



August 27, 2025 AGENDA ITEM #2

Approve the minutes from the
June 13, 2025 Board Workshop, the
June 25, 2025 Regular Board Meeting
and the August 4, 2025 Special Called
Board Meeting

Strategic Plan Relevance:	Service
Department:	Legal
Contact:	Geoff Petrov, General Counsel
Associated Costs:	N/A
Funding Source:	N/A
Action Requested:	Consider and act on motion to approve minutes

Description/Background: Approve the attached draft minutes for the June 13, 2025 Board Workshop, the June 25, 2025 Regular Board Meeting and the August 4, 2025 Special Called Board Meeting.

Backup provided: Draft June 13, 2025 Board Workshop, the June 25, 2025 Regular Board Meeting and the August 4, 2025 Special Called Board Meeting minutes.

MINUTES
Workshop of the Board of the Board of Directors of the
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Friday, June 13, 2025
9:00 a.m.

This was an in-person meeting. Notice of the meeting was posted June 10, 2025, online on the website of the Mobility Authority and in the Mobility Authority's office lobby at 3300 N. Interstate 35, #300, Austin, Texas 78705-1849. Vice Chair Nikelle Meade and Board Members Mike Doss, Heather Gaddes and Ben Thompson were present.

**An archived copy of the live-streamed audio of this
meeting is available at:**

<https://mobilityauthority.new.swagit.com/videos/345700>

Vice Chair Meade called the board workshop to order at 9:10 a.m. and had each Board Member state their name for the record.

1. Welcome and opportunity for public comment.

Tom Wald, Executive Director of the Red Line Parkway Initiative provided comment.

Workshop presentations and discussions with no action

1. Draft FY 2026 Operating Budget.

Presentation by James M. Bass, Executive Director, Jose Hernandez, Chief Financial Officer, Tracie Brown, Director of Operations, Cory Bluhm, Assistant Director of IT & Toll Systems, Jori Liu, Director of Communications and Mike Sexton, P.E., Director of Engineering.

2. Draft FY 2026 – FY 2030 Five Year Capital Plan.

Presentation by James M. Bass, Executive Director and Jose Hernandez, Chief Financial Officer.

2. Closing comments and feedback.

Board members provided feedback.

3. Adjourn.

After confirming that no member of the public wished to address the Board, Vice Chair Meade declared the meeting adjourned at 11:18 a.m.



604 W 11th St.
Austin, TX 78701-2007
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June 11, 2025

James Bass
CTRMA Executive Director
3300 N IH-35, Suite 300
Austin, TX 78705

Re: CTRMA FY26 budget request for Red Line Parkway Community Vision & Implementation Strategy

On behalf of the Austin Outside coalition, I am writing to express our enthusiastic support for the Red Line Parkway Initiative's request in CTRMA's FY26 budget for a \$500,000 local match. This match is for their submission to the 2025 TxDOT Transportation Alternatives Call for Projects for the Red Line Parkway Community Vision & Implementation Strategy.

We are grateful to the CTRMA board for previously including a \$5MM/year allocation for three years for partnership projects in their Strategic Plan. The Red Line Parkway will connect together most of the CTRMA Shared-Use Path system, so this \$500,000 budget proposal is a logical fit as part of the \$5MM/year allocation. Furthermore, the proposed project, the Red Line Parkway Community Vision & Implementation Strategy, is undergoing a competitive TxDOT TA process, and the CTRMA funding would unlock the federal funding at a 4:1 ratio, if it is approved by TxDOT.

The Red Line Parkway Initiative will use the requested funds to engage the community and local jurisdictions to develop a community vision for the 36-mile Red Line Parkway, define trail alignments, and complete a detailed phasing and funding plan for construction. This work builds on the recently completed CapMetro Red Line Trail Study, and provides local jurisdictions with actionable next steps for implementation on their area plans for the trail.

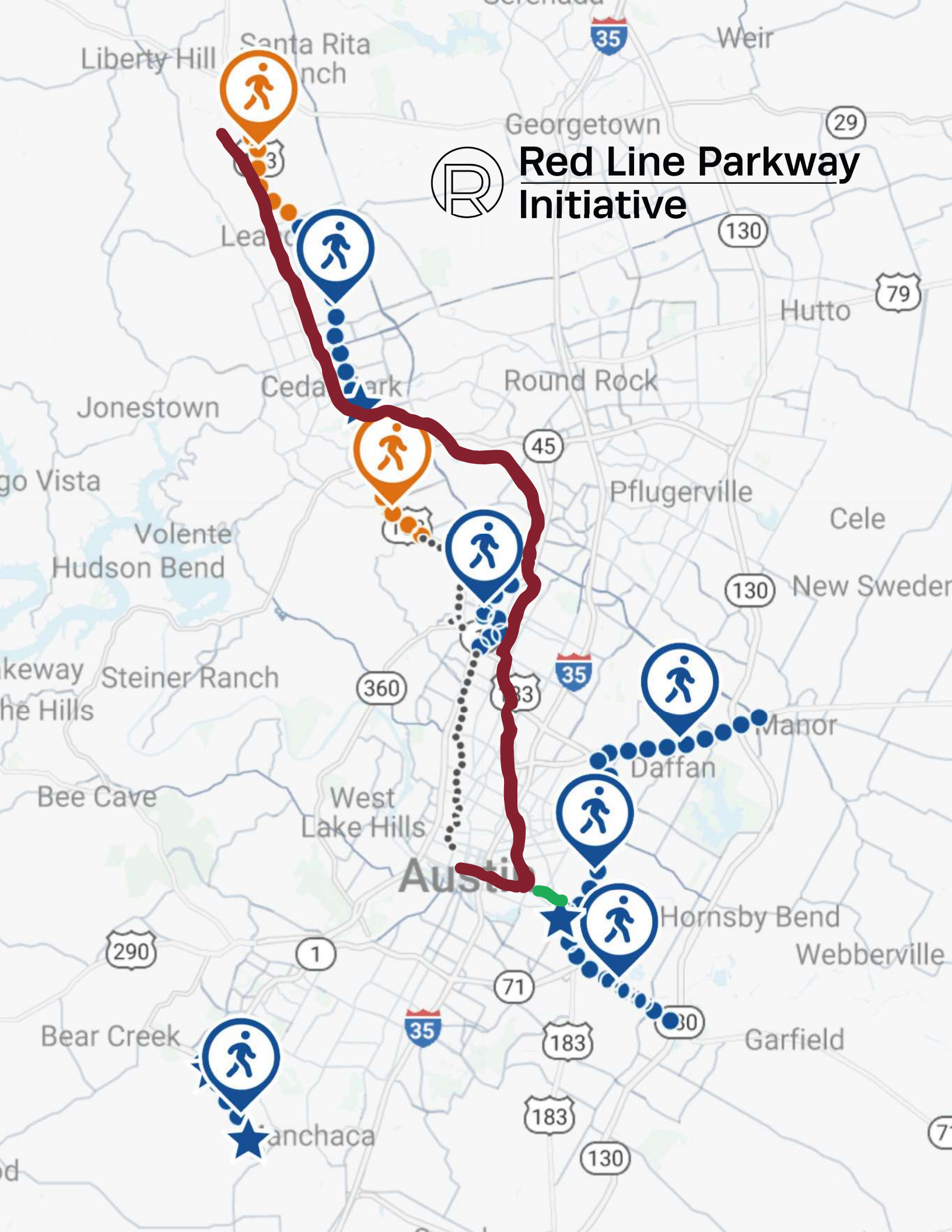
The Red Line Parkway will provide regional trail connectivity between Leander, Cedar Park, and Austin neighborhoods from Lakeline to Downtown. It will connect to all CapMetro Rail Red Line Stations and several other regional trails along the way. Connecting people via the Red Line Parkway to jobs, education, services, the outdoors, and each other will be very important as our region continues to grow. The Red Line Parkway will provide safe, affordable, and clean mobility, as well as economic development and health benefits.

Thank you for your consideration of funding this effort and for your ongoing work serving our region.

Thank you for your consideration.
Respectfully,
[Austin Outside Board](#) & [Members](#)

Kari Spiegelhalter, President & Co-Founder/Partner @ Mend Collaborative Landscape Architecture & Planning | **Drew Carman**, Vice-President & Director of Park Planning & Design @ RVi Planning + Landscape Architecture | **Ted Siff**, Treasurer & Principal @ Creating Common Ground/Co-Creator of Austin Outside | **Beth Larkin**, Secretary & Associate @ Lionheart | **Joanna Wolaver**, Past Board President & Executive Director @ Travis County Parks Foundation | **Melinda Chow**, Co-Executive Director @ Austin Youth River Watch | **Tom Wald**, Executive Director @ Red Line Parkway Initiative | **Charles Bergh**, Former Parks Director @ Travis County Parks | **Lyda Creus Molanphy**, President @ Connections Consulting

Red Line Parkway Initiative



Background on the *Red Line Parkway Community Vision & Implementation Strategy* Application for TxDOT TA Funding

Version: May 11th, 2025

Introduction

The Red Line Park Initiative is applying for federal Transportation Alternative (TA) funding via TxDOT (Texas Department of Transportation) for the Red Line Parkway Community Vision & Implementation Strategy. The Red Line Parkway Initiative will use the requested funds to engage the community and local jurisdictions to develop a community vision for the 36-mile [Red Line Parkway](#), define trail alignments, and complete a detailed phasing and funding plan for construction. This work builds on the recently completed CapMetro Red Line Trail Study, and provides local jurisdictions with actionable next steps for implementation on their area plans for the trail.

The Red Line Parkway will provide regional trail connectivity between Leander, Cedar Park, and Austin neighborhoods from Lakeline to Downtown. It will connect to all CapMetro Rail Red Line Stations and several other regional trails along the way. Connecting people via the Red Line Parkway to jobs, education, services, the outdoors, and each other will be very important as our region continues to grow. The Red Line Parkway will provide safe, affordable, and clean mobility, as well as economic development and health benefits.

We are currently working to finalize and submit our TxDOT TA application by mid-June. To ensure a successful application, we are seeking letters of support and a local funding match of \$500,000.

Local Support for Application

We have a letter of support from CapMetro for our TxDOT TA application, and are presently soliciting additional letters of support. We received letters of support for our December 2024 CAMPO TASA funding application for this project, including from CapMetro and City of Austin agency staff, and elected officials representing City of Austin, City of Leander, Williamson County, and Travis County. This planning project also has support from 2019 resolutions by Austin City Council and CapMetro Board.

Building on the CapMetro Red Line Trail Study

The Red Line Parkway implementation will be divided into three distinct phases:

- Phase I | Conceptual (Complete)
- Phase II | Implementation Strategy (This Phase)
- Phase III | Construction, Commissioning, and Segment Management

This grant application requests funding for Phase II to complete a detailed phasing plan and funding plan to construct needed improvements, new portions of trail, and strategies to leverage both private as well as public funding. Phase II builds upon the [2024 CapMetro Red Line Trail Study](#), Phase I, which provides an analysis of the corridor's railroad right-of-way for trail use and a procedure to apply for trail easements. Upon completion of Phase II, the Red Line Parkway Initiative (RLPI) will coordinate with local agencies, private developers, and public stakeholders to enter Phase III of the RLP implementation.

Project Scope of Work

The project scope of work is undergoing final edits, and will largely be the same as that submitted for the December 2024 CAMPO TASA call for funding. A draft version is available upon request. The draft outline is as follows:

- Task 1: Project Management
 - Task 2: Community Engagement
 - Task 3: Identify Alignment
 - Task 4: Partnership and Funding/Financing Strategy
 - Task 5: Develop Implementation Strategy
-

Additional Value of this Effort

As described above, this effort will engage the community and local jurisdictions to develop a community vision, define trail alignments, and complete a detailed phasing and funding plan for construction. This will help accelerate the completion of the Red Line Parkway, providing a shorter timeline than what can be fulfilled with existing partner resources.

Below is a non-exhaustive list of additional actions that will be fulfilled with this effort, but may not otherwise be fulfilled with existing partner resources:

Planning and coordination needs

- Solidifies requests for right-of-way from CapMetro for all anticipated trail right-of-way needs in a timely fashion, while institutional memory remains fresh. This may include both the Initial Eligibility and Preliminary Planning & Design steps of CapMetro's Trail Project within [CapMetro Rail Right of Way Standard Operating Procedures](#).
- Creates a plan and ensures community and interdepartmental buy-in for how to fill in gaps that may not otherwise be completed, such as sections without adjacent greenspace or shade, sections adjacent to major highways, unpaved sections, on-street bike lanes, and sections with frequent driveway cuts or street crossings.
- Anticipates Parkway needs in 10-30 years from now that may not otherwise be considered, e.g. grade separation from streets, I-35 caps, needs arising from increased trail volumes.
- Provides context for stakeholders (especially private developers, neighborhood associations, agency departments, and other decision makers) as other projects emerge along the corridor, by describing the vision for each area and the overall Parkway. For example, "How does this section fit in with what is happening to the north and south of here?"

Facilitates and attracts more funding

- Provides viable and appropriate funding sources, including analysis of how each source reasonably fits within the implementation timeline.
 - Creates content and background materials that agencies and the RLPI can use to apply for federal and other funding, and that can be used to attract more philanthropic funding.
 - Brings \$2MM of federal funding (through this planning project) toward implementation of the Red Line Parkway, including resources for community engagement, stakeholder coordination, transportation analysis, right of way acquisition, and trail, greenway, & trailside development design.
-

Helps create co-ownership among more stakeholders

- Community engagement, interdepartmental coordination, and other stakeholder participation to create the vision plan and implementation strategy helps create a sense of co-ownership. In turn, this creates more momentum to secure construction funding, reduces the risk of delays at the time of construction, and increases the value of the constructed project.

Next Steps for a Successful TxDOT TA Application

If you are receiving this background document, then we are likely requesting your help with a letter of support, securing a local funding match for our application, or both. **For a successful TxDOT TA application, we need letters of support from those representing local agencies. We also need to secure a 20% local match for the \$2,500,000 total project cost, i.e. we need a local match of \$500,000.** The potential contributor(s) of local match funds need to approve the funds prior to submission of our TxDOT TA application, including specifying the specific source of funds and that the funds are disburseable by calendar year 2027, preferably.

We will be finalizing our application over the coming few weeks, with a target submission date of Friday, June 13th, which is one week ahead of the final deadline of Friday, June 20th, 2025.

We welcome your questions, feedback, and assistance as we work to complete our application. Thank you for your help.

Tom Wald

Executive Director

tom@redlineparkway.org

512-203-7626

MINUTES
Regular Meeting of the Board of Directors of the
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Wednesday, June 25, 2025
9:00 a.m.

This was an in-person meeting. Notice of the meeting was posted June 20, 2025, online on the website of the Mobility Authority and in the Mobility Authority's office lobby at 3300 N. Interstate 35, 300, Austin, Texas 78705-1849. Acting Vice Chairman Michael Doss, Board Members David Singleton, David Armbrust, Heather Gaddes, Ben Thompson were present and Vice Chair Nikelle Meade was present remotely.

**An archived copy of the live-stream of this
meeting is available at:**

<https://mobilityauthority.new.swagit.com/videos/346734>

After noting that a quorum of the Board was present, Acting Vice Chairman Jenkins called the meeting to order at 9:03 a.m. and had each Board Member state their name for the record.

1. Welcome and opportunity for public comment.

Anita Chumnavech provided comment.

Bobby Levnski, Attorney with Save Our Springs provided comment.

Consent Agenda

2. Approve the minutes from the May 28, 2025 Regular Board Meeting.
3. Prohibit the operation of certain vehicles on Mobility Authority toll facilities pursuant to the Habitual Violator Program.

ADOPTED AS: RESOLUTION NO. 25-027

4. Approve an interlocal agreement with the Texas Department of Motor Vehicles for vehicle registration blocks pursuant to the Habitual Violator Program.

ADOPTED AS: RESOLUTION NO. 25-028

5. Approve the financial institutions and qualified brokers authorized to provide investment services and engage in investment transactions with the Mobility Authority and reaffirm the CTRMA investment policy.

ADOPTED AS: RESOLUTION NO. 25-029

6. Approve an agreement with Hilltop Securities Asset Management, LLC for arbitrage rebate services associated with the investment of tax-exempt proceeds.

ADOPTED AS: RESOLUTION NO. 25-030

7. Approve an extension to the agreement with Hilltop Securities Inc. for financial advisory services.

ADOPTED AS: RESOLUTION NO. 25-031

8. Approve an interlocal agreement with the Center for Transportation Research at the University of Texas at Austin for peer review of traffic modeling in downtown Austin associated with the MoPac South Project.

ADOPTED AS: RESOLUTION NO. 25-032

MOTION: Approve Item Nos. 2 through 8.

RESULT: Approved (Unanimous); 6-0

MOTION: David Singleton

SECONDED BY: Ben Thompson

AYE: Armbrust, Doss, Gaddes, Meade, Singleton, Thompson

NAY: None.

Regular Items

9. Accept the unaudited financial statements for May 2025.

Presentation by Jose Hernandez, Chief Financial Officer.

MOTION: Accept the unaudited financial statements for May 2025.

RESULT: Approved (Unanimous); 6-0

MOTION: David Singleton

SECONDED BY: Heather Gaddes

AYE: Armbrust, Doss, Gaddes, Meade, Singleton, Thompson

NAY: None.

ADOPTED AS: RESOLUTION NO. 25-033

10. Discuss and adopt the FY 2026 – FY 2030 Five Year Capital Plan.

Michael Herrera, provided comment.

Presentation by Jose Hernandez, Chief Financial Officer and James Bass, Executive Director.

MOTION: Adopt the FY 2026 – FY 2030 Five Year Capital Plan.

RESULT: Approved (Unanimous); 6-0

MOTION: Ben Thompson

SECONDED BY: Heather Gaddes

AYE: Armbrust, Doss, Gaddes, Meade, Singleton, Thompson

NAY: None.

ADOPTED AS: RESOLUTION NO. 25-034

11. Discuss and adopt the FY 2026 Operating Budget.

Presentation by Jose Hernandez, Chief Financial Officer and James Bass, Executive Director.

MOTION: Adopt the FY 2026 Operating Budget.

RESULT: Approved (Unanimous); 6-0

MOTION: David Singleton

SECONDED BY: Ben Thompson

AYE: Armbrust, Doss, Gaddes, Meade, Singleton, Thompson

NAY: None.

ADOPTED AS: RESOLUTION NO. 25-035

12. Discuss and consider approving an agreement with SHI Government Solutions, Inc. for the provision of Rekor Recognition Systems, Inc. subscription services to support traffic management and incident response activities.

Presentation by Fabiola Bowers, Traffic & Incident Manager.

MOTION: Approve an agreement with SHI Government Solutions, Inc. for the provision of Rekor Recognition Systems, Inc. subscription services to support traffic management and incident response activities.

RESULT: Approved (Unanimous); 6-0

MOTION: Heather Gaddes

SECONDED BY: Ben Thompson

AYE: Armbrust, Doss, Gaddes, Meade, Singleton, Thompson

NAY: None.

ADOPTED AS: RESOLUTION NO. 25-036

13. Discuss and consider amending the term and pricing for the agreement with Kapsch TrafficCom North America for license plate image review services.

Presentation by Tracie Brown, Director of Operations.

MOTION: Amending the term and pricing for the agreement with Kapsch TrafficCom North America for license plate image review services

RESULT: Approved (Unanimous); 6-0

MOTION: Ben Thompson

SECONDED BY: Heather Gaddes

AYE: Armbrust, Doss, Gaddes, Meade, Singleton, Thompson

NAY: None.

ADOPTED AS: RESOLUTION NO. 25-037

14. Discuss and consider approving an agreement with the Travis County Sheriff's Office for law enforcement services to support agency operations.

Presentation by Norma Martinez, Toll Operations Manager.

MOTION: Approving an agreement with the Travis County Sheriff's Office for law enforcement services to support agency operations.

RESULT: Approved (Unanimous); 6-0

MOTION: David Singleton

SECONDED BY: Heather Gaddes

AYE: Armbrust, Doss, Gaddes, Meade, Singleton, Thompson

NAY: None.

ADOPTED AS: RESOLUTION NO. 25-038

15. Discuss and consider approving an agreement with Carahsoft Technology Corporation for video streaming and related software and services for Mobility Authority Board Meetings.

Presentation by Cory Bluhm, Assistant Director of IT & Toll Systems.

MOTION: Approving an agreement with Carahsoft Technology Corporation for video streaming and related software and services for Mobility Authority Board Meetings.

RESULT: Approved (Unanimous); 6-0

MOTION: Ben Thompson

SECONDED BY: Heather Gaddes

AYE: Armbrust, Doss, Gaddes, Meade, Singleton, Thompson

NAY: None.

ADOPTED AS: RESOLUTION NO. 25-039

16. Discuss and consider approving an amendment to the interlocal agreement with the Texas Department of Transportation to provide performance-based maintenance services for Texas Department of Transportation facilities that are adjacent to Mobility Authority roadways.

Presentation by Mike Sexton, Director of Engineering.

MOTION: Approving an amendment to the interlocal agreement with the Texas Department of Transportation to provide performance-based maintenance services for Texas Department of Transportation facilities that are adjacent to Mobility Authority roadways.

RESULT: Approved (Unanimous); 6-0

MOTION: David Singleton

SECONDED BY: Ben Thompson

AYE: Armbrust, Doss, Gaddes, Meade, Singleton, Thompson

NAY: None.

ADOPTED AS: RESOLUTION NO. 25-040

17. Discuss and consider adopting criteria for evaluating participation in potential pedestrian and/or bicycle facility projects.

Presentation by Mike Sexton, Director of Engineering.

MOTION: Adopt criteria for evaluating participation in potential pedestrian and/or bicycle facility projects.

RESULT: Approved (Unanimous); 6-0

MOTION: Nikelle Meade

SECONDED BY: Ben Thompson

AYE: Armbrust, Doss, Meade, Singleton, Thompson

NAY: None.

ABSTAIN: Heather Gaddes

ADOPTED AS: RESOLUTION NO. 25-041

Briefings and Reports

18. Quarterly Reports.

Presentation by Mike Sexton, P.E., Director of Engineering.

A. 183A Phase III Project.

B. 183 North Project.

19. Director Board Report

Presentation by James M. Bass, Executive Director.

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

Executive Session

Acting Vice Chairman Doss announced in open session at 11:07 a.m. that the Board would recess the meeting and reconvene in Executive Session to deliberate the following items:

- 20. Discuss offers for early termination of existing business tenant leases at the recently acquired Mobility Authority headquarters building, pursuant to §551.071 (Consultation with Attorney) and §551.072 (Deliberation Regarding Real Property; Closed Meeting).
- 21. 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).
- 22. Discuss legal issues related to the development of the MoPac South Project, as authorized by §551.071 (Consultation with Attorney).
- 23. 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).
- 24. Discuss personnel matters as authorized by §551.074 (Personnel Matters).

After completing the executive session, the Board reconvened in open meeting at 11:27 a.m.

Regular Items

- 25. Discuss and consider authorizing the Executive Director and Executive Committee to take all actions necessary to terminate existing business tenant leases at the Mobility Authority's new headquarters building.

Presentation by James Bass, Executive Director.

MOTION: Authorizing the Executive Director and Executive Committee to take all actions necessary to terminate existing business tenant leases at the Mobility Authority's new headquarters building.

RESULT: Approved (Unanimous); 6-0

MOTION: Heather Gaddes

SECONDED BY: David Armbrust

AYE: Armbrust, Doss, Gaddes, Meade, Thompson

NAY: None.

ADOPTED AS: RESOLUTION NO. 25-042

26. Adjourn meeting.

After confirming that no member of the public wished to address the Board, Acting Vice Chairman Doss declared the meeting adjourned at 11:28 a.m.

Recommendation to Include 183A–Ronald Reagan Connector in Corridor Study Scope



Brief:

A 5–6 mile connector from 183A to Ronald Reagan costs less, delivers faster, and offers more near-term revenue than committing to a full 20+ mile southern toll corridor. This connector leverages existing CTRMA infrastructure, avoids urban political barriers, and provides a scalable, phased foundation for the Ronald Reagan corridor—not an all-or-nothing gamble.

- ✓ Low-cost, high-return addition to the current corridor study
- ✓ Quick-win project supporting phased toll deployment
- ✓ Regional mobility enhancement that complements, not competes with, the north–south corridor

Dear Members of the CTRMA Board,

As part of your ongoing Ronald Reagan Corridor Feasibility Study, I respectfully urge the inclusion of an east–west connector segment linking 183A at SH 29 to Ronald Reagan Boulevard. This strategic addition would optimize system integration, reduce risk, and unlock new near-term revenue streams for CTRMA.

Rationale for Connector Inclusion

1. Strategic Network Integration

This connector delivers seamless toll continuity between 183A and future Ronald Reagan segments, unlocking:

- A redundant, high-capacity alternative to I-35
- A relief route supporting emergency management and evacuations
- Direct bypass options from Liberty Hill and Bertram to Georgetown, Jarrell, and beyond

2. Lower Cost, Higher Return on Investment

- Estimated ROW needs under 120 acres; acquisition costs well below \$12 million
- Minimal topographical barriers and rural alignment simplify delivery
- Leverages existing 183A toll infrastructure, maximizing system continuity with minimal new construction

The connector delivers early revenue and system benefits without the financial, environmental, and political complexity of a full southern corridor buildout.

3. Reduced Risk and Accelerated Delivery

- Avoids dense suburban zones south of SH 29, where ROW acquisition faces homeowner opposition
- Rural alignment enables faster environmental clearance and construction start
- Permitting risks are significantly lower compared to urban segments of Ronald Reagan

4. CAMPO and Williamson County Plan Alignment

- Advances the east–west arterial goals identified in CAMPO’s long-range plan and county bond maps
- Strengthens regional mobility near Liberty Hill and Georgetown
- Enhances system redundancy and land-use compatibility

5. Enables Phased Toll Deployment

- CTRMA can construct the connector first, monetizing demand immediately
- Phases in Ronald Reagan toll lanes incrementally, reducing financial exposure
- Mirrors successful phased buildouts like 183A and 290E

Liberty Hill Growth Potential Justifies Early Connector Investment

Liberty Hill is rapidly emerging as one of the highest-growth submarkets in the region. The connector offers CTRMA a unique opportunity to capture substantial, long-term toll revenue by tapping into this developing corridor:

✓ Unconstrained Growth, Greater Toll Volume

- Liberty Hill has abundant developable land, favorable zoning, and minimal infill limitations
- Cedar Park's growth is nearing saturation, while Liberty Hill is accelerating
- More rooftops = more vehicle trips = higher toll transactions

✓ Monetizes Commuter Demand Early

- Connector provides fast, tolled east–west access, avoiding SH 29 congestion
- Captures daily commuters and regional traffic before arterial upgrades catch up

✓ Maximizes System Revenue Per Trip

- Directly feeds Liberty Hill traffic into the 183A toll spine
- Increases average trip length and multiplies revenue across the CTRMA network

✓ Positions CTRMA for Long-Tail Revenue

- Liberty Hill is poised for decades of population and job center expansion
- Early investment secures a long-term revenue stream with fewer political and construction delays

A connector near SH 29 doesn't just support mobility—it strategically aligns CTRMA with western Williamson County's fastest-growing revenue corridor.

Revenue Generation Pathways – Near-Term Monetization

1. Leverages Existing 183A Toll Infrastructure

- *Immediate* toll capture from connector users without major new infrastructure
- Minimal gantry installation required

2. Captures Cut-Through and Commuter Traffic

- Monetizes Liberty Hill, Santa Rita Ranch, Jarrell, and Sun City travel demand
- *Converts non-revenue routes into high-speed, tolled corridors*

3. Operates Independently of Full Corridor Buildout

- Generates standalone cash flow while broader Ronald Reagan phases are staged
- Supports financing models by proving demand in advance

4. Boosts System-Wide Toll Utilization

- *Encourages longer, multi-segment trips across CTRMA corridors*
- Increases transaction value per user

Strategic Benefit:

This connector functions as a revenue-generating “on-ramp” to the 183A system, expanding access, reducing regional strain, and delivering measurable financial returns—without requiring full corridor completion first.

Policy Recommendation

That CTRMA staff formally evaluate, cost-scope, and include the 183A–Ronald Reagan Connector in traffic modeling, ROW analysis, and stakeholder engagement as part of the Ronald Reagan Corridor Toll Feasibility Study.

MINUTES
Special Called Meeting of the Board of Directors of the
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Monday, August 4, 2025
10:00 a.m.

This was a meeting by telephone conference call. Notice of the meeting was posted July 31, 2025, online on the website of the Mobility Authority and in the Mobility Authority's office lobby at 3300 N. Interstate 35, #300, Austin, Texas 78705-1849. Vice Chair Nikelle Meade, Board Members David Armbrust, Mike Doss, Heather Gaddes, Ben Thompson, and David Singleton joined remotely.

**An archived copy of the live-stream of this
meeting is available at:**

<https://mobilityauthority.new.swagit.com/videos/351404>

After noting that a quorum of the Board was present, Vice Chair Meade called the meeting to order at 10:01 a.m.

1. Welcome and opportunity for public comment.

No comment was provided.

Regular Items

2. Discuss and consider approving an agreement with Glen+Ruhl, PLLC for legal services associated with the MoPac South Project.

Presentation by James Bass, Executive Director.

MOTION: Approve an agreement with Glen+Ruhl, PLLC for legal services associated with the MoPac South Project.

RESULT: Approved (Unanimous); 6-0

MOTION: David Singleton

SECONDED BY: Heather Gaddes

AYE: Armbrust, Doss, Gaddes, Jenkins, Singleton, Thompson

NAY: None.

ADOPTED AS: RESOLUTION NO. 25-043

3. Adjourn meeting.

After confirming that no member of the public wished to address the Board, Vice Chair Meade declared the meeting adjourned at 10:05 a.m.