 2022 through June 2023)	\$	(2,323,785.13)
Draw Request 9 (Jul. 2023)	\$	(513,723.25)
Draw Request 10 (Aug. 2023)	\$	(461,374.02)
Draw Request 11 (Sept. 2023)	\$	(666,460.52)
<b>Total Amount Earned to Date:</b>	<b>\$</b>	<b>(3,965,342.92)</b>
Amount remaining for work to be completed:	\$	2,937,804.26
Total Percent of Budget Expended through Sept. 2023:		57%

# CONSTRUCTION ACTIVITIES: LIGHTING



**North of Loop 360  
July 2023**



**Loop 360 Underpass  
September 2023**

# CONSTRUCTION ACTIVITIES: SUBGRADE PREP AND FLEX BASE



**South of Barton Skyway  
July 2023**



**South of Barton Skyway  
August 2023**

# CONSTRUCTION ACTIVITIES: ASPHALT PAVING



South of Barton Skyway  
August 2023

# CONSTRUCTION ACTIVITIES: DMS INTEGRATION AND METAL BEAM GUARD FENCE



North of Capital Parkway  
August 2023

# BARTON SKYWAY RAMP RELIEF STATUS



- Construction Activities:
  - » Continuing Pavement Widening Operations
    - Saw cutting the existing edge of pavement
    - Excavating existing material and shaping ditches
    - Placing and compacting flex base
    - Continuing the asphalt paving operations
  - » Overhead Sign Bridge Installation
  - » Beginning Mill and Inlay Operations
- Public Outreach:
  - » Construction Updates and Notices
  - » Project page on [MobilityAuthority.com](http://MobilityAuthority.com)





CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

# EXECUTIVE DIRECTOR REPORT

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COLLABORATION



INNOVATION



SERVICE



SAFETY



STEWARDSHIP



# AGENDA ITEM #13A-B

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James Bass  
Executive Director

## Executive Director Report

- A. IBTTA Annual Meeting
- B. Agency performance metrics
  - I. Roadway performance
  - II. Call center performance



# IBTTA Annual Meeting



- **ELECTION**

- » **IBTTA Board of Directors: DeeAnne Vickery**

- **AWARDS**

- » **CUSTOMER SERVICE & MARKETING OUTREACH**

- » **Winner: Central Texas Regional Mobility Authority; Kansas Turnpike Authority; North Texas Tollway Authority; Oklahoma Turnpike Authority; Florida's Turnpike Enterprise**  
**Project: Hub-to-Hub Interoperability**

- » **PRIVATE SECTOR INNOVATION**

- » **Winner: ViaPlus**

- » **Project: CTRMA Digital Billing & Journey Orchestration**



# AGENDA ITEM #13A-B

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James Bass  
Executive Director

## Executive Director Report

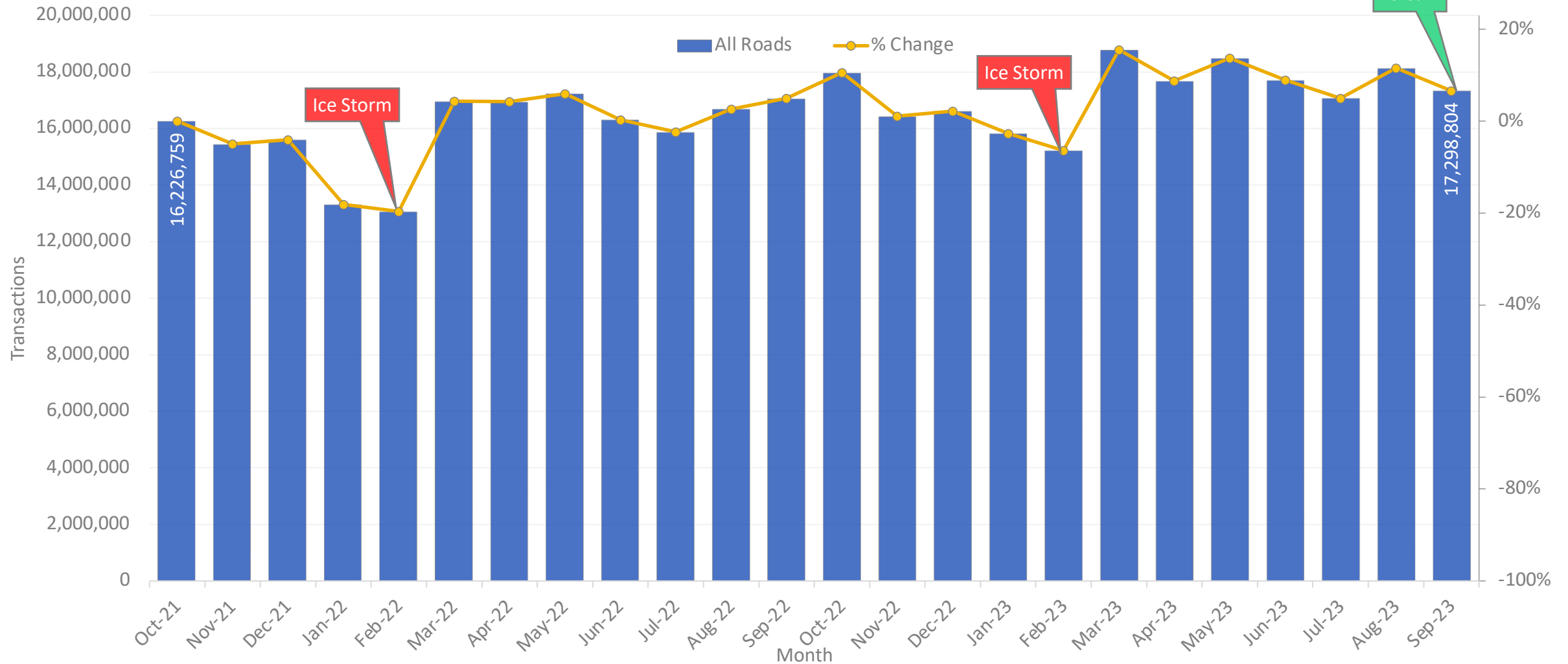
- A. IBTTA Annual Meeting
- B. Agency performance metrics
  - I. Roadway performance
  - II. Call center performance

# Monthly Transaction Trend

(All Roads)

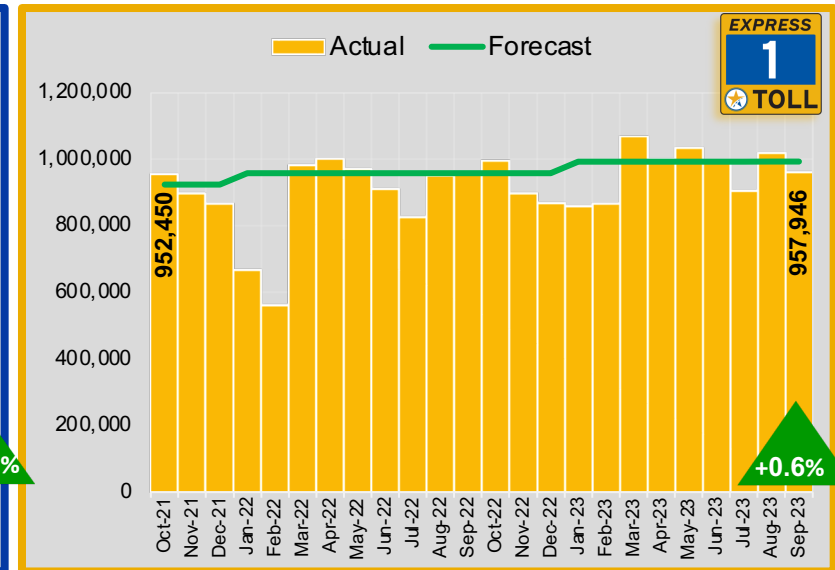
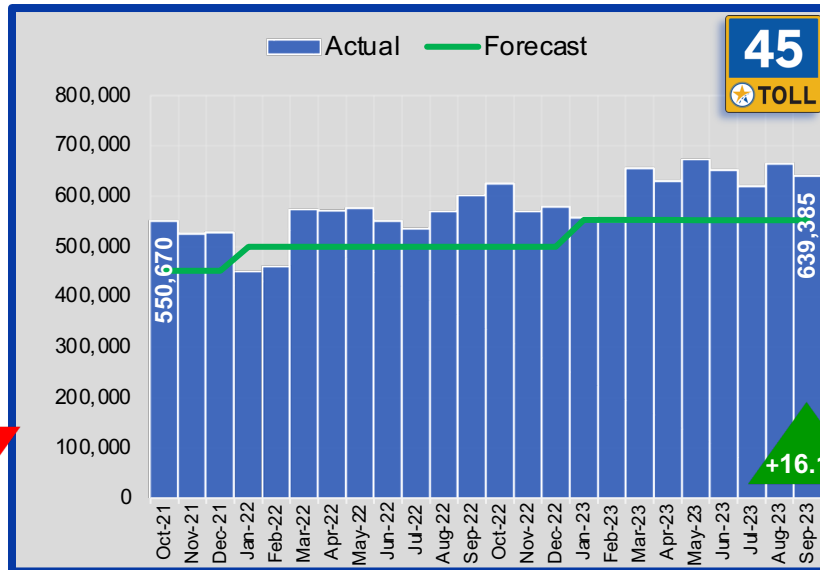
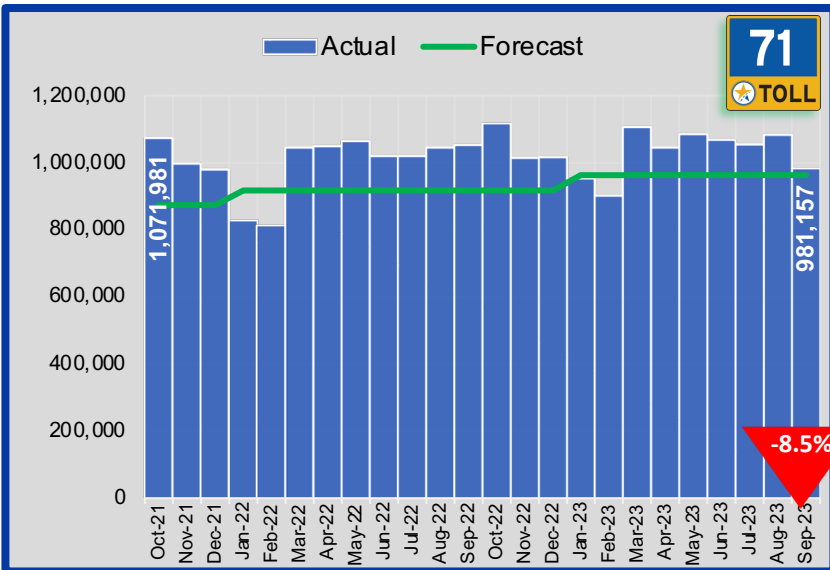
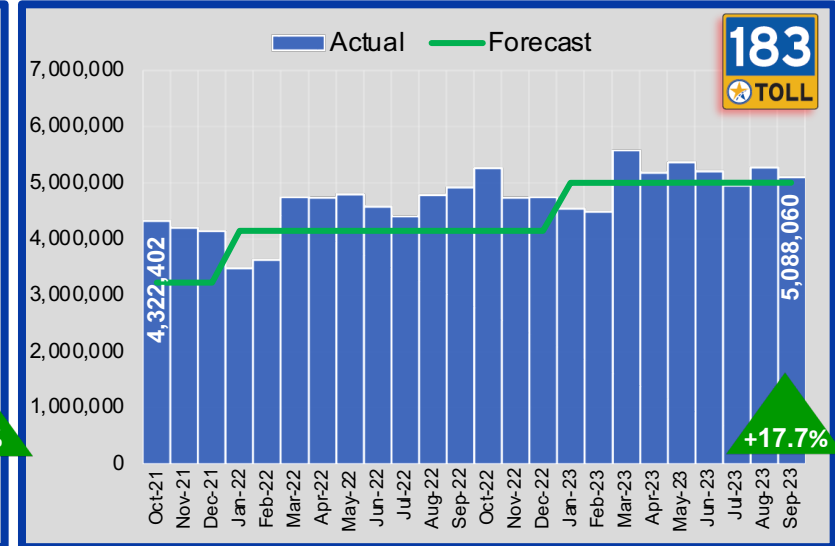
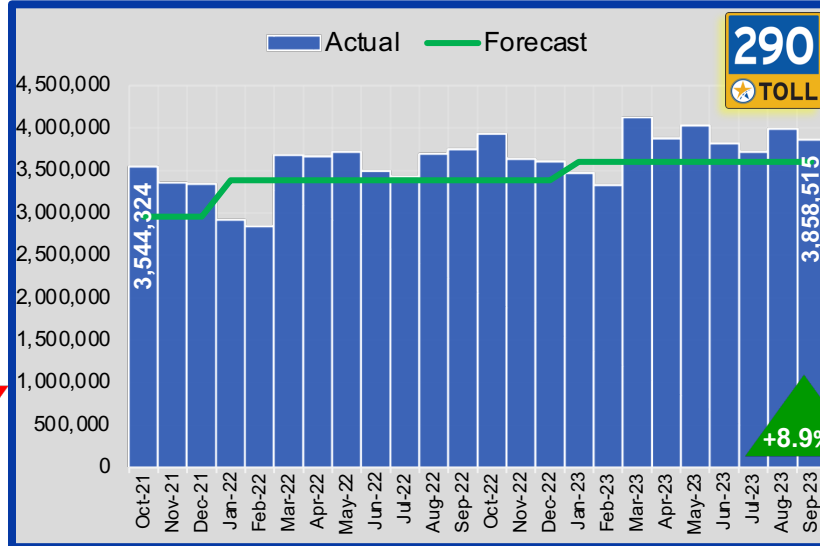
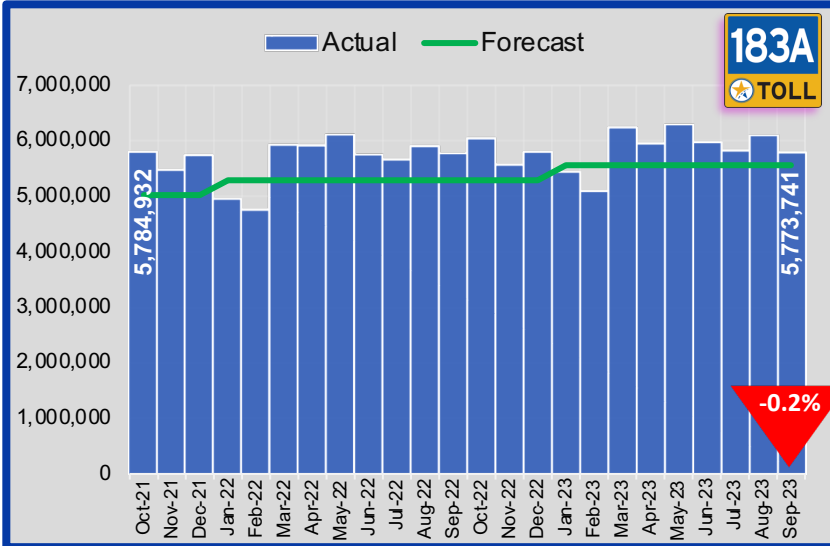


Percent Change (Over Last 24 Months)



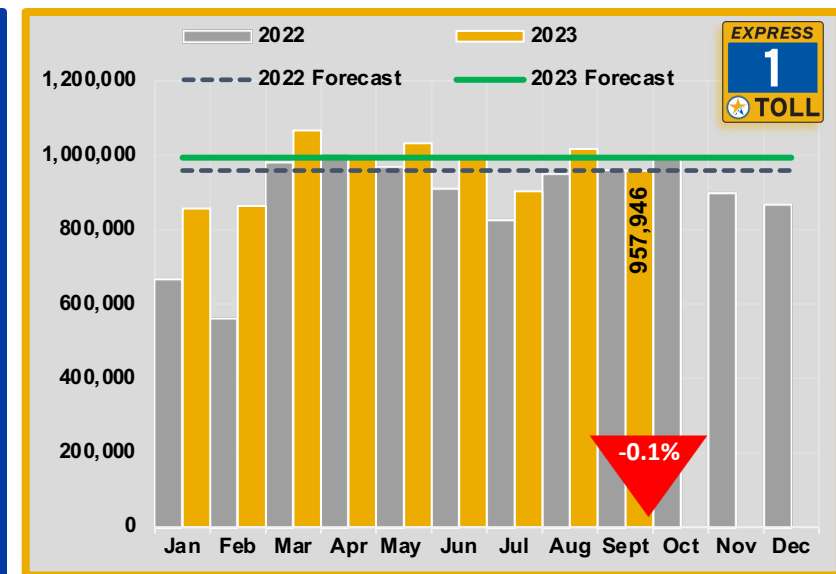
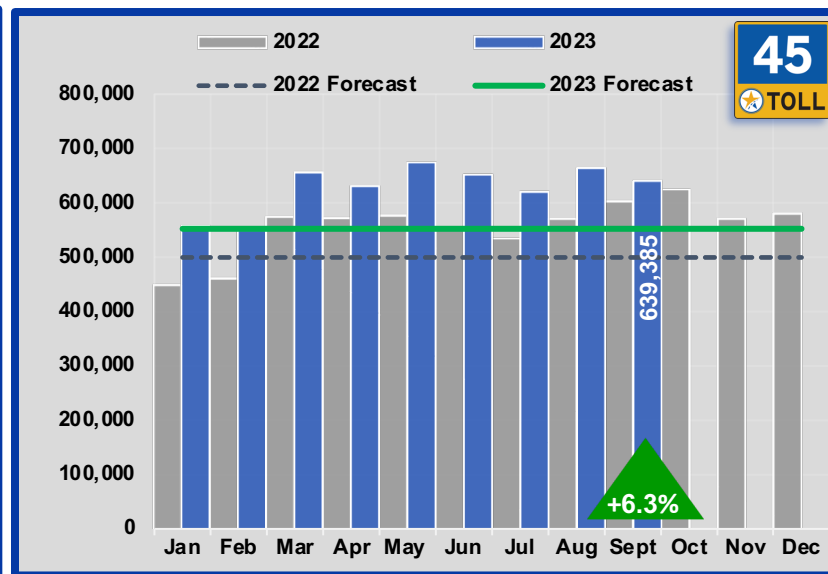
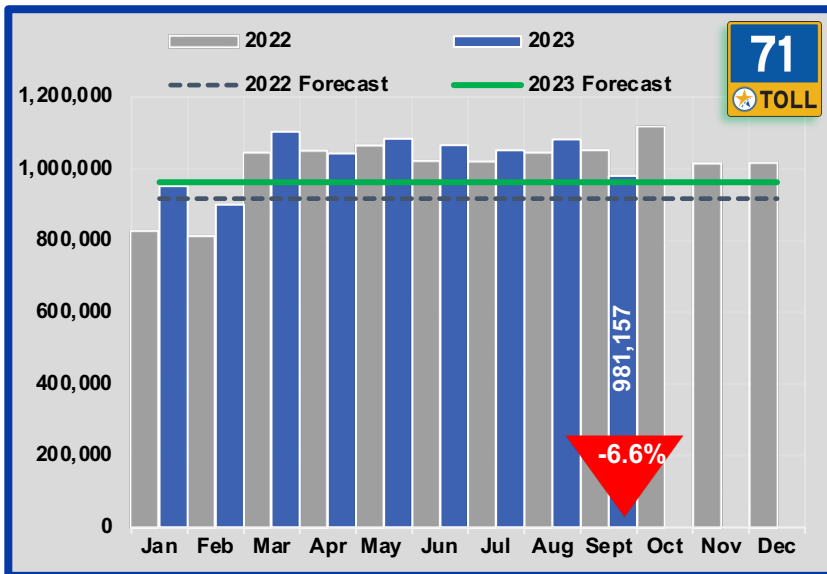
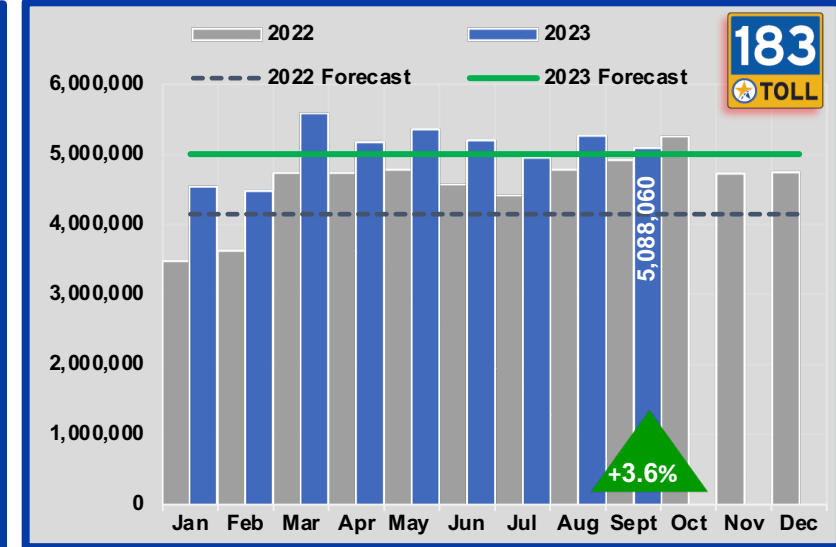
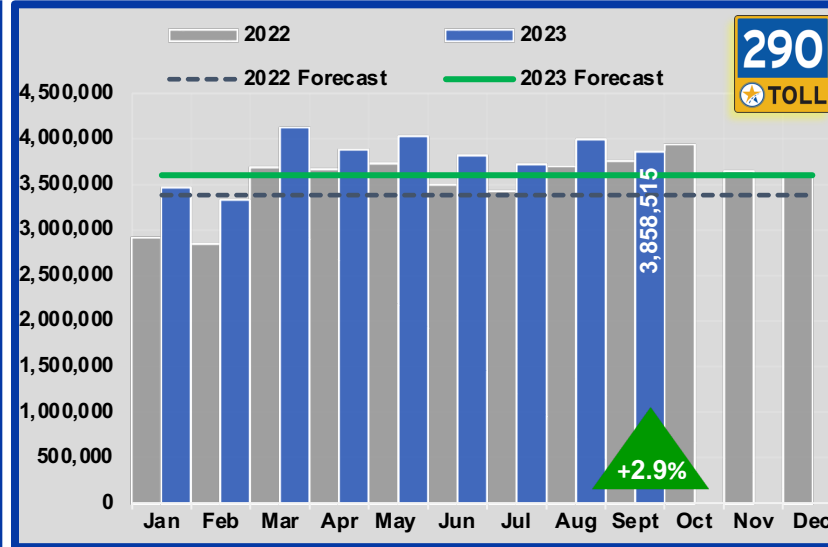
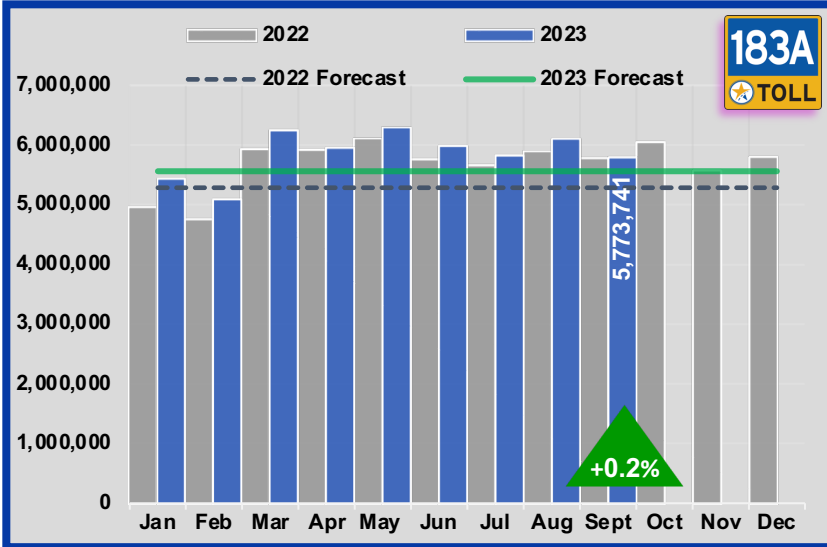
# Monthly Transaction Trend by Roadway

## (Percent Change Over Last 24 Months)



# Monthly Transaction Trend by Roadway

## (Percent Change Over September 2022)

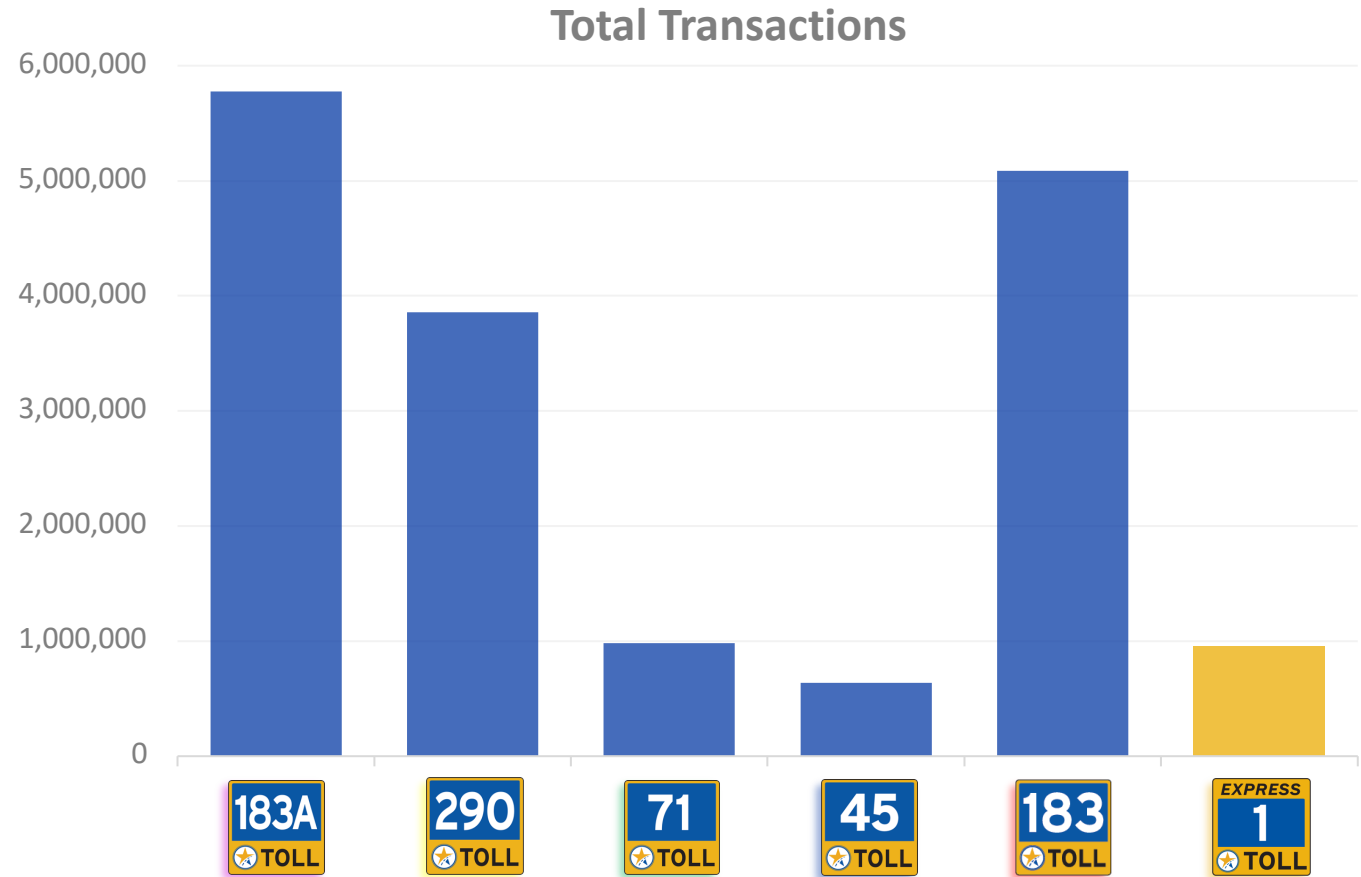


# Transactions and Pre-Paid Penetration

September 2023



Roadway	Total Pre-paid Penetration %
183A Toll	62.54%
290 Toll	53.91%
71 Toll	57.42%
45SW Toll	63.78%
183S Toll	52.16%
MoPac	63.85%
<b>ALL</b>	<b>57.29%</b>





# AGENDA ITEM #13A-B

---

James Bass  
Executive Director

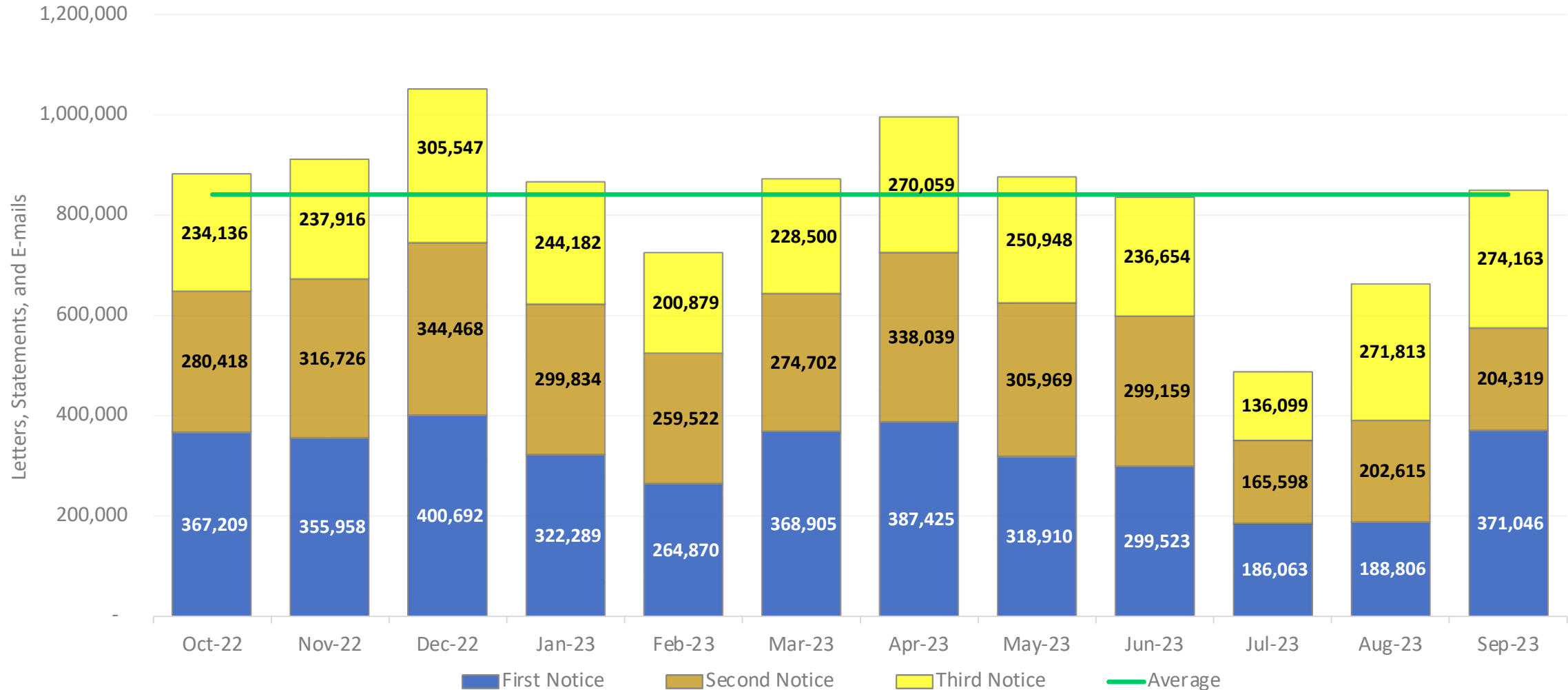
## Executive Director Report

- A. IBTTA Annual Meeting
- B. Agency performance metrics
  - I. Roadway performance
  - II. Call center performance

# CTRMA Invoicing Trends (Past Year)

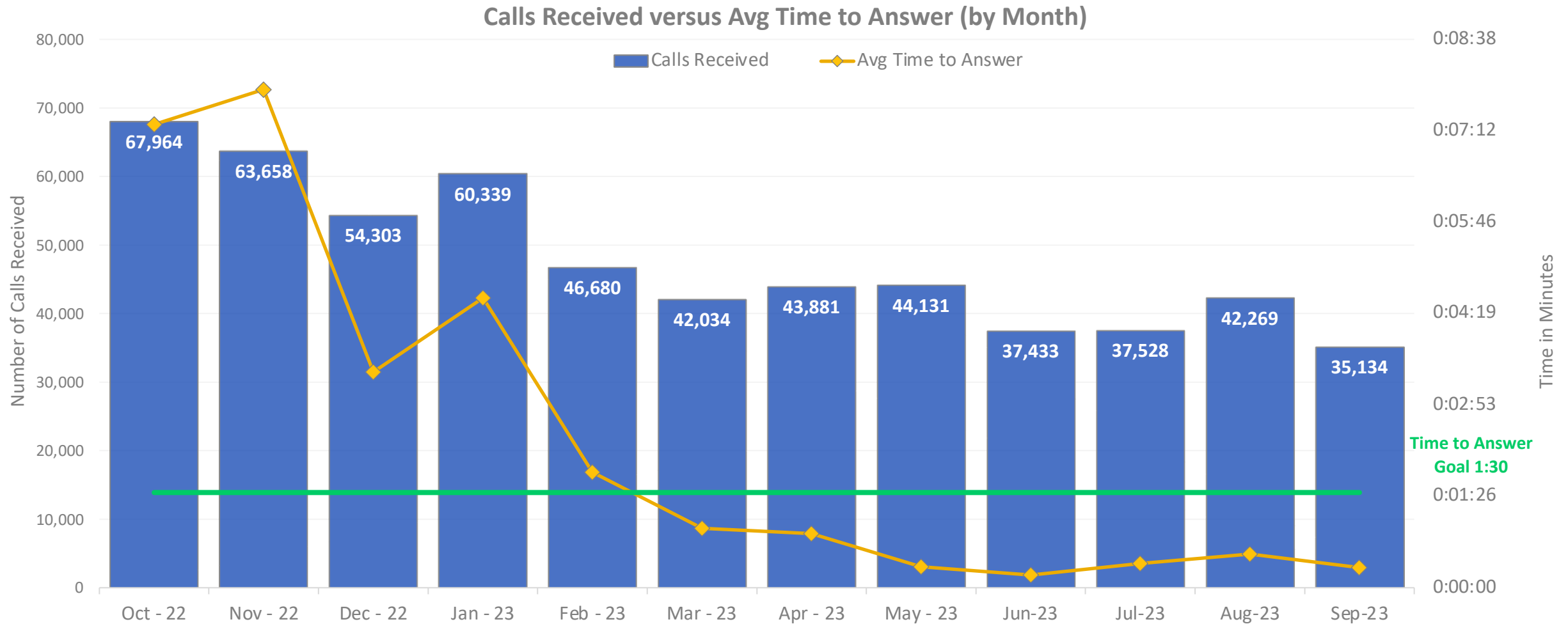


Monthly Invoicing





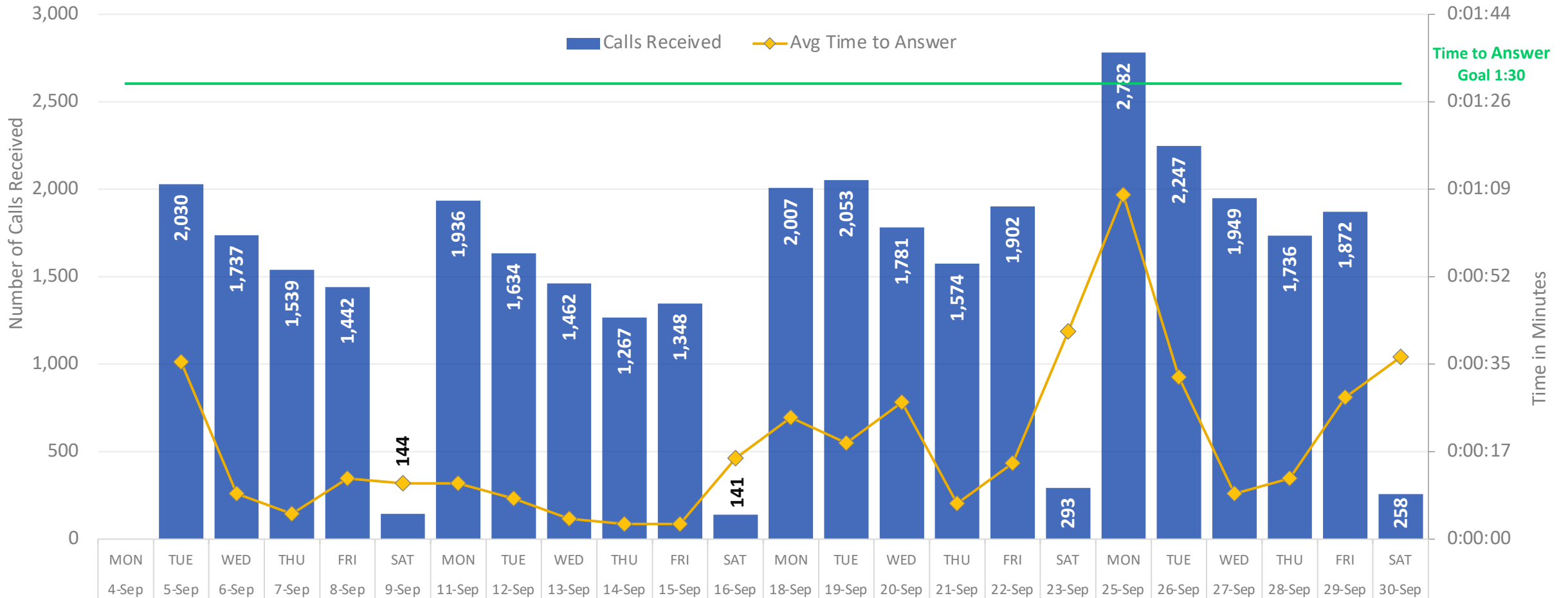
# Call Center Performance (Past Year)



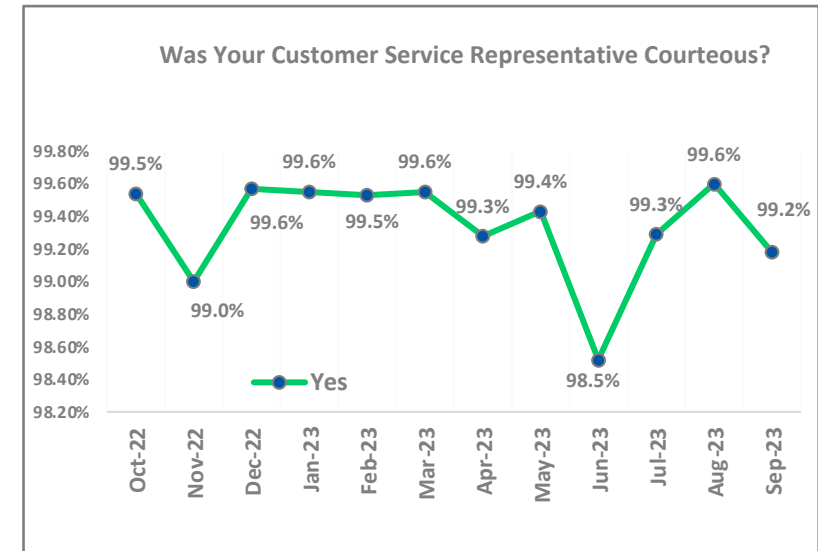
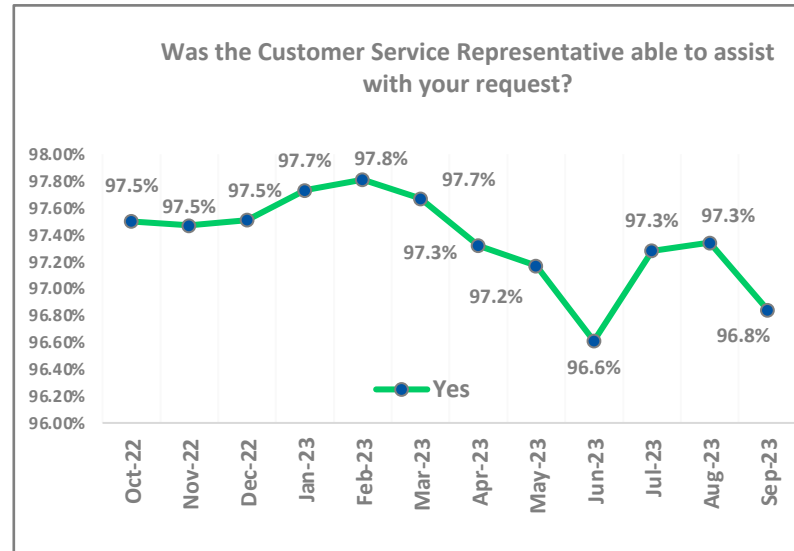
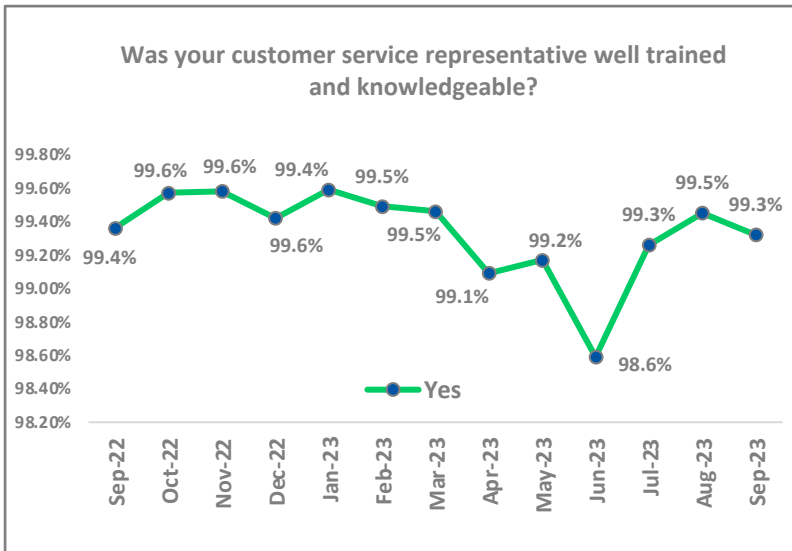
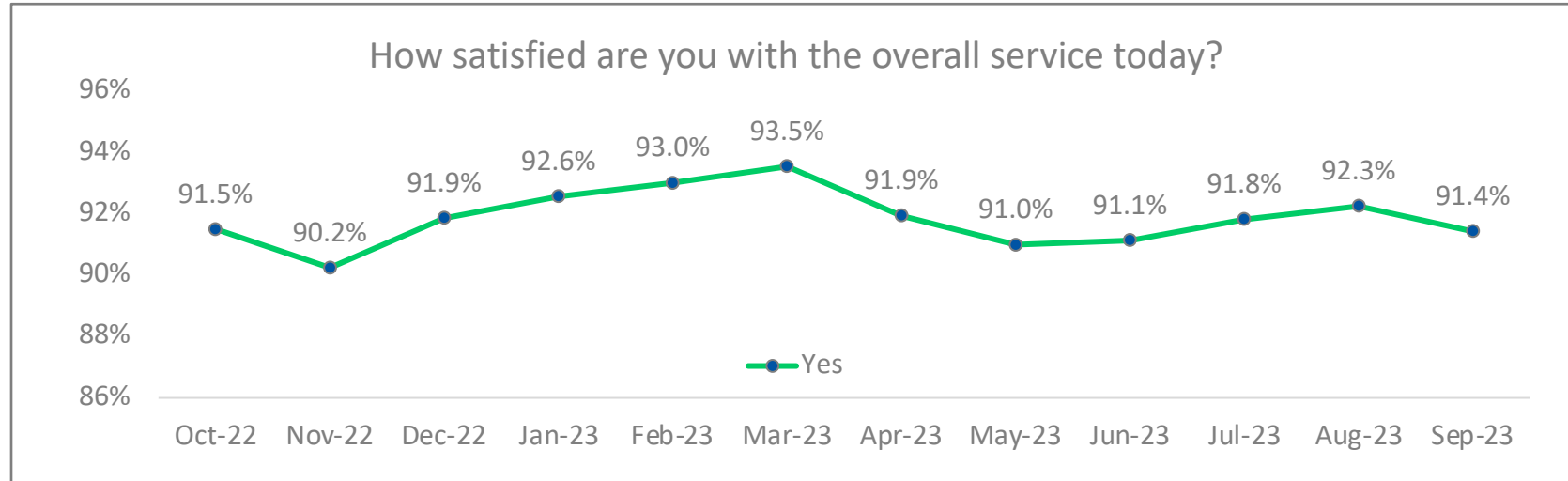
# Call Center Performance (Sept. 2023)



Calls Received versus Avg Time to Answer (by Day)



# Call Center Customer Satisfaction



Total Number of September 2023 Responses = 7,315 (20.8%)

Post call survey of customers.



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

# **EXECUTIVE SESSION**

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# EXECUTIVE SESSION

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ITEMS #14-17

14. Discuss the exchange or purchase of one or more parcels or interests in real property owned by the Mobility Authority and related legal issues as authorized by §551.071 (Consultation with Attorney) and §551.072 (Deliberation Regarding Real Property).
15. 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).
16. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects and toll system improvements, as authorized by §551.071 (Consultation with Attorney).
17. Discuss personnel matters as authorized by §551.074 (Personnel Matters).



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

REGULAR MEETING OF THE

# **BOARD OF DIRECTORS**

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## **ADJOURN MEETING #18**

**October 25, 2023**