



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

REGULAR MEETING OF THE

BOARD OF DIRECTORS

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

June 26, 2024



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA

ITEM #1

Bobby Jenkins
Chairman

Welcome and opportunity for public comment



CONSENT AGENDA ITEMS #2-3

Bobby Jenkins
Chairman

- 2. Approve the minutes from the May 29, 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 #3

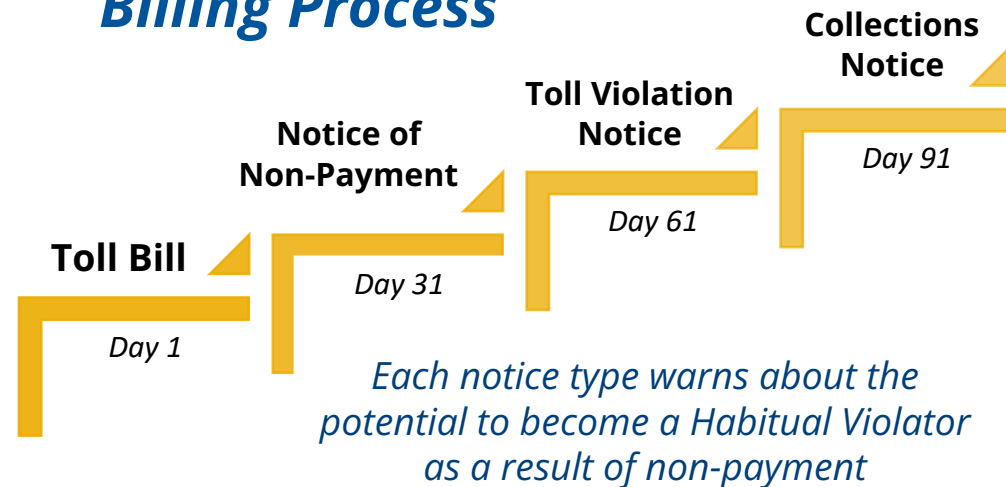
Tracie Brown
Director of Operations

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

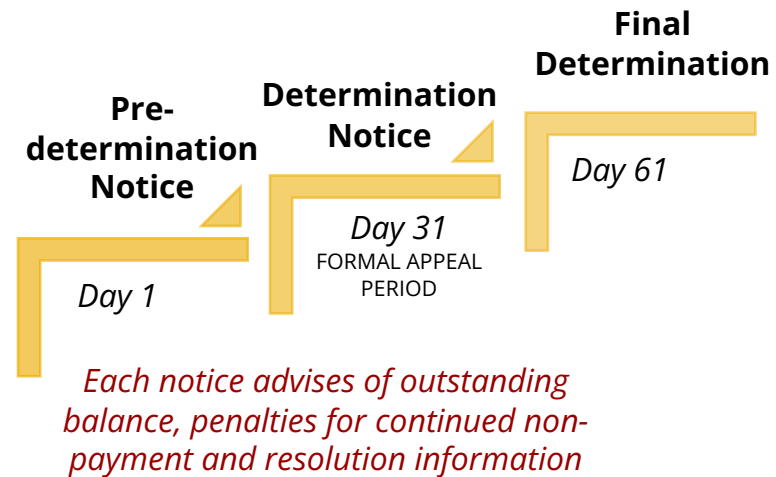
Escalating Communications



Pay By Mail Billing Process



Habitual Violator Process



OUTCOMES

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



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

June 2024



- **Approve a *Vehicle Prohibition Order* for the identified habitual violator customers**
 - » Number of prohibited vehicles: 5,479
 - » Total number of related unpaid tolls: 1,750,072
 - Average number of outstanding tolls per vehicle: 320
 - Average unpaid balance: \$989.05
- **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



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA

ITEM #4

José Hernández
Chief Financial Officer

Accept the financial statements for May 2024

System Unaudited Income Statement



CTRMA System - Fiscal 2024 Unaudited Income Statement as of May 31, 2024

92%

Revenues

| | Budget | Unaudited | |
|-----------------------|--------------------|--------------------|-------------|
| Toll Revenues | 143,942,400 | 137,976,049 | |
| Video Tolls | 60,394,700 | 53,371,752 | |
| Fee Revenue | 12,531,400 | 11,831,021 | |
| Interest Income | 24,905,700 | 42,974,617 | |
| Other | 1,175,500 | 433,179 | |
| Total Revenues | 242,949,700 | 246,586,618 | 101% |

Expenses

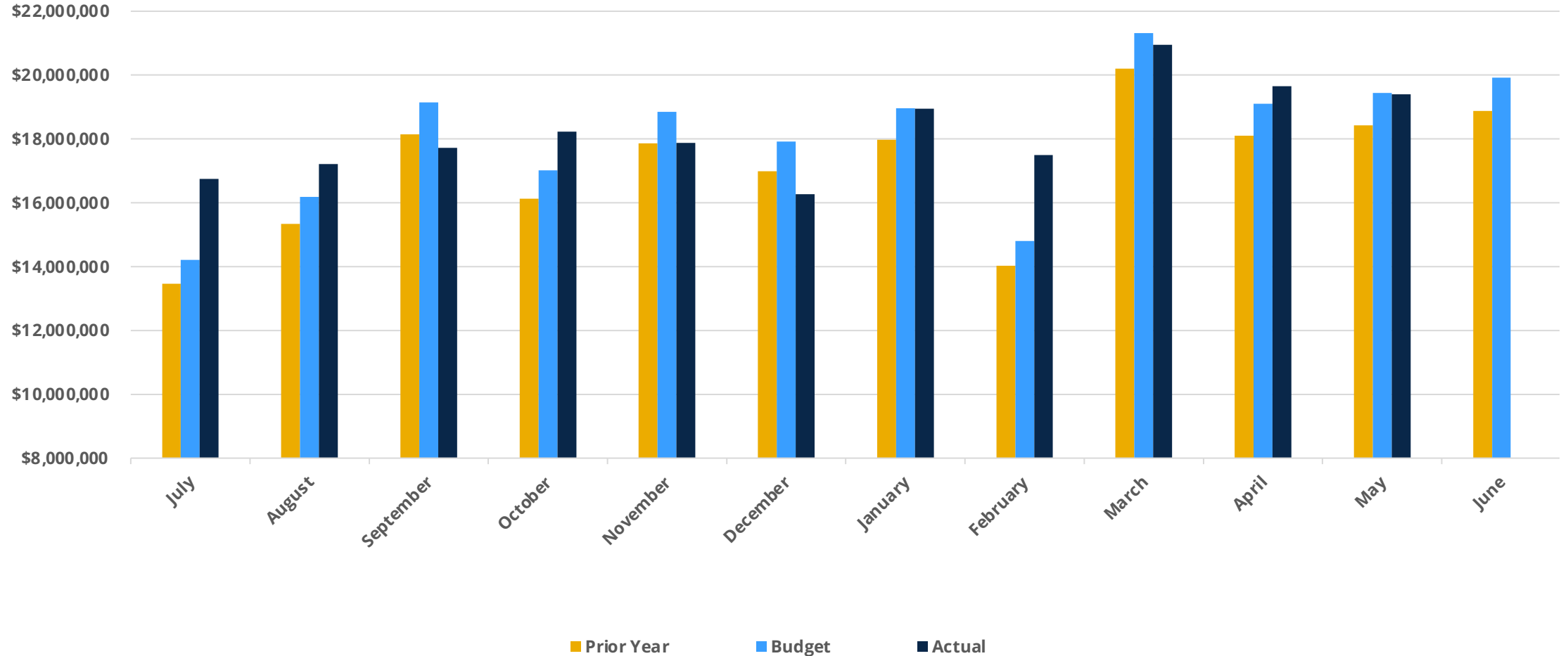
Operating Expense

| | | | |
|--|--------------------|--------------------|------------|
| Salaries and Benefits | 7,633,210 | 6,120,915 | |
| Administrative | 6,406,197 | 4,883,669 | |
| Operations and Maintenance | 40,925,526 | 31,168,379 | |
| Special Projects and Contingencies | 5,885,000 | 1,841,802 | |
| Total Operating Expense | 60,849,933 | 44,014,765 | 72% |
| Cash Flow After Operating Expense | 182,099,767 | 202,571,853 | |
| Non-Cash Expenses | 67,516,000 | 62,119,812 | |
| Non-Operating Expenses | 97,899,098 | 72,366,203 | |
| Net Operating Income | 16,684,669 | 68,085,838 | |

Fiscal Year 2024 System Toll Revenues



FY 2024 System Toll Revenues



MoPac ML Unaudited Income Statement



MoPac ML- Fiscal 2024 Unaudited Income Statement as of May 31, 2024

92%

Revenues

Toll Revenues

9,850,300

11,206,481

Video Tolls

3,957,300

3,625,363

Fee Revenue

431,500

395,209

Interest Income

-

746,458

Other

-

-

Total Revenues

14,239,100

15,973,511

112%

Expenses

Operating Expense

Salaries and Benefits

-

-

Administrative

71,763

834

Operations and Maintenance

3,680,454

2,591,339

Special Projects and Contingencies

200,000

145,040

Total Operating Expense

3,952,217

2,737,213

69%

Operating Income

10,286,883

13,236,298

Non Cash Expenses

-

-

Non-Operating Expenses

6,000,000

6,704,672

Net Operating Income

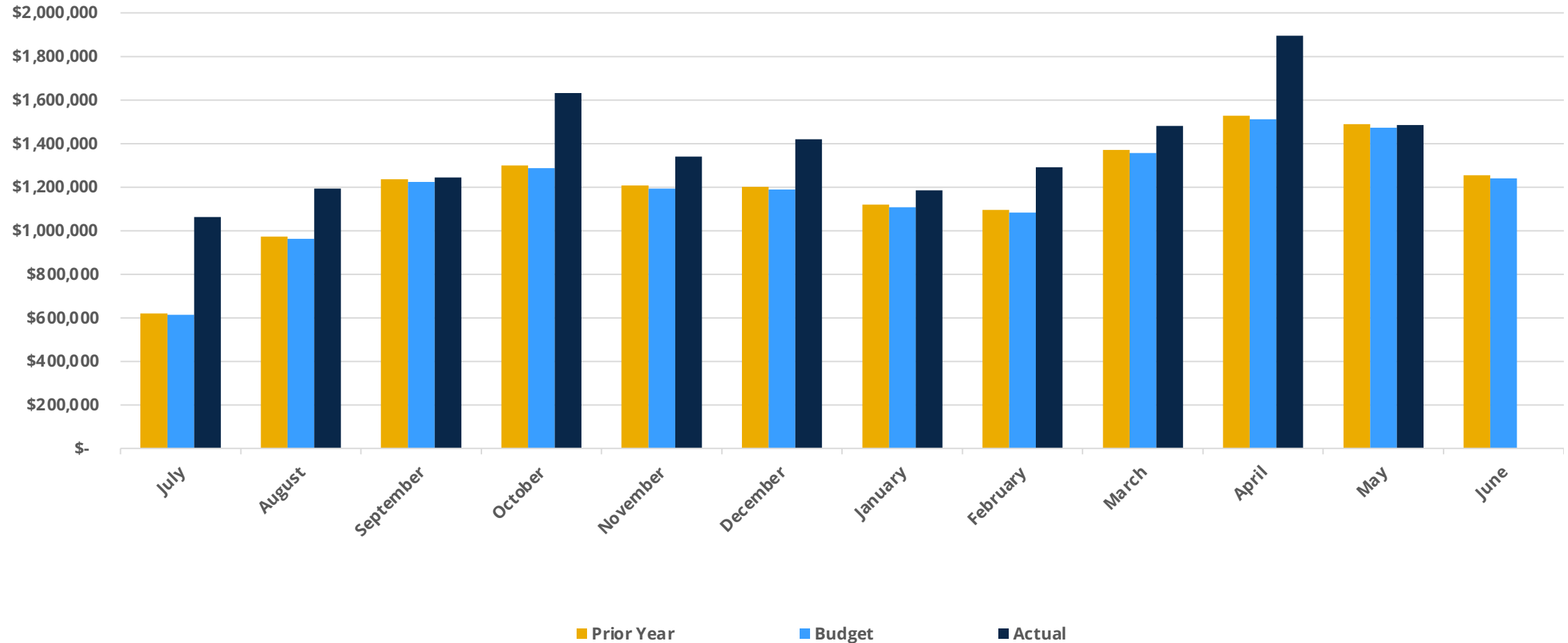
4,286,883

6,531,626

Fiscal Year 2024 MoPac Toll Revenues



FY 2024 MoPac Toll Revenues



Fiscal 2024 Year to Date Performance — All Funds



- **Revenues**

- » **System toll (tag, video, and fee) revenues:**

- On target with budgeted amounts – 92% collected to date
- May 2024 collections of \$19.4 million; May 2023 collections were \$18.4 million

- » **MoPac toll (tag, video, and fee) revenues:**

- Ahead of budgeted and prior year amounts – 107% collected through May 2024
- May 2024 collections - \$1.5 million; Prior May collections – \$1.5 million

- » **Interest earnings well above forecast – 175% of budgeted amount collected YTD**

- Local government investment pool and money market fund yielding over 5.2%
- Interest rate outlook anticipates lower returns perhaps starting in late calendar 2024

- » **Total revenues at 102% of annual budget through May 2024**

- **Expenses**

- » **No substantive trends or anomalies year-to-date**

- » **Most operating expense categories are within expected ranges to date**

- Advertising expense – new media messaging development and placement
- Toll equipment repair and spare parts – theft and vandalism on roadways
- Telecommunications – internet service for roadside tolling equipment
- Utilities – higher rates and new connections

- » **Operating expenses are at 72% of annual budget**



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

CTRMA Toll Road Credit Comparison

Moody's Financial Ratio Peer Group Analysis



| Other Comparable Metrics | Central Texas Regional Mobility Authority (TX) | North Texas Tollway Authority (TX) | Harris County Toll Road Authority (TX) | Central Texas Tollway System (TX) |
|--------------------------------------|--|------------------------------------|---|--|
| Operational & Demographic | | | | |
| Date Opened to Tolling | March 2007 | 1968 | June 1988 | October 2006 |
| Stage of Development (per Moody's) | Start-up | Established | Established | Established |
| Asset Mix (per Moody's) | Single Asset | Multi-Asset | Multi-Asset | Multi-Asset |
| Roadway Length (miles) | 41.2 | 151 | 128 | 72.8 |
| Lane Miles | 291.4 | 1,188 | 807 | 257 |
| Debt | | | | |
| Pledge for Debt Service | System Toll Revenues | System Toll Revenues | System Toll Revenues with additional backstop of Harris County Property Taxes | System Toll Revenues with O&M backstop from the Texas State Highway Fund |
| Date of First Debt Issuance | 2/1/2005 | Mid-1960's | 12/1/1985 | 7/15/2002 |
| Total Debt Outstanding (\$000) | 2,683,714 | 9,466,479 | 2,230,520 | 2,962,375 |
| Total Debt Issued to Date (\$000)* | 4,923,913 | 24,247,896** | 9,174,685 | 6,368,479 |

Source: Moody's. Figures shown above are analyst adjusted per Moody's. Most recent figures as of June 10, 2024.

* Source: Municipal Advisory Council of Texas. Total debt issued to date includes refinancing of outstanding obligations of the issuer.

** The first debt issuance was likely completed in the mid-1960's however, there is little data on debt issued prior to 1989. The total reflects debt issued between 1989 and present.

Moody's Financial Ratio Peer Group Analysis



| Credit Metrics | Central Texas Regional Mobility Authority (TX) | North Texas Tollway Authority (TX) | Harris County Toll Road Authority (TX) | Central Texas Tollway System (TX) |
|--|--|------------------------------------|--|-----------------------------------|
| Credit Rating (<i>Senior Lien</i>) | A3 | Aa3 | Aa1 | A3 |
| Most Recent Available Data (as of) | 6/30/2023 | 12/31/2022 | 2/28/2022 | 8/31/2023 |
| Operations | | | | |
| Total Transactions (000) | 192,921 | 877,256 | 599,473 | 193,619 |
| Balance Sheet | | | | |
| Net Working Capital (\$000) | 274,187 | 919,563 | 943,066 | 588,553 |
| Total Debt (\$000) | 2,683,714 | 9,466,479 | 2,230,520 | 2,962,375 |
| Financial Operations | | | | |
| Operating Revenue (\$000) | 225,664 | 1,080,492 | 808,932 | 353,023 |
| Gross Revenues and Income (\$000) | 225,685 | 1,100,173 | 819,401 | 376,082 |
| Total Operating Expenses (\$000) | 49,299 | 261,887 | 260,732 | 133,918 |
| Net Revenues (\$000) | 176,386 | 838,286 | 558,669 | 242,164 |
| Aggregate Annual Debt Service (\$000) | 88,560 | 590,144 | 211,700 | 151,654 |
| Balance Sheet Ratios | | | | |
| Debt to Operating Revenue (x) | 11.9 | 8.8 | 2.8 | 8.4 |
| Debt to Net Revenues (x) | 15.2 | 11.3 | 4.0 | 12.2 |
| Operating Ratios | | | | |
| O&M Expense/Roadway Mile (\$000) | 1,196 | 1,734 | 2,037 | 1,839.5 |
| Operating Ratio (%) | 21.8 | 24.2 | 32.2 | 37.9 |
| Total Debt Service Coverage (Bond Ordinance) (x) | 2.4 | 1.5 | 4.5 | 2.4 |

Source: Moody's. Figures shown above are analyst adjusted per Moody's. Most recent figures as of June 10, 2024.



AGENDA

ITEM #5

José Hernández
Chief Financial Officer

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

Need for Services



- Need for Traffic and Revenue (T&R) Engineering Services
 - » Requirement of the Master Indenture which stipulates requirements for debt issuance
 - » Mobility Authority and investor reliance on certification by T&R consultant to meet prescribed conditions for debt issuance
- Additional significant services provided
 - » Toll road feasibility analysis
 - » Ongoing transaction monitoring
 - » Annual revenue forecasts
 - » Periodic full update of T&R forecasts
 - » Certification of annual toll rate increases meeting indenture requirements
 - » Scenario analysis of potential infrastructure changes to toll road corridor
 - » Tolling policy consultation

Request for Qualifications (RFQ)



- RFQ issued May 15, 2024
- Responses from three firms
 - » CDM Smith Inc.
 - » C&M Associates, Inc.
 - » Stantec Consulting Services, Inc.
- Evaluation from staff and financial advisor
- Recommendation that all three responding firms be qualified in a pool to provide T&R services to the Mobility Authority
- Authorize Executive Director to negotiate contracts with qualified firms
- Final contracts will be presented to the Board for approval



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #6

José Hernández
Chief Financial Officer

Discuss and consider adopting the FY 2025 Five-Year Capital Plan

CTRMA Five-Year Capital Plan



- **Planning tool to align with Board's Strategic Goal and Supporting Strategies**
 - » **Develop and adhere to a system-wide capital improvement plan**
 - Maintain a capital improvement planning process and update the plan on an annual basis working within the agencies funding constraints
 - Ensure the capital plan maintains and enhances the existing CTRMA system as a priority
 - Partner with local communities to expand the CTRMA system and possibly develop other non-tolled projects

CTRMA Five-Year Capital Plan



- **Objective of the Capital Plan**
 - » Tool to identify future capital needs and timeline to address them
 - » Provides for prioritization of identified needs
 - » Establishes framework for funding decisions in the annual capital budget and planning for future needs
 - » Identifies operational expenses associated with larger capital improvement projects (typically new construction)

CTRMA Five-Year Capital Plan



- **Capital Plan Operation**

- » Needs, timing, and prioritization of projects subject to change annually (or even mid-year i.e. budget amendments)
- » From the five-year plan, only projects approved and funded in the subsequent annual capital budget are fully committed
- » **Projects in future years of the capital plan DO NOT commit the Board or staff to subsequent approval or funding**
- » Any and all projects in the second year of the plan and thereafter would require formal Board approval, including funding, before work would begin on that project
- » Some projects have been added for deliberation as they have been discussed in the broader transportation community
- » Funding for previously approved projects not yet completed is 'carried forward' in a capital reserve

CTRMA Five-Year Capital Plan



- **Description of Capital Plan Elements**
 - » Capital budget – new additions of equipment or other items
 - » Renewal and replacement – existing components and items that require cyclical replenishment or have reached end of useful life
 - » Capital projects – new construction and pre-development planning (such as MoPac South and 183N)
- **Staff Prioritization of Projects**
 - » Ranking based on strategic plan values and goals
 - » Departments identified capital needs based on tiered ranking
 1. Absolutely essential to maintain the integrity of the enterprise
 2. Enhancements that would facilitate operations, processes, and/or driver satisfaction
 3. Improvements that would yield future benefits if affordable (not critical now)
 - » Executive management review of departmental proposed projects

CTRMA Five-Year Capital Plan



- **Departmental Highlights from Five Year Capital Plan**

- » **Engineering – Priority 1**

- **Renewal and Replacement**

- 290E Metal beam guard fence improvements - \$1.6MM (FY25)
- Parmer Lane wall repairs - \$1.4MM (FY25)
- 183A Maintenance yard acquisition and build out - \$4.9MM (FY25)
- 290E Maintenance yard expansion and brine production - \$2.5MM (FY25-FY26)
- System wide annual safety improvements – (\$7.5MM total) - \$1.5MM annually (FY25-FY29)
- MoPac pavement with delineator replacement - \$11.4MM (FY26)

- **Capital Projects**

- 183A added capacity design - \$10.1MM (FY24-FY26)
- 290E Phase IV design and environmental - \$25MM (FY25-FY27)
- MoPac South preliminary engineering - \$5MM (FY25-FY26)
- Ronald Reagan managed lanes design and environmental - \$44.5MM (FY 26-FY28)

CTRMA Five-Year Capital Plan



- **Departmental Highlights from Five Year Capital Plan**

- » **Engineering – Priority 2**

- **Renewal and Replacement**

- 290E Large and small sign replacement - \$3.9MM (FY25)
- 183A Lighting upgrade - \$910K (FY25)

- **Capital Projects**

- 183A added capacity construction (\$142MM total) - \$47.3MM annually (FY27-FY29)
- 290E Phase IV construction (\$1.5B total) - \$250MM annually (FY28-FY29)
- MoPac South construction (\$1B total) - \$167MM annually (FY27-FY29)

CTRMA Five-Year Capital Plan



- **Departmental Highlights from Five Year Capital Plan**

- » **Operations – Priority 1**

- Capital Equipment
 - CTRMA app (requirements gathering and procurement) - \$190K (FY25)
 - MoPac Dynamic Message Signs - \$1.7MM (FY25)
- Capital Project
 - Traffic and Incident Management Center expansion or relocation - \$1.6MM (FY25)
 - Traffic and Incident Management Center building improvements - \$1MM (FY25-FY26)
 - Pay-By-Mail Implementation - \$2MM (FY26-FY27)

CTRMA Five-Year Capital Plan



- **Departmental Highlights from Five Year Capital Plan**

- » **Operations – Priority 2**

- Capital Equipment
 - Safety Technology (lane violation detection) - \$2.5MM (FY27)
 - Roadway Traveler Communications (dynamic message signs) - \$3.8MM (FY27-FY28)

CTRMA Five-Year Capital Plan



- **Departmental Highlights from Five Year Capital Plan**

- » **Information Technology – Priority 1**

- Renewal and Replacement
 - 183A Toll system equipment replacement - \$7.1MM (FY25-FY26)
 - 183S Toll system equipment replacement - \$10MM (FY28)
 - 45SW Toll system equipment replacement - \$1.4MM (FY27)
 - Roadside hardening (toll equipment) - \$633K (FY25)
- Capital Project
 - Data platform enhancements - \$350K (FY25)



AGENDA ITEM #7

José Hernández
Chief Financial Officer

Discuss and adopt FY 2025 Operating Budget

Budget Overview



Necessary levels of complexity to CTRMA Budget

- Cash Only - Non-Cash Expenditures are excluded from the FY 2025 budget
- System vs Non-System Expenditures
 - » Sections have expenditures for both System and Non-System (MoPac)
- System has requirement for debt service coverage
 - » **Coverage Requirement** - measurement of available net cash flow to pay current debt obligations
 - » **Indenture System Coverage Requirements**
 - Available Net Cash Flow = Revenue less Operation & Maintenance Expenses
 - Senior Lien 1.25 times (available cash flow / debt obligations)
 - All Debt 1.20 times (available cash flow / debt obligations)
 - » **Target for System Coverage**
 - All Debt 1.75 times (available cash flow / debt obligations)
- Constraint is the coverage requirement for all System debt

Factors in Developing FY25 System Budget



- **Priorities**
 - » Maintenance
 - » Enforcement
 - » Payment methods
 - » Tag Penetration
 - » Safety
 - » Innovation
- **Revenue**
 - » Includes the opening of 183A Phase III on January 1, 2025
 - » CPI increase assumption effective January 1, 2025 – 2.2%
 - » Forecasted transaction increase of 9.5% systemwide
- **Expenses**
 - » Contractual CPI increase in roadway and landscape maintenance
 - » Addition of 183A Phase III to maintenance responsibilities
 - » Increased tag processing fees and PBM image review

System Draft Budget Overview



| System | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|-----------|----------------|-------------------|----------------|
| Revenue * | \$239,769,300 | \$268,322,400 | \$284,621,500 |

Actual FY 2024 System Revenues through May: \$246,153,439

* Revenues pledged for debt service include:

- Toll revenue
- Interest earnings

System Draft Budget Overview



| System | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|-----------|----------------|-------------------|----------------|
| Revenue * | \$239,769,300 | \$268,322,400 | \$284,621,500 |

| System | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|--------------|----------------|-------------------|----------------|
| Debt Service | \$95,964,098 | \$95,964,098 | \$107,093,022 |

Debt Service: Scheduled annual Principal and Interest payments on

- Senior lien bonds
- Subordinate lien debt obligations (bonds and notes)
- All fixed-rate debt
- No refinancings during FY 2024

System Draft Budget Overview



| System | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|---------------|---------------------------|------------------------------|---------------------------|
| Revenue * | \$239,739,300 | \$268,322,400 | \$284,621,500 |

| System | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|---------------|---------------------------|------------------------------|---------------------------|
| Debt Service | \$95,964,098 | \$95,964,098 | \$107,093,022 |
| Coverage | \$153,542,557 | \$153,542,557 | \$190,947,323 |

Coverage figures above and on next slide represent Available Net Cash Flow requirements to produce 1.6x coverage of annual debt service for FY 24 and 1.75x for FY25

System Draft Budget Overview



| System | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|---------------|-----------------------|--------------------------|-----------------------|
| Revenue * | \$239,739,300 | \$268,322,400 | \$284,621,500 |

| System | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|---------------|-----------------------|--------------------------|-----------------------|
| Debt Service | \$95,964,098 | \$95,964,098 | \$107,093,022 |
| Coverage | \$153,542,557 | \$153,542,557 | \$190,947,323 |

| System | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|---------------|-----------------------|--------------------------|-----------------------|
| O&M requested | \$48,259,231 | \$40,736,245 | \$52,837,458 |

System Draft Budget Submission Overview



| System O&M Expense | FY 2024 | FY 2025 | Variance |
|--------------------|--------------|--------------|-------------|
| Submitted | \$48,259,231 | \$52,730,902 | \$4,471,671 |
| Add/(Reduction) | \$0 | \$106,556 | \$0 |
| Budget/Draft | \$48,259,231 | \$52,837,458 | \$4,578,227 |

- All in debt service coverage:
 - » Actual FY 2021: 1.45x
 - » Actual FY 2022: 1.72x
 - » Actual FY 2023: 2.39x
 - » Budgeted FY 2024: 2.00x
 - » Projected FY 2024: 2.37x (est.)
 - » Draft Budgeted FY 2025: 2.16x

Agency Personnel



| Section | FY 2024 | FY 2025 | Variance |
|------------------------|---------|---------|----------|
| Administration/Legal | 5 | 5 | 0 |
| Finance | 5 | 5 | 0 |
| Operations | 6 | 7 | 1 |
| Communications | 3 | 3 | 0 |
| Information Technology | 4 | 4 | 0 |
| Engineering | 9 | 8 | (1) |
| TOTAL | 32 | 32 | 0 |

- Additional position to manage Habitual Violator Program

Consolidated Operating Budget Overview



| Section | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|----------------------|----------------|-------------------|----------------|
| Administration/Legal | \$3,620,415 | \$2,133,262 | \$3,536,812 |

- Administration/Legal Initiatives
 - Potential outsourcing of Human Resources
 - Strategic plan update
 - Construction Partnership Program

Consolidated Operating Budget Overview



| Section | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|---------|----------------|-------------------|----------------|
| Finance | \$5,626,036 | \$3,521,290 | \$5,064,112 |

- Finance Initiatives
 - Significant increase in Property Insurance
 - Traffic and revenue forecast study update completion
 - Figures above exclude Debt Service and CAMPO RIF contribution

Consolidated Operating Budget Overview



| Section | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|------------|----------------|-------------------|----------------|
| Operations | \$21,847,786 | \$18,720,433 | \$23,433,274 |

- Operations Initiatives
 - HERO services added to 183S and 290E
 - New staff person to manage Habitual Violator Program
 - Expanded Travis County constable roadway enforcement to 45SW
 - Increase in transactions – higher tag collection fees and image review
 - Pay By Mail and Prepaid Toll Methods procurement expenses moved from capital budget to operating budget

Consolidated Operating Budget Overview



| Section | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|----------------|----------------|-------------------|----------------|
| Communications | \$2,538,941 | \$2,340,118 | \$3,042,967 |

- Communications Initiatives
 - Added communication and marketing initiatives
 - Payment options/tag benefits campaign
 - Increased media planning and placement
 - Increased TV, radio, print and digital production

Consolidated Operating Budget Overview



| Section | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|------------------------|----------------|-------------------|----------------|
| Information Technology | \$13,074,493 | \$11,214,943 | \$13,167,432 |

- Information Technology Initiatives
 - Increase forecasted in Google Cloud services for Data Platform
 - Actions to 'harden' toll equipment sites due to vandalism

Consolidated Operating Budget Overview



| Section | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|-------------|----------------|-------------------|----------------|
| Engineering | \$14,302,095 | \$12,569,097 | \$16,527,825 |

- Engineering Initiatives
 - CPI increase on roadway and landscape maintenance contract
 - Addition of 183A Phase III to maintenance contract
 - Construction oversight and auditing of projects by others in CTRMA ROW

Consolidated Operating Budget Overview



| Section | FY 2024 Budget | FY 2024 Projected | FY 2025 Budget |
|------------------------|----------------|-------------------|----------------|
| Administration/Legal | \$3,620,415 | \$2,133,262 | \$3,536,812 |
| Finance | \$5,626,036 | \$3,521,290 | \$5,064,112 |
| Operations | \$21,847,786 | \$18,720,433 | \$23,433,274 |
| Communications | \$2,538,941 | \$2,340,118 | \$3,042,967 |
| Information Technology | \$13,074,493 | \$11,214,943 | \$13,167,432 |
| Engineering | \$14,302,095 | \$12,569,097 | \$16,527,825 |
| TOTAL | \$61,009,766 | \$50,499,143 | \$64,772,422 |

FY25 Capital Budget – System (Priority 1)



- Does not impact debt service coverage calculations – expensed from available cash flow after payment of debt service
- Does not include carryover funds from FY24 capital budget; carryover funds are included in a capital reserve to provide for project completion
- Capital Budget: ~\$9.3MM
 - » Includes - data platform enhancements; future headquarters technology; CTRMA app development; TIM Center equipment and technology; data platform trip aggregation; maintenance yard site acquisition; existing maintenance yard improvements; roadside hardening of toll equipment sites
- Renewal & Replacement: ~\$6.9MM
 - » Metal beam guard fence upgrade and Parmer Lane wall repairs – 290E
 - » Toll system replacement – multiple roadways
 - » Safety improvements – multiple roadways
 - » Slab stabilization – 290E and 183S
- Capital Improvement Projects: ~\$10.5MM
 - » Preliminary work on potential future additions to the System (MoPac South, 290E Phase IV, 183A Added Capacity)

FY25 Draft Capital Budget – MoPac (Priority 1)



- Renewal and Replacement: ~ \$2.3MM
 - » **Delineators**
 - » **Dynamic message signs**



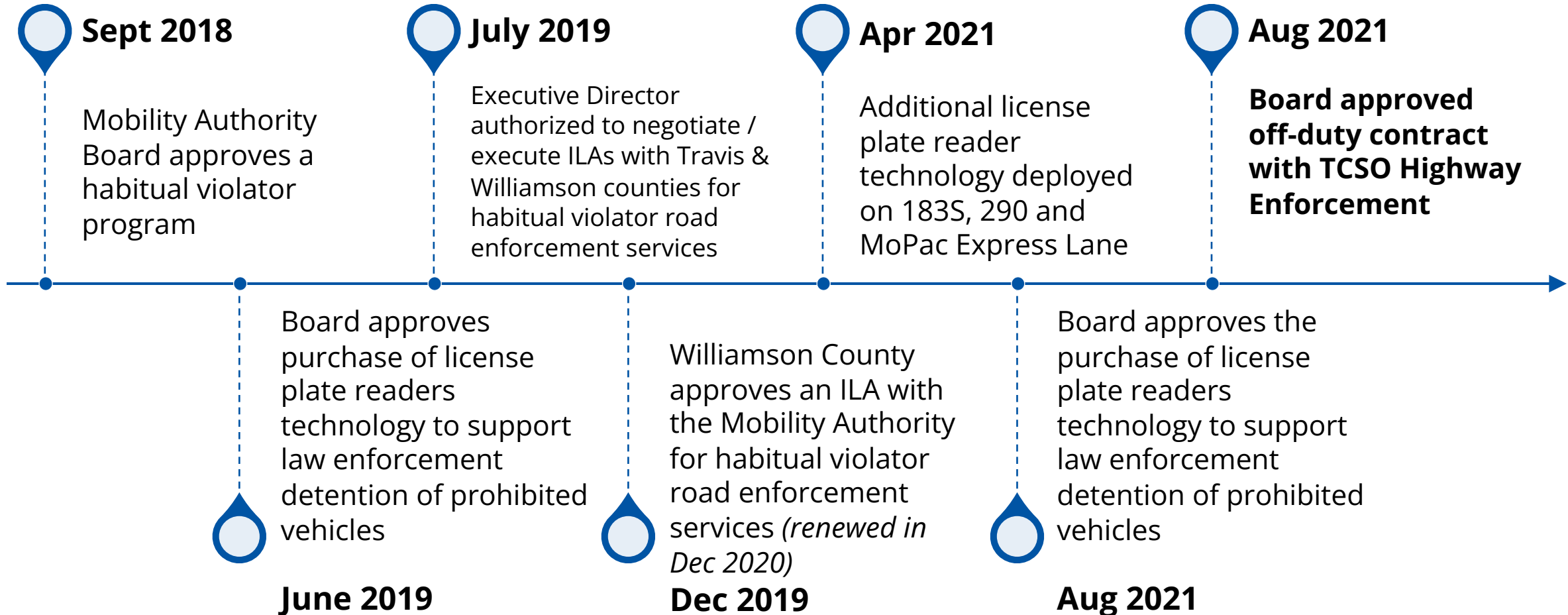
AGENDA

ITEM #8

Tracie Brown
Director of Operations

Discuss and consider approving an agreement with the Travis County Sheriff's Office for roadside enforcement services in support of **the Authority's habitual violator program**

Action Background



TCSO Enforcement Results



- Total payments collected from habitual violators through April 2024 this fiscal year total almost \$15M, a 15% improvement over this period last fiscal year
- Since enforcement began in November 2021, deputies from Travis County Sheriff's Office's (TCSO) Highway Enforcement unit have performed over 7,400 stops for violation of the Board's habitual violator prohibition orders
 - » **Several arrests have been made for felony warrants**
- Independent analysis of the habitual violator program indicates that the registration renewal block and vehicle prohibition enforcement remedies have had the most impact on customer payment behavior
 - » **In addition, usage of the Mobility Authority's toll facilities by habitual violator customers is dramatically reduced following these enforcement steps**

TCSO Agreement Overview



- Contracts for prohibited vehicle enforcement services via TCSO's second employment application
 - » **Contract terminates after six months; execution of a new agreement is required for continued services**
 - » **Hourly rate for TCSO deputies is \$85/hour (min 4 hours)**
 - » **Agreement may be terminated with 24-hour notice**
- Services include on-road habitual violator enforcement for all CTRMA toll facilities within Travis County boundaries (*290 Toll, 71 Toll, 45SW Toll, 183 Toll, and MoPac North Express Lane*)
- Agreement also provides a "donation" to Travis County for use of county vehicles at the rate of \$20/hour
- The total cost of the TCSO agreement is budgeted at \$450,000 for FY25 which covers the program expansion to the 45SW Toll

Recommendation



- Staff recommends the Board approve the agreements with the Travis County Sheriff's Office for habitual violator road enforcement services



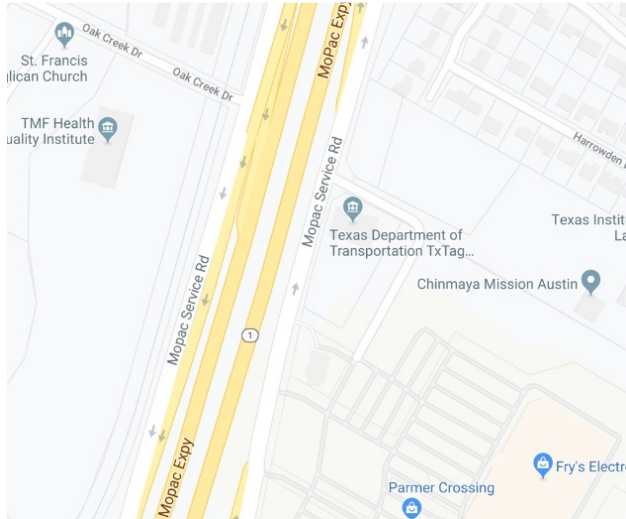
AGENDA

ITEM #9

Tracie Brown
Director of Operations

Discuss and consider approving an interlocal agreement with the Texas Department of Transportation to co-locate **personnel at TxTag customer service centers**

Interlocal Agreement Overview



» TxDOT and Mobility Authority contracted staff are co-located at the TxTag Customer Service Centers (CSCs) for the purpose of providing walk-up services to allow their respective customers to resolve TxTag and Mobility Authority toll payments and inquiries in one location



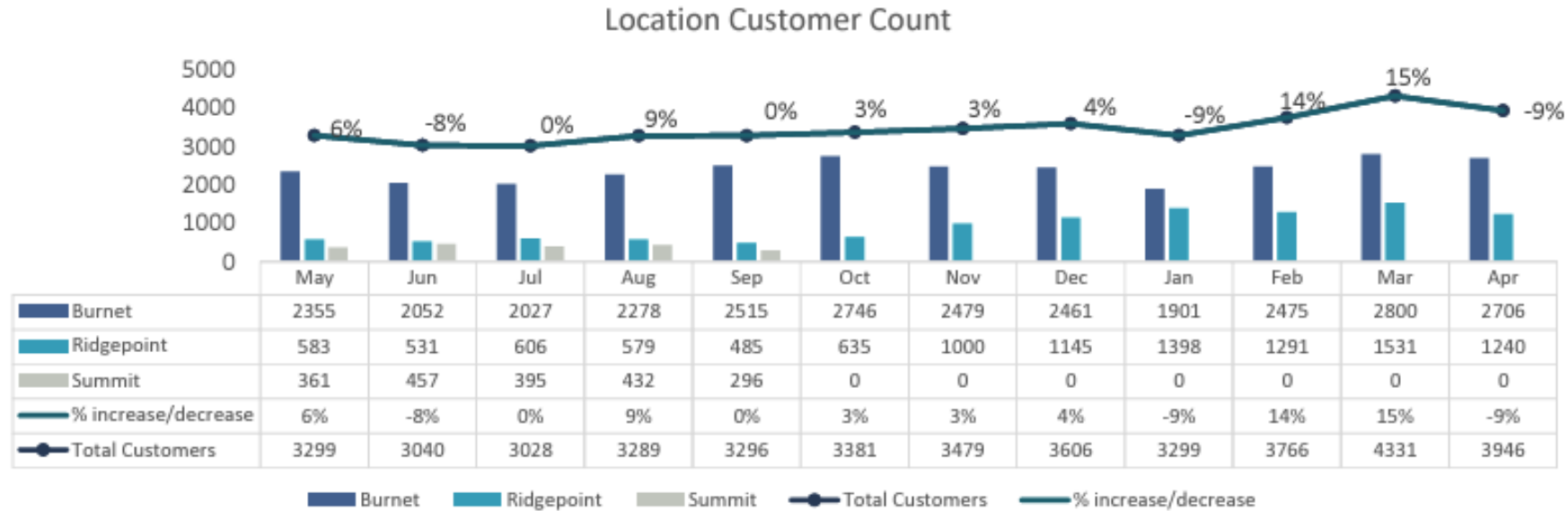
» The TxTag CSCs are open Monday - Friday from 7a-7p and Saturday from 9a-2p

» There is no direct cost to the Mobility Authority for this partnership; ViaPlus provides staff and equipment through their agreement with the Mobility Authority

CTRMA Storefront Activity Summary



OPERATIONAL PERFORMANCE - STOREFRONT



- Through April 2024 CTRMA averaged 3,500 walk-in customers each month
 - Most of these visits were to the Burnet Road location
 - Visits to the Ridgepoint location increased by 300% during the same period
 - Habitual Violator customer visits account for ~5% of the monthly walk-in activity

Expanding Walk-in Customer Opportunities



- Added CTRMA's logo to TxTag Customer Service Center signs for easier identification of service locations
- Discussing possible co-location at the Texas Department of Public Safety's Pflugerville Mega Center
- Internally discussing the establishment of a walk-in payment center at CTRMA's future headquarters

Staff Recommendation



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



AGENDA ITEM #10

Cory Bluhm
Asst. Director of IT & Toll Systems

Discuss and consider approving a contract with Carahsoft Technology Corporation for video streaming and related software and services for Mobility Authority Board meetings

Streaming Services Overview



- The Mobility Authority utilizes software subscriptions and services to stream Board meetings. These subscriptions allow streaming of up to 15 meetings per year and include high quality video, live captioning, and transcripts of meetings.
- The Mobility Authority's current commitment expires on June 30, 2024.

History



- In 2015 the Mobility Authority contracted with Swagit Productions, LLC (Swagit).
 - » **\$5,235 for EASE™ streaming software and installation**
 - » **\$22,647 for broadcast system hardware/software and installation**
 - » **\$750 per month for on-demand streaming, live video streaming and remote switching for up to 15 meetings/year**
 - » **Per the original agreement, the contract has renewed annually**

| FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 |
|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| \$36,702 | \$8,820 | \$8,820 | \$8,820 | \$8,895 | \$8,820 | \$8,820 | \$8,820 | \$8,820 |

Procurement



- The initial agreement with Swagit (purchased by Granicus, Inc. in 2022) will be transitioned to a Texas Department of Information (DIR) contract with Carahsoft Technology Corp. (Carahsoft).
- The current request seeks to execute a new one-year agreement through DIR contract DIR-TSO-4288.

| <i>Solution</i> | Description |
|------------------------|--|
| <i>Avior™</i> | AVIOR™ 15 Managed Service SaaS: Remote Switching for up to 15 meetings per year. |
| <i>EASE™</i> | EASE™ 15 Managed Service SaaS: Up To 15 Indexed Meetings per year (EASE™) - Includes Media On- Demand, 24/7 LIVE Stream and up to 120 hours of additional specialty content per year (No staff involvement— Hands Free). |

Budget Overview



| Description | Unit Cost | Unit | Total |
|---------------------------------------|-------------|--------|--------------------|
| Avior™ 15 (FY 2025) | \$10,182.62 | 1 year | \$10,182.62 |
| EASE™ 15 (FY 2025) | \$0.00 | 1 year | \$0.00 |
| Subtotal | | | \$10,182.62 |
| Contingency | | | \$817.68 |
| Contract Not to Exceed Amount: | | | \$11,000.00 |

Recommendation



- Staff recommends executing a DIR agreement with Carahsoft to provide Avior™ and EASE™ software packages and related services.
 - » **Not to Exceed Amount: \$11,000**
 - » **Funding Source**
 - Operating Budget
 - » **Term: 1 year**
 - July 1, 2024 – June 30, 2025



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

BRIEFINGS & REPORTS



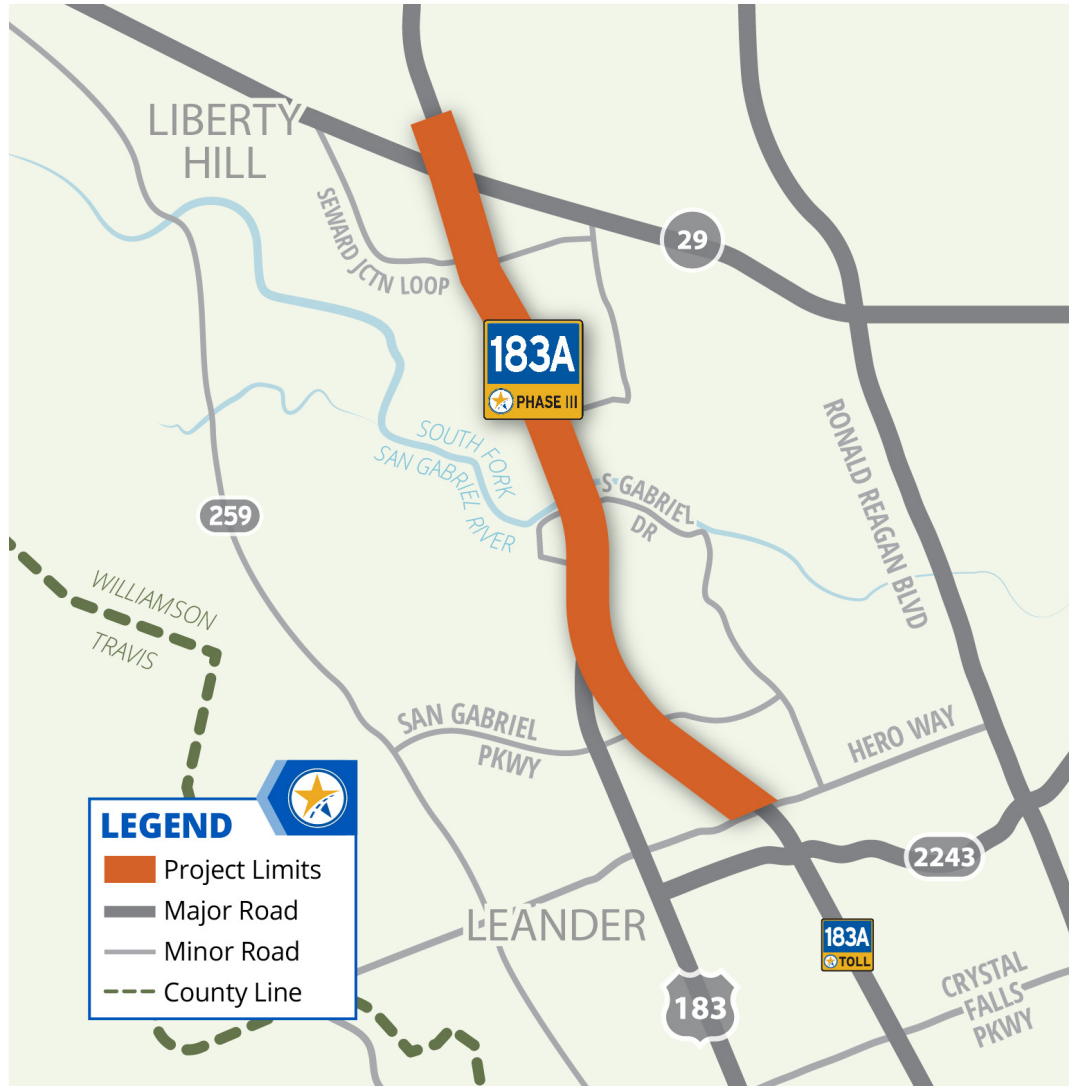
AGENDA ITEM #11A-B

Mike Sexton, P.E.
Director of Engineering

Project Updates

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

183A PHASE III PROJECT

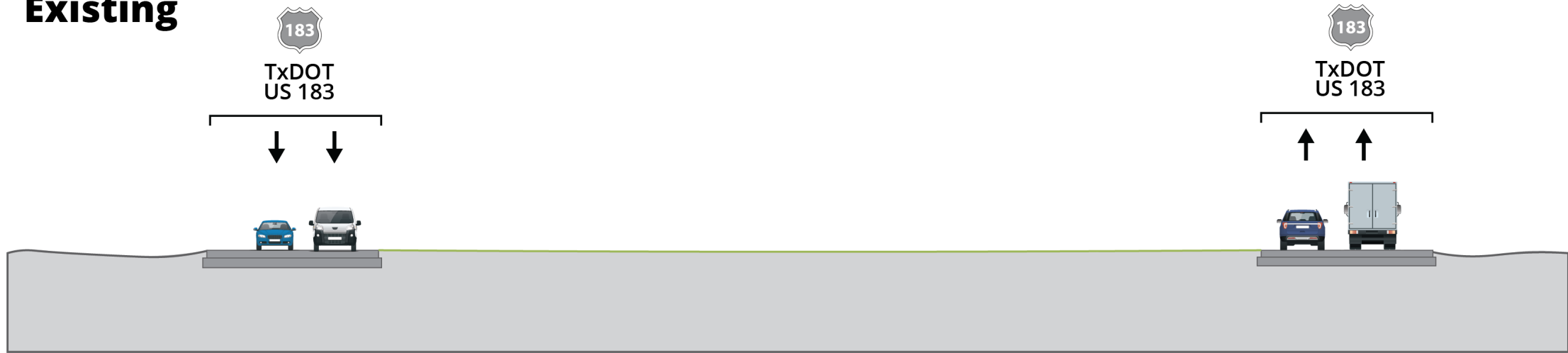


- **Project Description:** The project includes a 5.3-mile extension of the existing 10-mile 183A Toll Road to the north
- **Limits:** Hero Way to north of SH 29
- **Total Project Cost:** \$259M
- **Construction Cost:** \$175M
- **Notice to Proceed:** 3/28/2021
- **Open to Tolling:** Early 2025

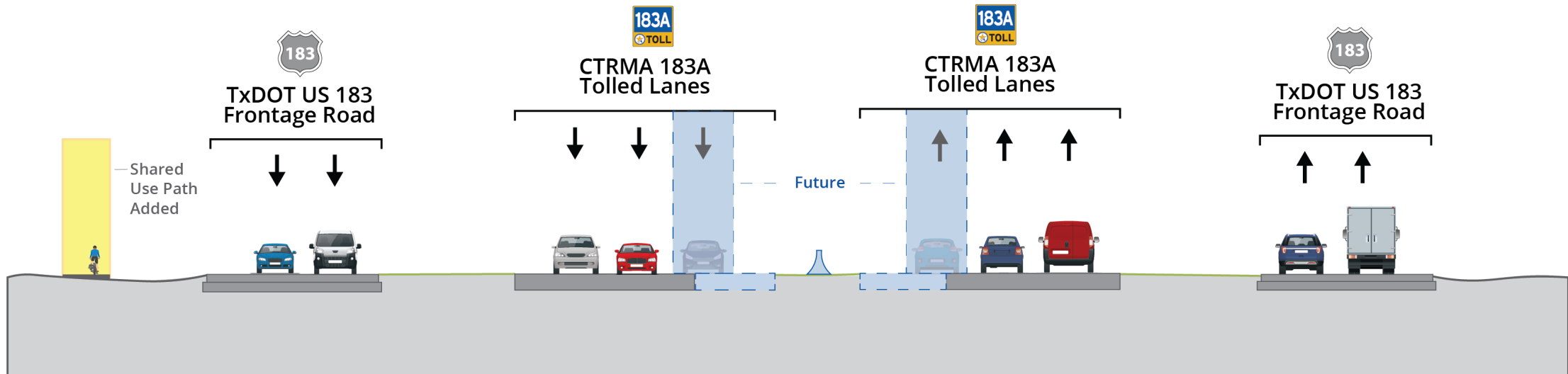
183A PHASE III PROJECT



Existing



Under Construction



PROJECT FINANCIALS



| | | |
|---|-----------|-------------------------|
| Original Contract Amount: | \$ | 175,695,656.17 |
| Authorized Changes (Change Order and Amendments) | | |
| Previous Periods: | \$ | 3,712,686.78 |
| This Period: | \$ | 0 |
| Current Authorized Contract Amount: | \$ | 179,408,342.95 |
| Draw Requests 1 – 37 (Jan. 2021 through Feb. 2024) | \$ | (120,654,711.81) |
| Draw Request 38 (March 2024) | \$ | (4,118,983.71) |
| Draw Request 39 (April 2024) | \$ | (4,232,171.04) |
| Draw Request 40 (May 2024) | \$ | *(3,128,132.05) |
| | | |
| Total Amount Earned to Date: | \$ | (132,133,998.61) |
| Amount remaining for work to be completed: | \$ | 47,274,344.34 |
| Total Percentage of Budget Expended through May 2024: | | 73.7% |

Notes:

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

*Pending CTRMA Acceptance

CONSTRUCTION ACTIVITIES: S. of San Gabriel Pkwy.



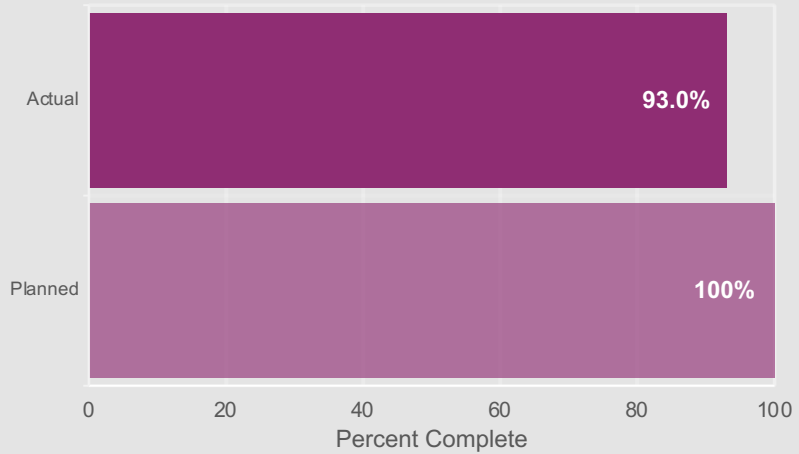
June 2024



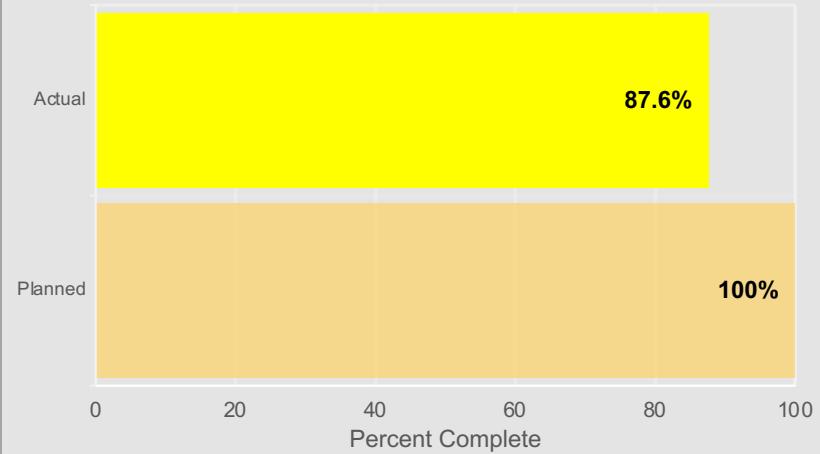
CONTRACT METRICS



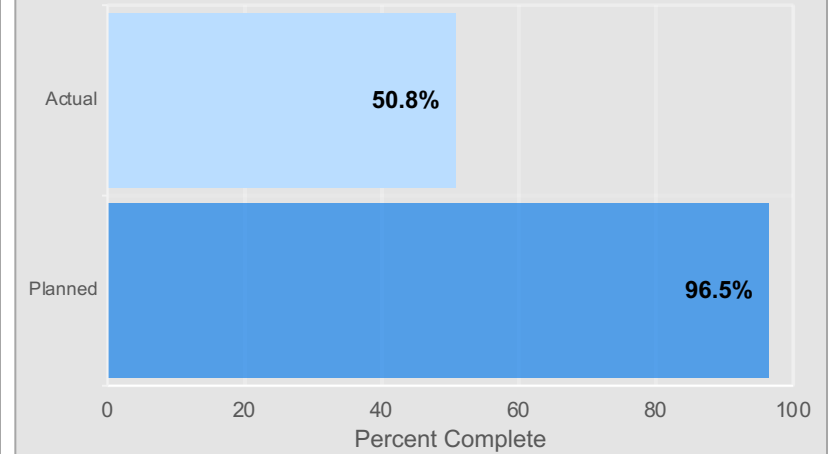
Earthwork – Roadway Excavation



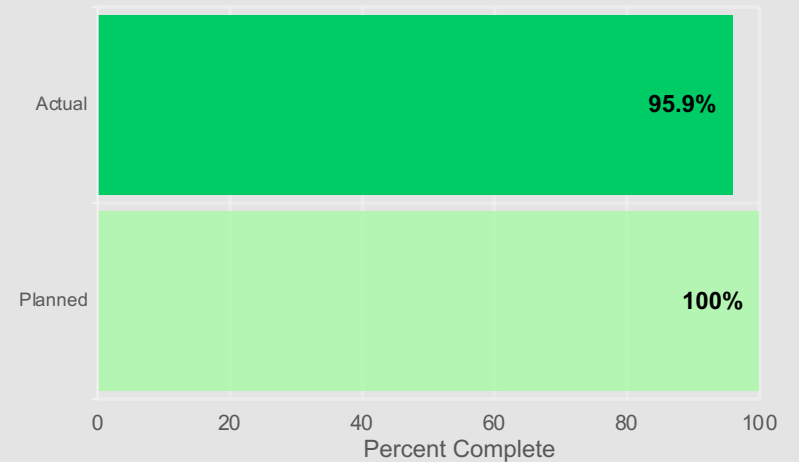
Earthwork – Roadway Embankment



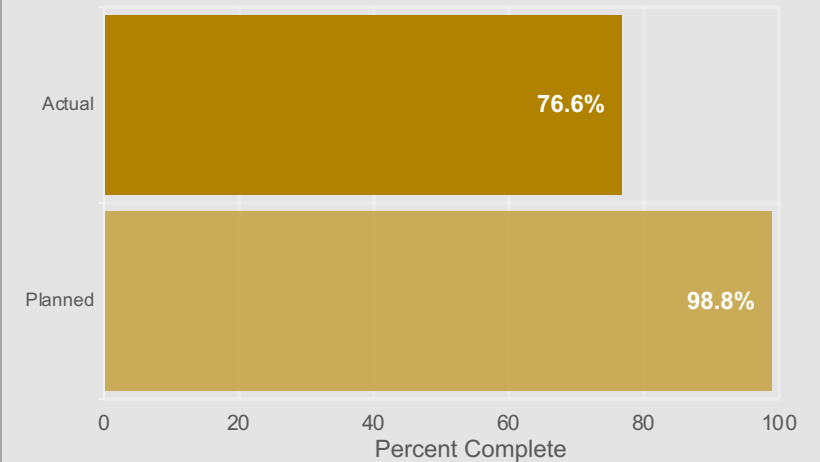
Mainlane Paving



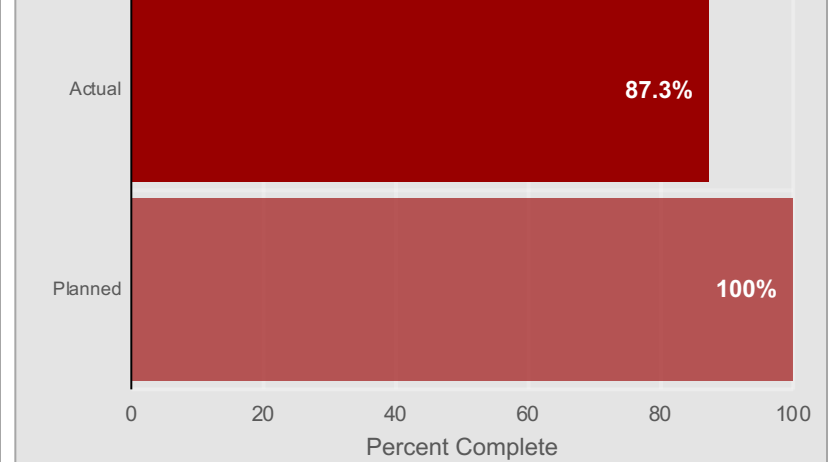
Bridge Beams



Bridge Decks



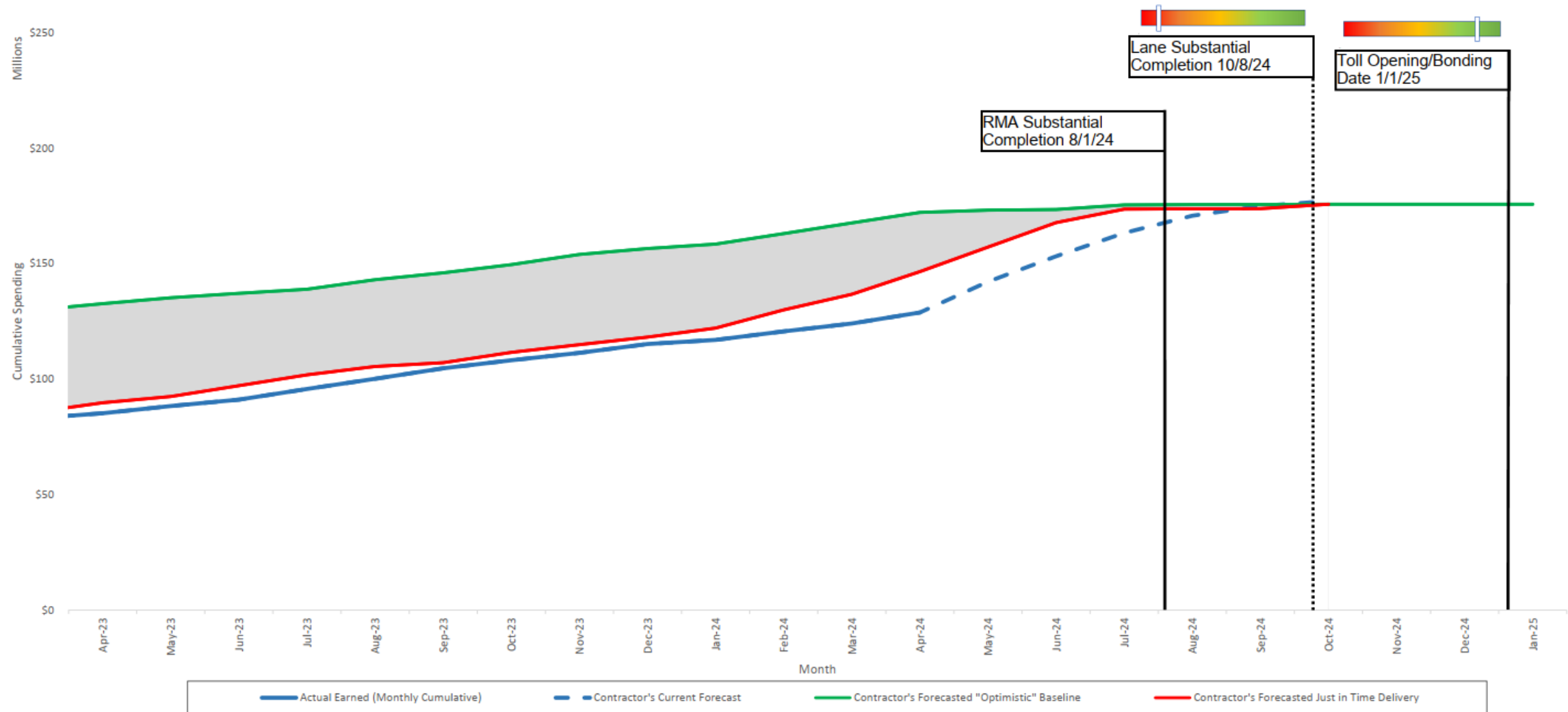
Roadway Retaining Walls



CONTRACT METRICS (cont.)



- Contractor Projected Earnings vs. Actual





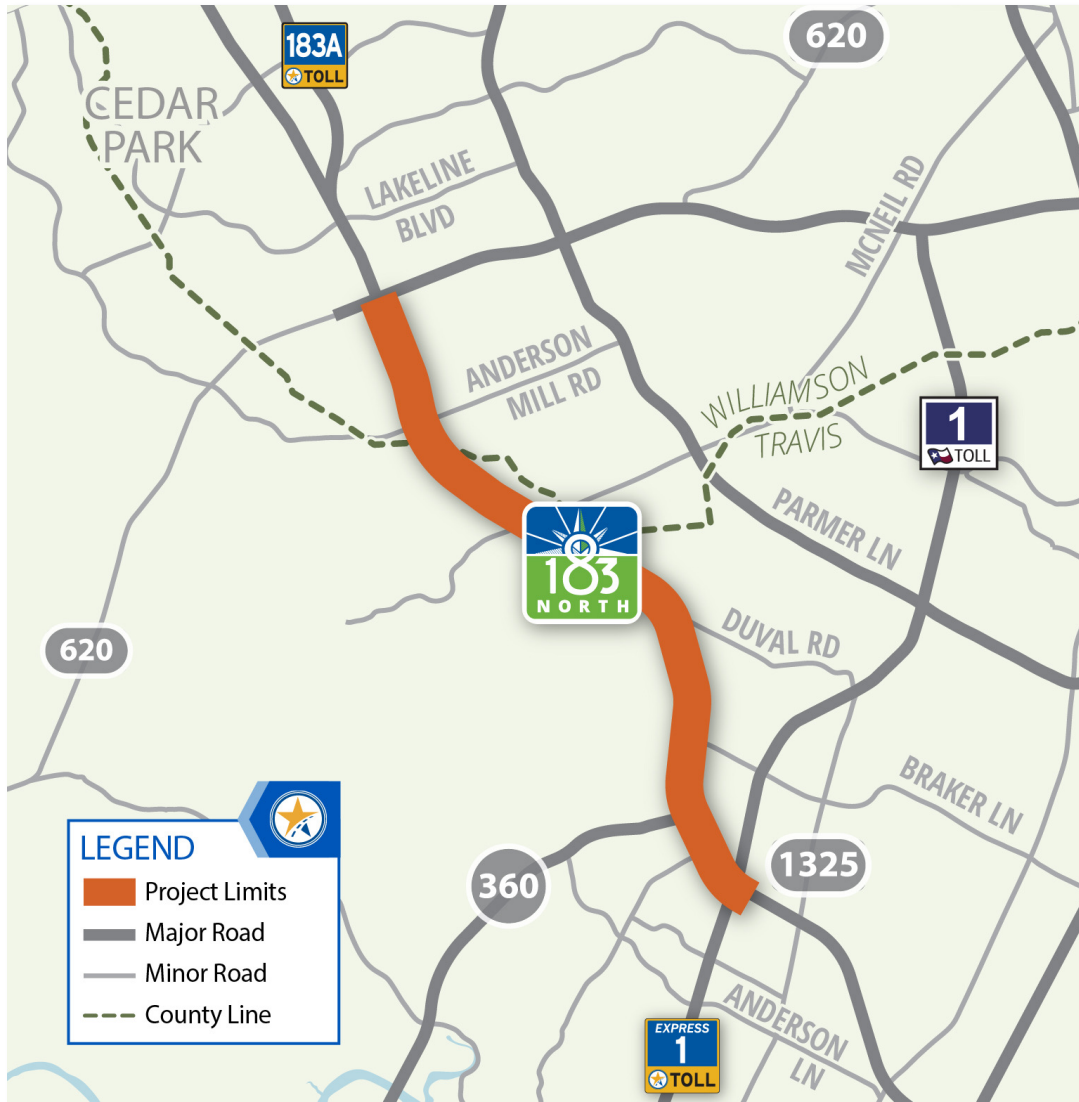
AGENDA ITEM #11A-B

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

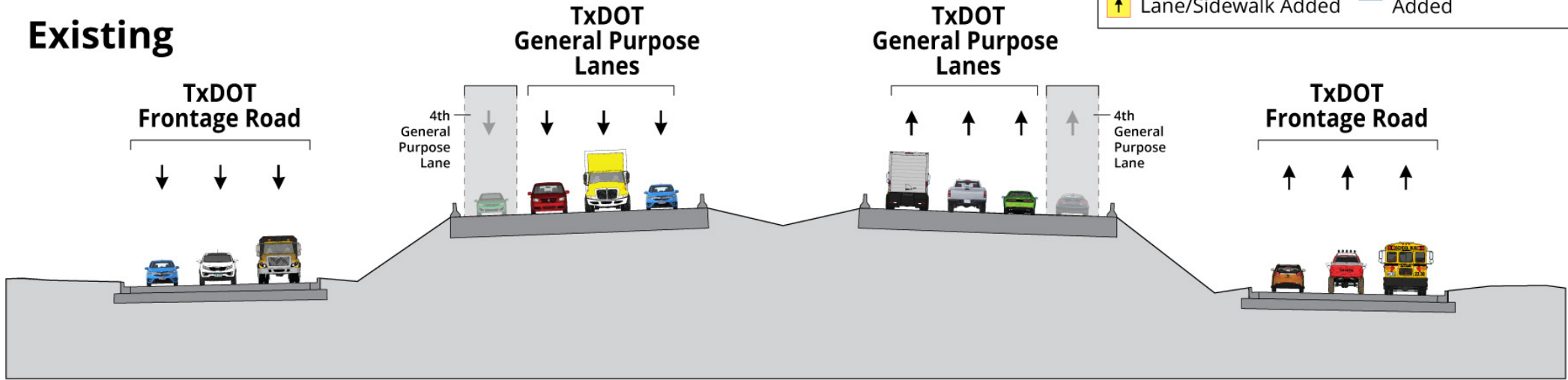
183 NORTH MOBILITY PROJECT



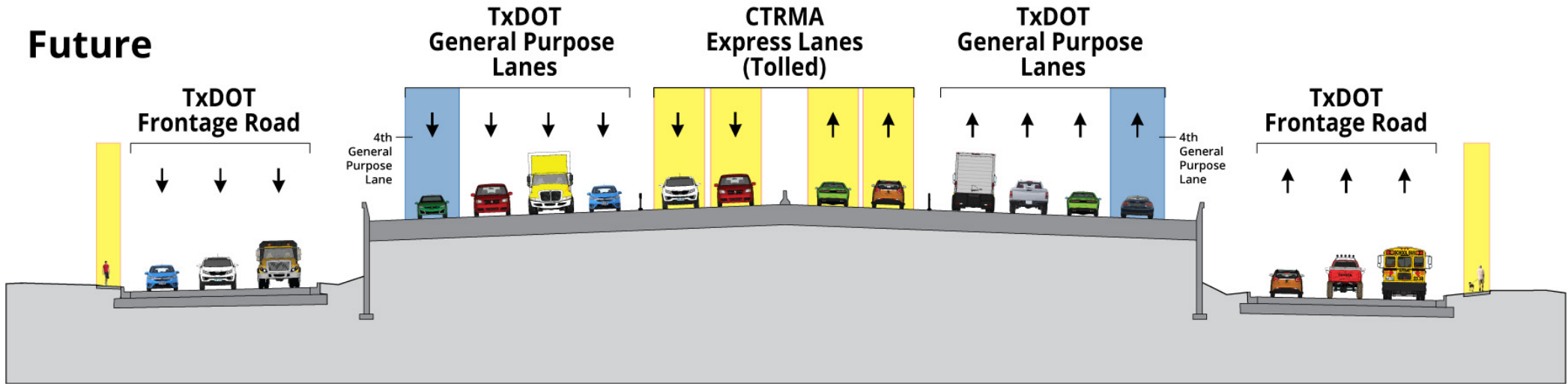
Legend

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

Existing



Future



PROJECT FINANCIALS

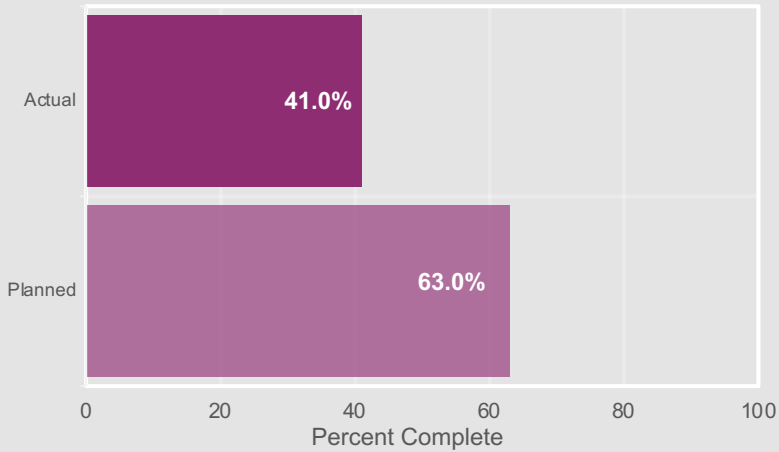


| | | |
|--|-----------|--------------------------|
| Original Contract Amount: | \$ | 477,149,654.00 |
| Authorized Changes (Change Order and Amendments) | | |
| Previous Periods: | \$ | 17,383,220.78 |
| This Period: | \$ | 86,571.89 |
| Current Authorized Contract Amount: | \$ | 494,619,446.67 |
| Draw Requests 1 – 32 (Apr 2021 through Nov 2023) | \$ | (221,864,922.44) |
| Draw Request 33 (Dec 2023) | \$ | (9,452,799.73) |
| Draw Request 34 (Jan 2024) | \$ | (5,261,177.26) |
| Draw Request 35 (Feb 2024) | \$ | (7,871,438.34) |
| Draw Request 36 (Mar 2024) | \$ | (10,988,708.14) |
| Draw Request 37 (Apr 2024) | \$ | (11,862,120.08) |
| Total Amount Earned to Date: | \$ | (2,67,301,165.99) |
| Amount remaining for work to be completed: | \$ | 227,318,280.68 |
| Total Percent of Budget Expended through April 2024: | | 54.0% |

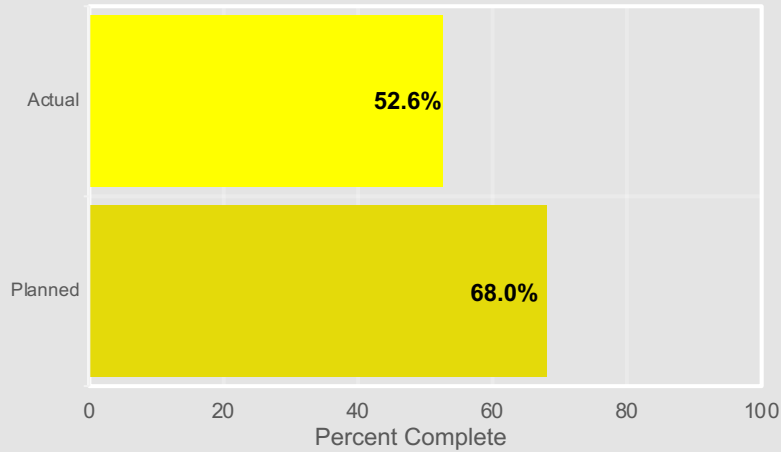
CONTRACT METRICS



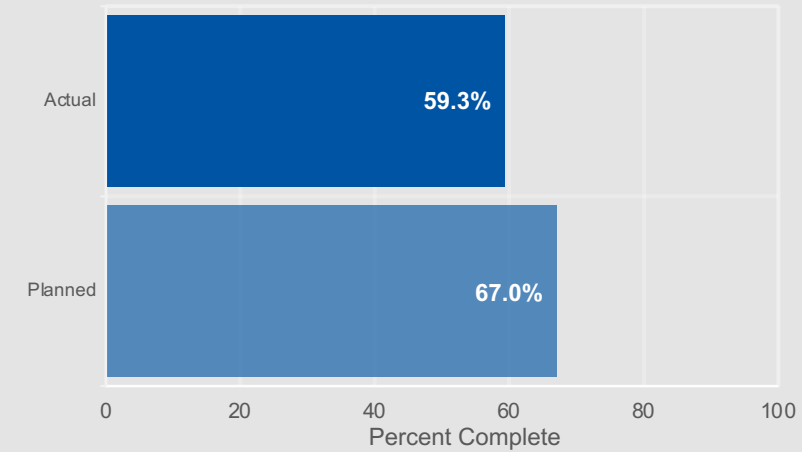
Drainage



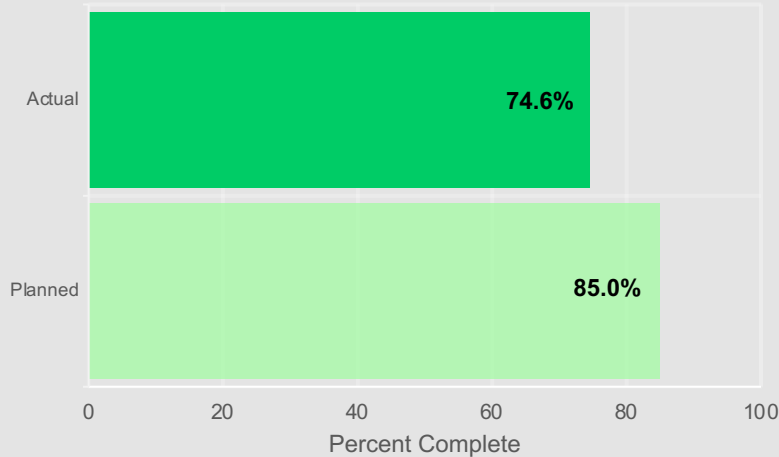
Pavement



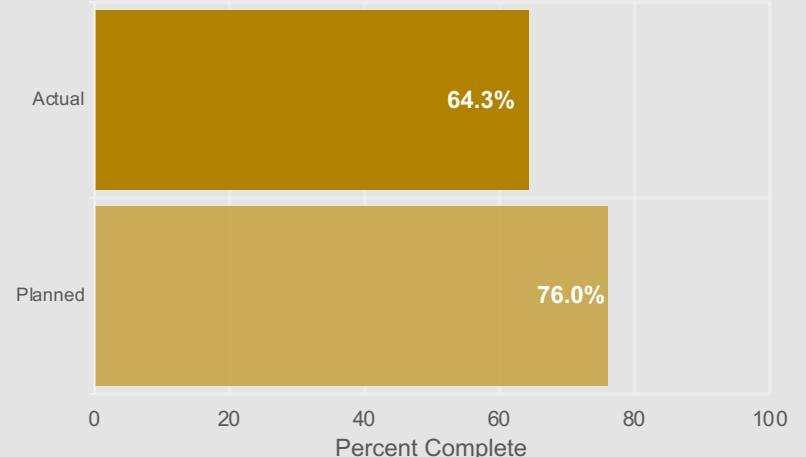
Drilled Shafts



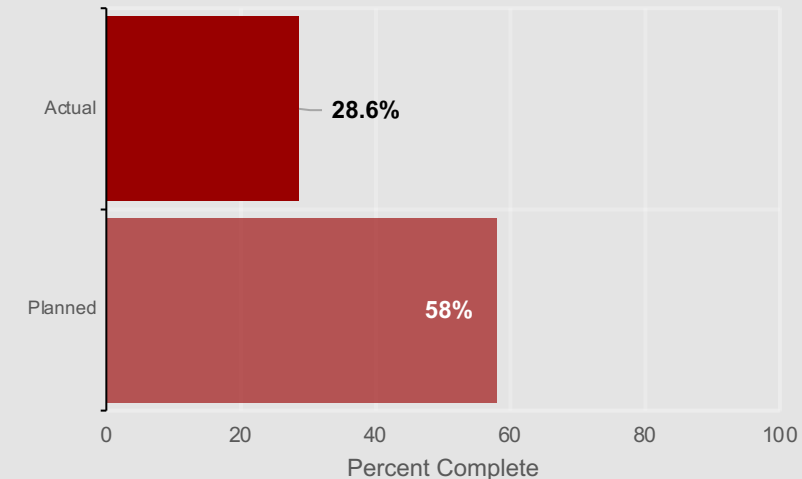
Bridge Columns



Bridge Caps



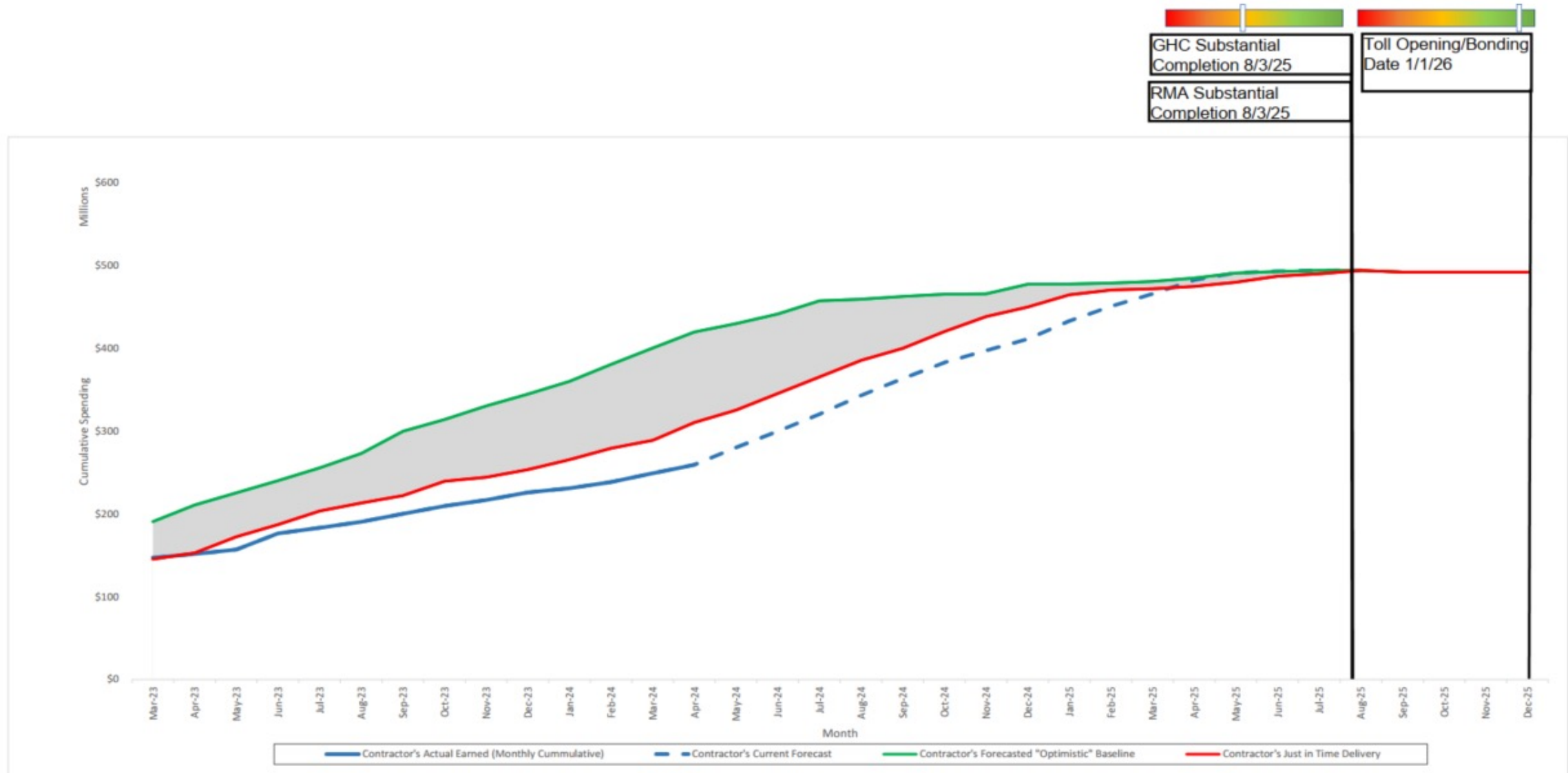
Retaining Walls



183 NORTH PROJECT



- Contractor Projected Earnings vs. Actual





CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

EXECUTIVE DIRECTOR REPORT



AGENDA ITEM #12A-B

James M. Bass
Executive Director

Executive Director Report

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

Recent agency staff activities



Austin REAL Professionals Network
Cedar Park Chamber
Interagency Meetings
Round Rock Chamber
WTS Luncheon
Construction Partnership Program
OA Infrastructure Council
IBTTA Finance & Road User Charging
National/Texas Passenger Rail Briefing
CTTMS Development
PI outreach for 183N and 183A Phase III

CUSIOP 3rd-Party Subcommittee
CUSIOP/SEIOP Checkpoints
CUSIOP Fee and Cost Sharing
CUSIOP Technical Meeting
CUSIOP Communications Meeting
National Toll Interoperability
MoPac South Technical Working Groups
CAMPO Regional Transportation Call
Fatality Crash Review
Customer Appreciation Activities
CPP Development Meetings



AGENDA ITEM #12A-B

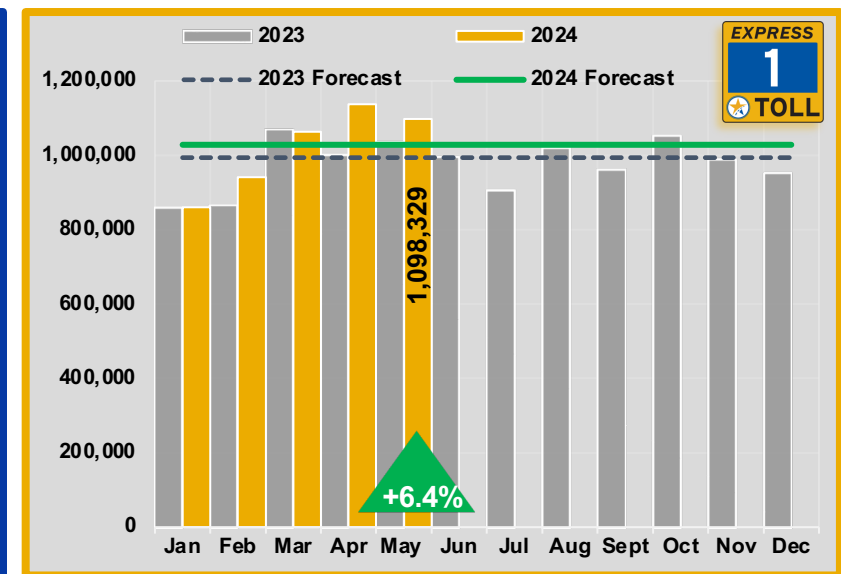
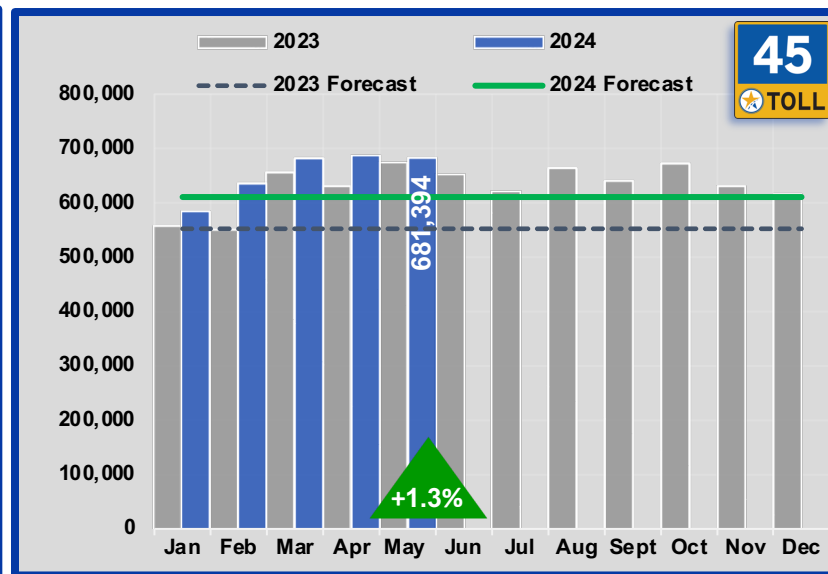
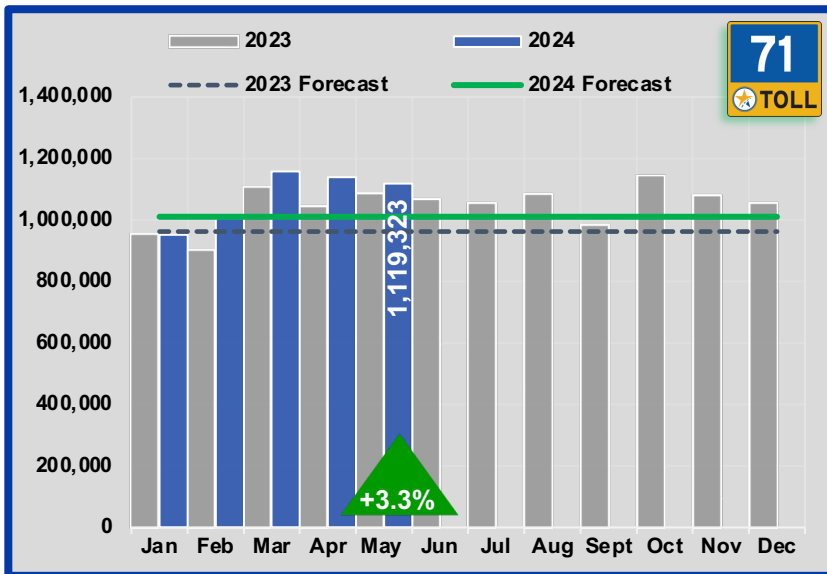
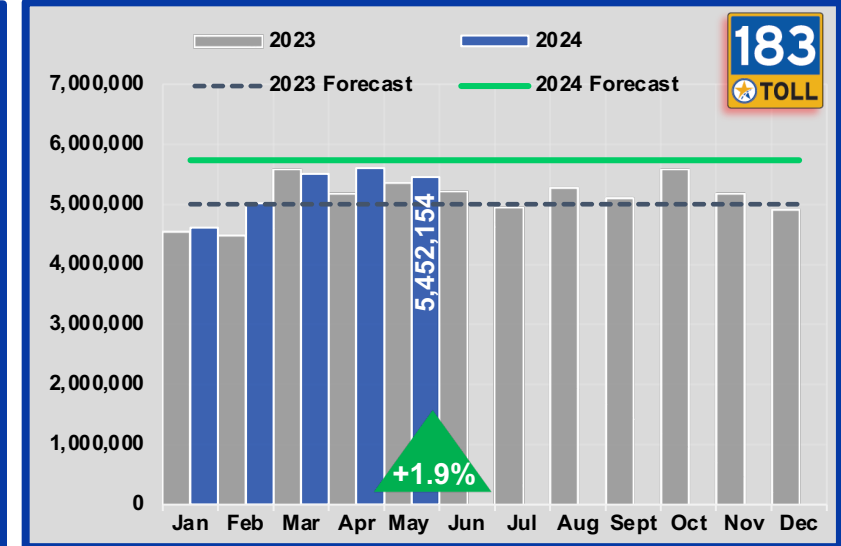
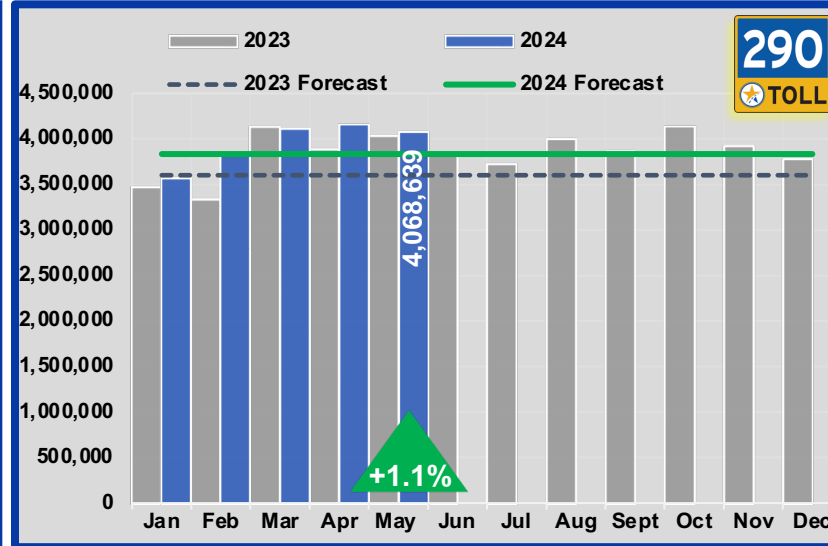
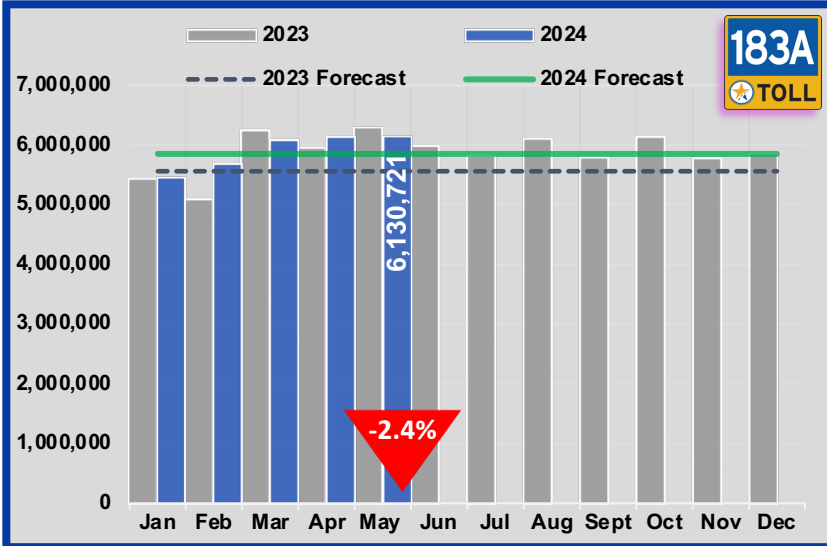
James M. Bass
Executive Director

Executive Director Report

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

Monthly Transaction Trend by Roadway

(Percent Change Over May 2023)

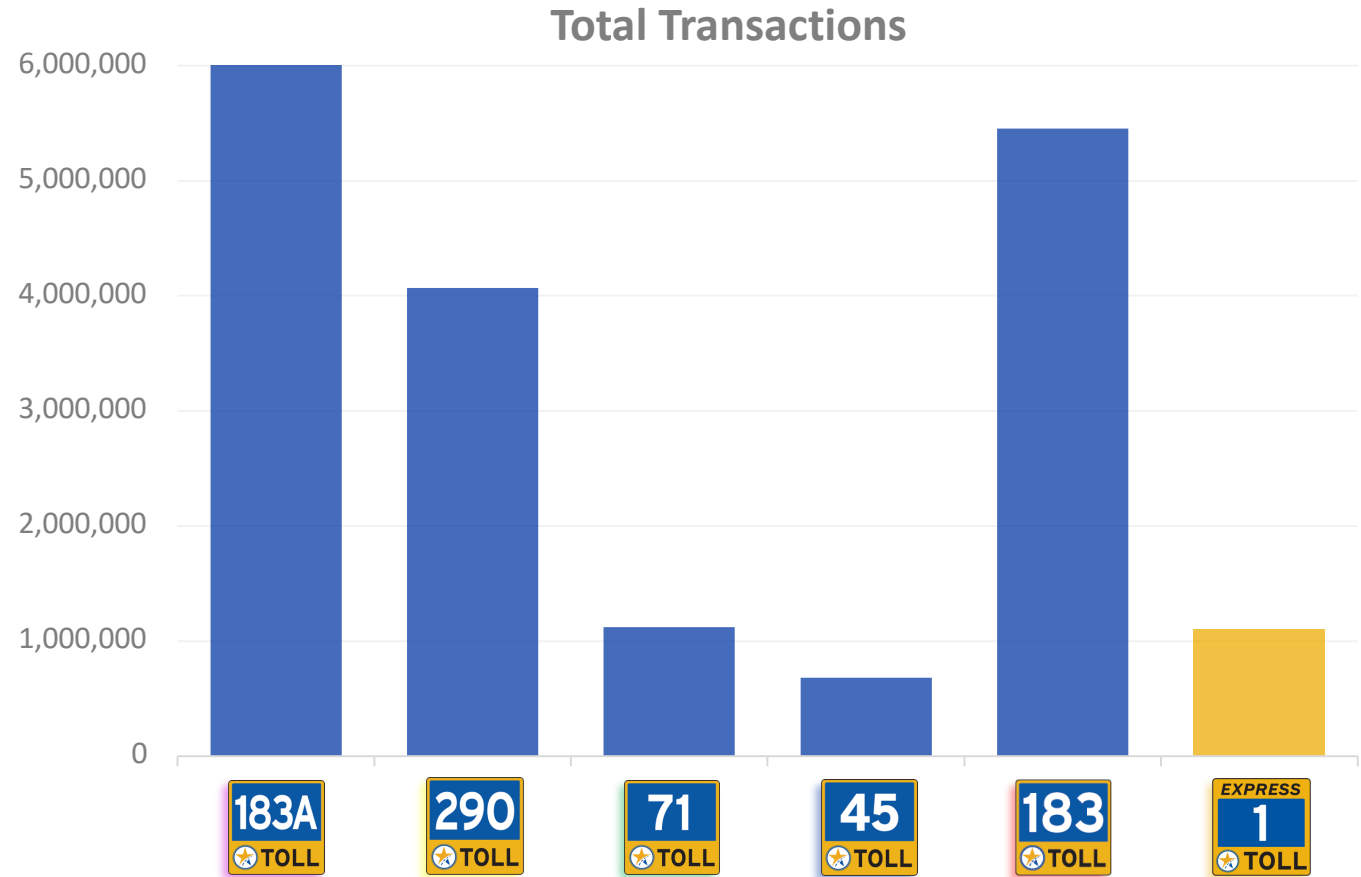


Transactions and Pre-Paid Penetration

May 2024



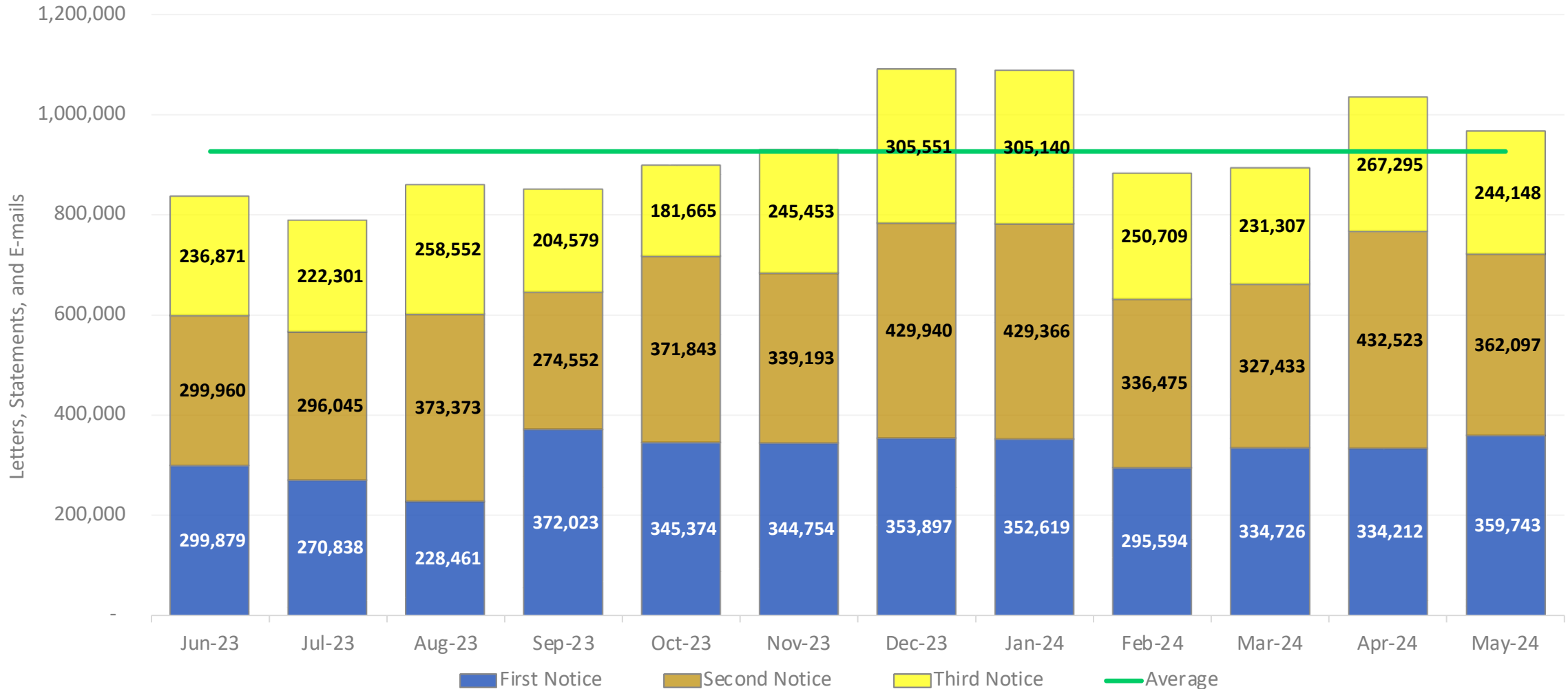
| Roadway | Total Pre-paid Penetration % |
|------------|------------------------------|
| 183A Toll | 63.34% |
| 290 Toll | 55.05% |
| 71 Toll | 58.54% |
| 45SW Toll | 64.82% |
| 183S Toll | 53.44% |
| MoPac | 61.37% |
| ALL | 58.21% |



CTRMA Invoicing Trends (Past Year)



Monthly Invoicing





CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

EXECUTIVE SESSION



EXECUTIVE SESSION

ITEMS #13-16

13. 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).
14. 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).
15. 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).
16. Discuss personnel matters as authorized by §551.074 (Personnel Matters).



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

REGULAR ITEMS



AGENDA ITEM #17

James M. Bass
Executive Director

Discuss and consider authorizing the Executive Director to negotiate and execute a Purchase and Sale Agreement for a new headquarters building and to take other related actions with approval from the CTRMA Executive Committee



AGENDA ITEM #18

James M. Bass
Executive Director

Discuss and consider amending the
Mobility Policy Code § 101.038
authorizing the Executive Director
to negotiate and execute certain
**settlement claims by or against the
Mobility Authority**



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

REGULAR MEETING OF THE

BOARD OF DIRECTORS

ADJOURN MEETING #19

June 26, 2024