



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

R E G U L A R M E E T I N G O F T H E

BOARD OF DIRECTORS

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

June 25, 2025



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #1

Mike Doss
Chairman

Welcome and opportunity for public comment

CONSENT AGENDA ITEMS #2-8

Mike Doss
Chairman



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

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
4. Approve an interlocal agreement with the Texas Department of Motor Vehicles for vehicle registration blocks pursuant to the Habitual Violator Program
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
6. Approve an agreement with Hilltop Securities Asset Management, LLC for arbitrage rebate services associated with the investment of tax-exempt proceeds.
7. Approve an extension to the agreement with Hilltop Securities Inc. for financial advisory services
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



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CONSENT AGENDA ITEM #3

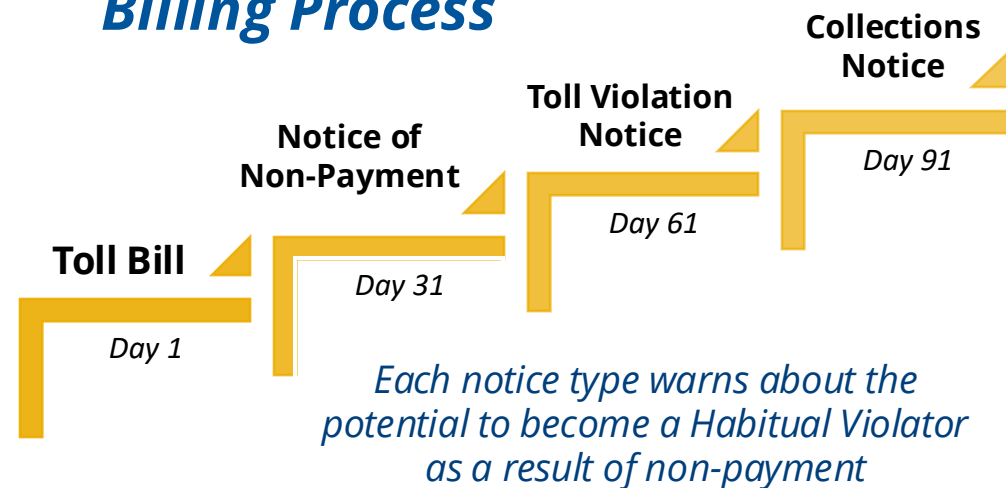
Tracie Brown
Director of Operations

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

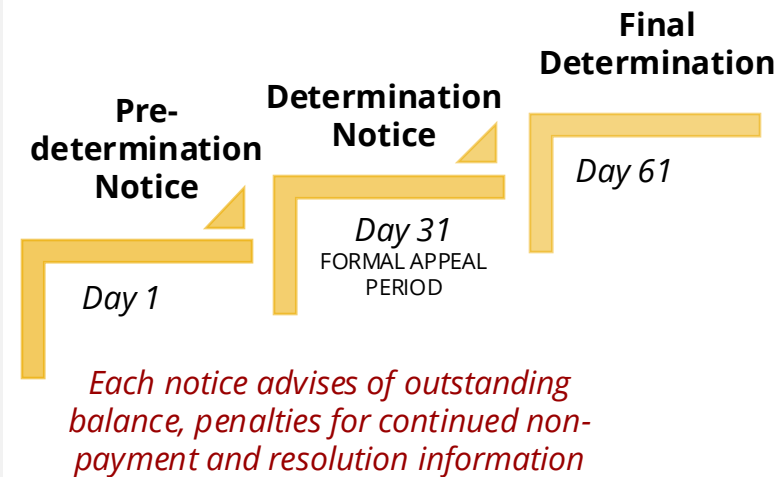
Escalating Communications



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 2025



- **Approve a *Vehicle Prohibition Order* for the identified habitual violator customers**
 - » Number of prohibited vehicles: 3,387
 - » Total number of related unpaid tolls: 952,375
 - Average number of outstanding tolls per vehicle: 281
 - Average unpaid balance: \$975
- **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



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MOBILITY AUTHORITY

CONSENT AGENDA ITEM #4

Tracie Brown
Director of Operations

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

TxDMV Interlocal Cooperation Agreement Terms



- The Interlocal Cooperation Agreement between the Texas Department of Motor Vehicles and the Mobility Authority outlines the “scofflaw” process used to support the Mobility Authority’s violation enforcement program
- The “scofflaw” process is facilitated by ViaPlus, the Mobility Authority’s Pay By Mail provider
 - » **The fees for file submission and transactions as well as the initial \$500 deposit paid to the TxDMV under this agreement are assumed by ViaPlus and reimbursed by the Mobility Authority**
- The term of the Agreement is five years from the contract execution date
 - » **The Agreement may be terminated by mutual agreement, or 30 days after either party gives notice to the other party, whichever occurs first**

Staff Recommendation



- Staff recommends approval of the Interlocal Cooperation Agreement with the Texas Department of Motor Vehicles for scofflaw services and authorization for the Executive Director to execute the Agreement



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

CONSENT AGENDA ITEM #5

José Hernández
Chief Financial Officer

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



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

CONSENT AGENDA ITEM #6

José Hernández
Chief Financial Officer

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



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CONSENT AGENDA ITEM #7

José Hernández
Chief Financial Officer

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



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CONSENT AGENDA ITEM #8

Mike Sexton
Director of Engineering

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



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REGULAR ITEMS



CENTRAL TEXAS REGIONAL
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AGENDA ITEM #9

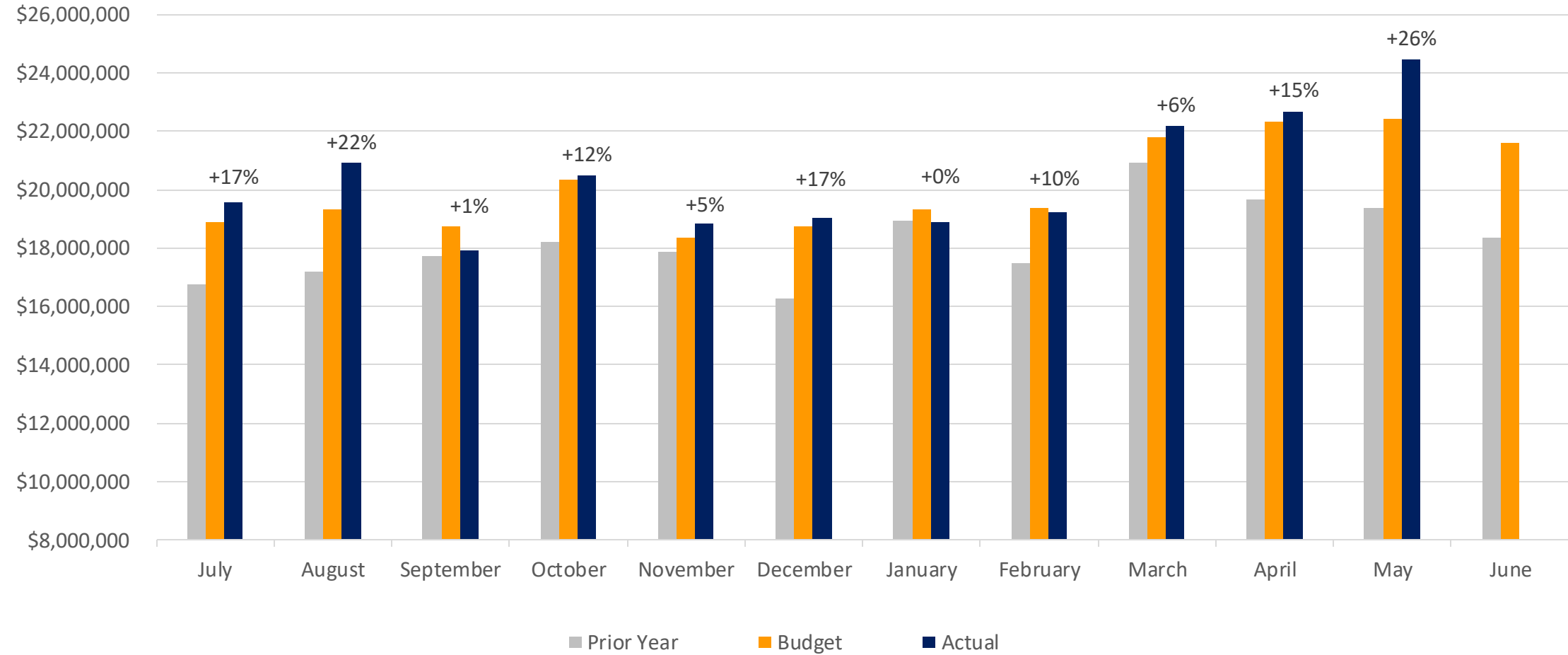
José Hernández
Chief Financial Officer

Accept the unaudited financial statements for May 2025

CTRMA System Revenues – May 2025



FY 2025 System Toll Revenues



CTRMA System Unaudited Income Statement - May 2025



CTRMA System - Fiscal 2025 Unaudited Income Statement as of May 31, 2025

Fiscal Year Elapsed

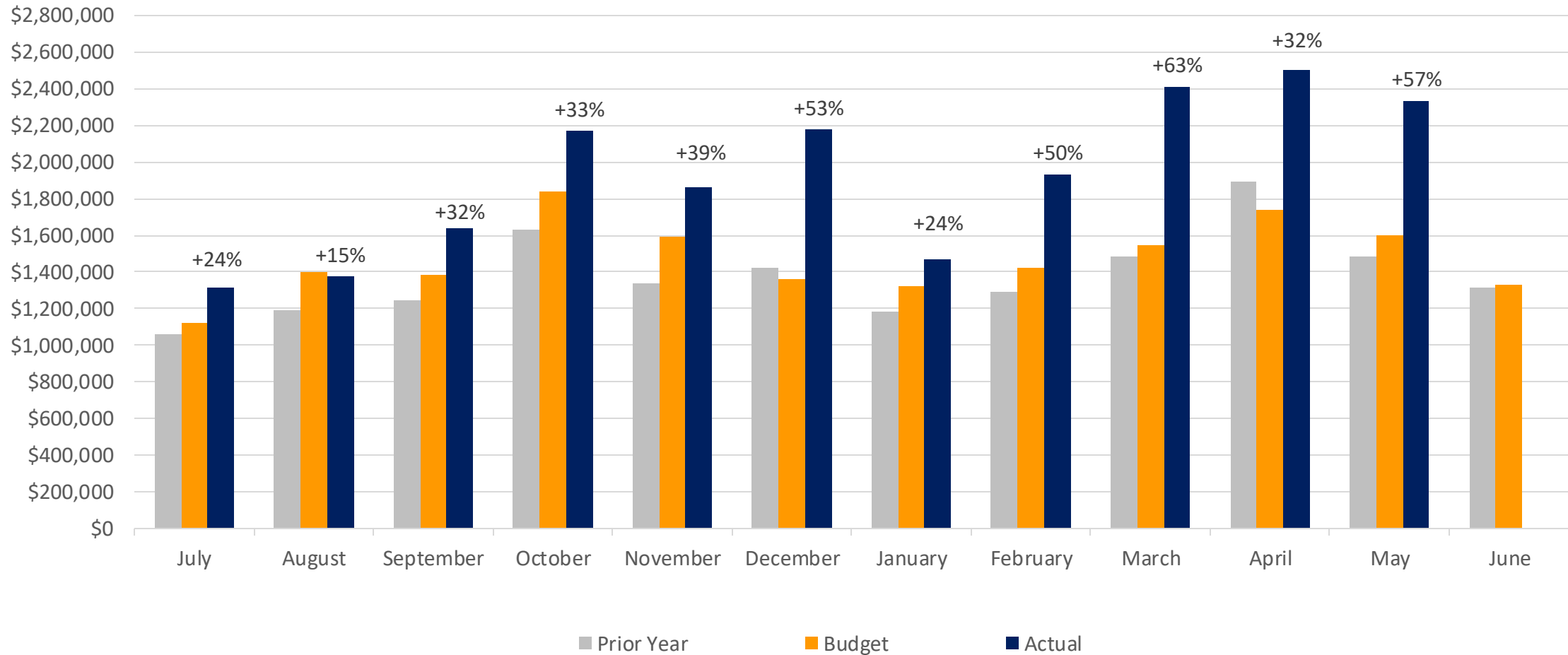
92%

<u>Revenues</u>	Budget	Unaudited	
Toll Revenues	165,300,000	155,202,783	
Video Tolls	63,200,000	54,386,226	
Fee Revenue	12,700,000	14,137,727	
Interest Income	43,025,800	35,307,244	
Other	695,467	956,821	
Total Revenues	284,921,267	259,990,801	91%
<u>Expenses</u>			
Operating Expense			
Salaries and Benefits	7,356,441	5,930,631	
Administrative	8,876,850	6,355,430	
Operations and Maintenance	43,800,175	34,369,713	
Special Projects and Contingencies	7,500,000	2,155,330	
Total Operating Expense	67,533,466	48,811,104	72%
Cash Flow After Operating Expense	217,387,801	211,179,697	
Non-Cash Expenses	83,871,000	56,549,163	
Non-Operating Expenses	109,712,756	87,861,381	
Net Operating Income	23,804,045	66,769,153	

CTRMA MoPac North Revenues - May 2025



FY 2025 MoPac Toll Revenues



CTRMA MoPac Unaudited Income Statement – May 2025



CTRMA Mopac - Fiscal 2025 Unaudited Income Statement as of May 31, 2025

Fiscal Year Elapsed

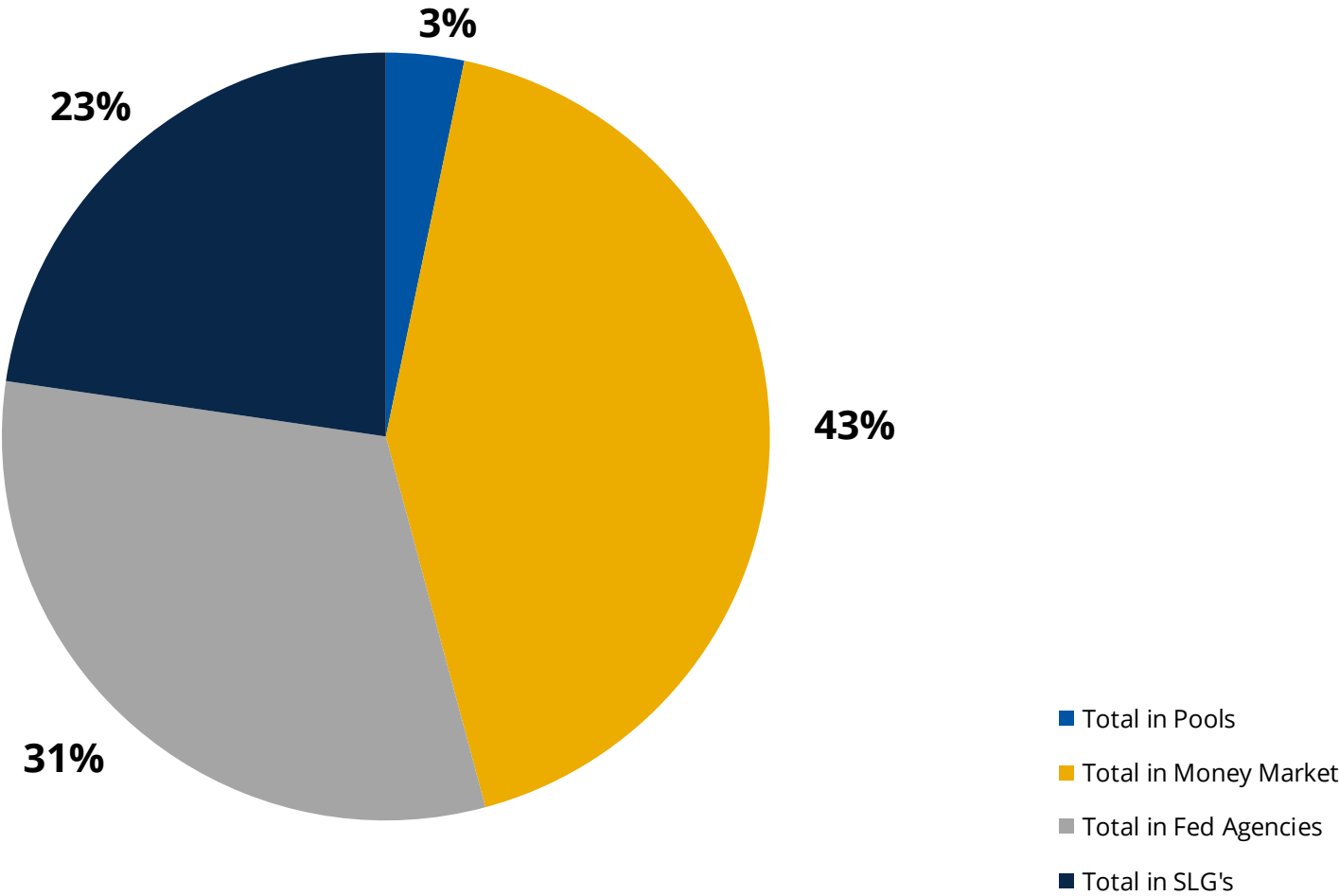
92%

<u>Revenues</u>	Budget	Unaudited	
Toll Revenues	12,800,000	15,920,806	
Video Tolls	4,300,000	4,745,751	
Fee Revenue	500,000	525,063	
Interest Income	-	965,350	
Other	-	-	
Total Revenues	17,600,000	22,156,970	126%
<u>Expenses</u>			
Operating Expense			
Salaries and Benefits	-	-	
Administrative	-	3,705	
Operations and Maintenance	3,798,579	4,150,912	
Special Projects and Contingencies	711,621	172,003	
Total Operating Expense	4,510,200	4,326,620	96%
Operating Income	13,089,800	17,830,350	
Non-Cash Expenses	5,970,000	5,467,744	
Non-Operating Expenses	10,000,000	13,800,020	
Net Operating Income	(2,880,200)	(1,437,414)	

CTRMA Investment Portfolio – May 2025



Allocation of Funds





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AGENDA ITEM #10

James Bass
Executive Director
José Hernández
Chief Financial Officer

Discuss and adopt the FY 2026 – FY 2030 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 Mobility Authority's 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 potentially develop other non-tolled projects

CTRMA Five Year Capital Plan - Strategic Plan Alignment



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 improvement 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 capital requests

Priority 1 Capital Requests FY 2026 - FY 2030 and Sources

System General Fund and MoPac General Fund



Capital Budget			FY 2026	FY 2027-2030
	General Fund			
		Administration	2,500,000	-
		Operations	2,757,500	-
		Information Technology	3,222,030	-
		Engineering	17,750,000	8,950,000
	MoPac General Fund			
		Operations	-	950,000
		Information Technology	-	236,000
		Total Capital Budget	26,229,530	10,136,000
	Renewal and Replacement			
	General Fund			
		Information Technology	6,655,000	10,000,000
		Engineering	7,730,000	35,850,000
	MoPac General Fund			
		Engineering	-	12,511,000
		Total Renewal and Replacement	14,385,000	58,361,000
		Total All Projects	40,614,530	68,497,000

Proposed FY26 Capital Budget



Capital Budget		
General Fund		
	Headquarters Furniture, Fixtures, and Equipment, HVAC, and Other Improvements	2,250,000
	Information Technology Buildout of Headquarters	250,000
	Shared Use Path Improvements	
	Bike Racks and Tire Repair Stations	42,000
	Hydration Stations	52,000
	Upgraded Signage	82,500
	Field Operations Building Improvements	2,506,000
	Field Operations Building Network	120,000
	Data Platform System Enhancements	979,530
	Traffic Safety Mobile Cameras - 3	75,000
	Roadside Hardening	1,977,500
	Toll Canopy Structures	145,000
	Trails - Pedestrian or Bicycle Facilities	1,000,000
	Maintenance Yard Site Acquisition	10,000,000
	Maintenance Yard Buildout	400,000
	Pond Upgrades - 183A	5,000,000
	Maintenance Yard Expansion and Brine Production Facilities - 290E	2,100,000
	Maintenance Vehicle with Attachments - 2	250,000
	Total Capital Budget	27,229,530
Renewal and Replacement		
General Fund		
	CCTV Camera Replacements (Systemwide)	550,000
	Toll System Replacement - 183A	6,105,000
	Slab Stabilization	200,000
	Wall Repair	3,220,000
	Handrail Replacement - SH71	510,000
	Large and Small Sign Replacement - 290E	2,300,000
	Annual Safety Improvements - Systemwide	1,500,000
	Total Renewal and Replacement	14,385,000
	Total all Projects	41,614,530

Proposed Capital Improvement Project Funding



Capital Improvement Projects

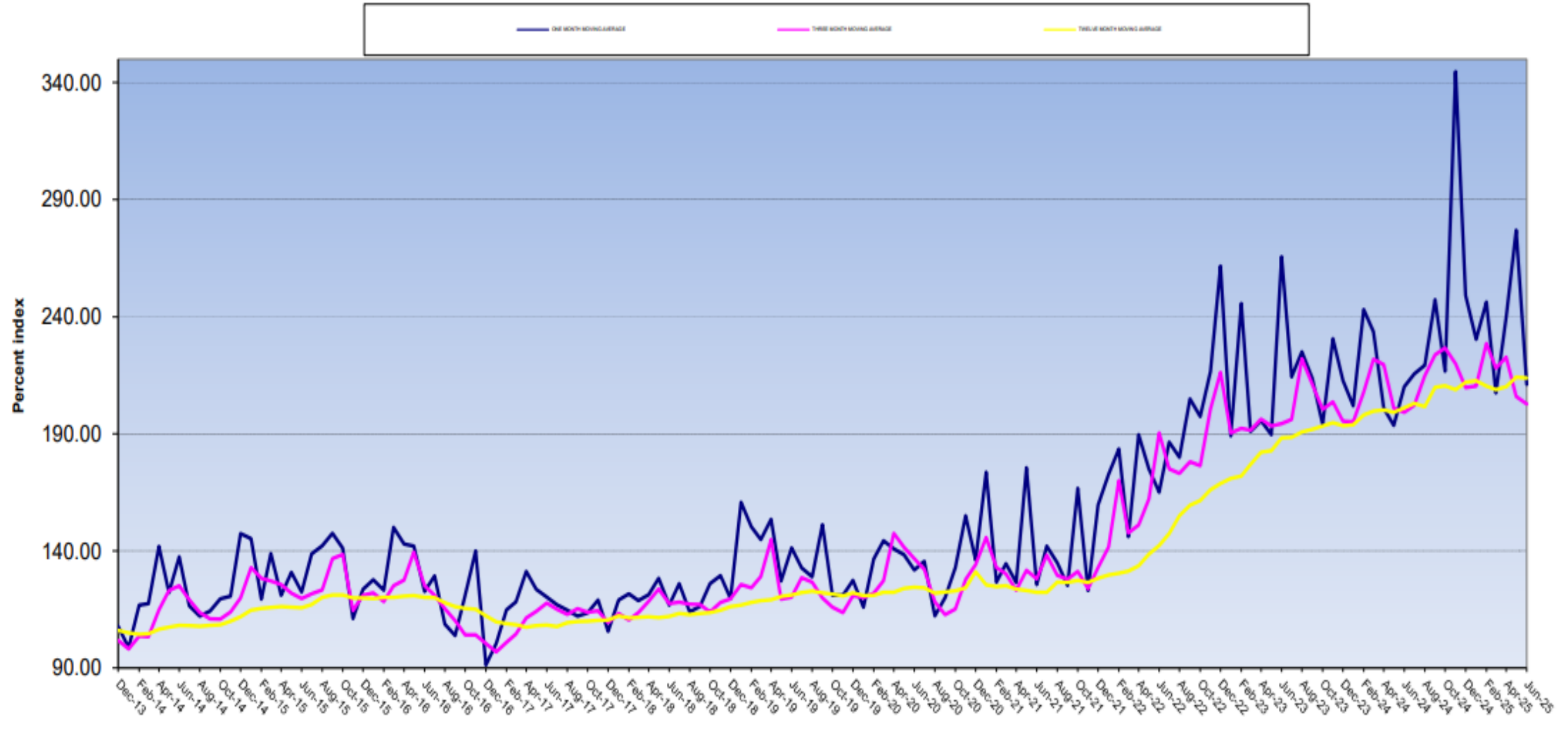
as of July 1, 2025

	Estimated Total	State/Federal	General	
Project Name	Project Cost	Funding	Fund	Funding Source
Mopac Express Lanes Project - South	823,000,000	16,500,000	3,686,000	<u>Proposition 12 Funding, Revenue Bonds, TIFIA Loan</u>
Ronald Reagan Managed Lane - Schematic and Environmental	120,000,000		1,000,000	<u>Revenue Bonds and TIFIA Loan</u>
US 183 N Express Lanes	612,000,000	7,200,000		<u>Category 7 Funding, Revenue Bonds, TIFIA Loan</u>
183A Added Capacity - Schematic, Environmental and Design	10,100,000	-	1,268,000	<u>General Fund - multi-year</u>
290E Extension - Schematic and Environmental	25,000,000		7,500,000	<u>General Fund - multi-year</u>
	<u>\$ 1,590,100,000</u>	<u>\$ 23,700,000</u>	<u>\$ 13,454,000</u>	

Highway Construction Index up 74.95% since March 2020



HCI index (2012 Base)





CENTRAL TEXAS REGIONAL
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AGENDA ITEM #11

James Bass
Executive Director
José Hernández
Chief Financial Officer

Discuss and adopt the FY 2026 Operating Budget

Budget Overview



- **Cash Only - Non-Cash Expenditures are excluded from the FY 2026 budget**

CONSOLIDATED BUDGET

- **System vs Non-System (MoPac) Expenditures**
 - » Consolidated budget has revenues and expenditures for both System and Non-System (MoPac)
 - » Departmental budgets have both System and Non-System expenditures
 - » CTRMA System and MoPac budgets segregate revenues and expenses

SYSTEM BUDGET

- **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 FY26 Consolidated Budget



- **Priorities**
 - » Maintenance
 - » Enforcement
 - » Payment methods
 - » Project Development
 - » Prepaid Account Penetration
 - » Safety
 - » Innovation
- **Revenue**
 - » Opening of 183N managed lanes mid-fiscal year
 - » CPI increase assumption effective January 1, 2026 – 2.2%
 - » Forecasted transaction increase of 12.3% systemwide
- **Expenses**
 - » Contractual CPI increase in roadway and landscape maintenance
 - » Addition of 183N to maintenance responsibilities
 - » Increased transactions > tag processing fees and PBM image review



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FY 2026 CONSOLIDATED BUDGET

COLLABORATION



INNOVATION



SERVICE



SAFETY



STEWARDSHIP

FY 2026 Consolidated Budget - REVENUES



CONSOLIDATED BUDGET

	FY 2025 Budget	FY 2025 Projected	FY 2026 Budget
Toll Revenues	\$258,800,000	\$267,457,500	\$301,352,200
Interest Earnings	43,025,800	42,557,850	36,000,000
Grant Revenue	595,467	595,467	-
Miscellaneous	100,000	14,448	15,000
Gain/Loss on Sale of Asset	-	12,000	-
	<hr/> \$302,521,267	<hr/> \$310,637,265	<hr/> \$337,367,200

System Budget

Toll Revenues	\$241,200,000	\$244,257,500	\$277,664,400
Interest Earnings	43,025,800	41,503,500	35,440,000
Other	695,467	956,830	15,000
	<hr/> \$284,921,267	<hr/> \$286,717,830	<hr/> \$313,119,400

MoPac Budget

Toll Revenues	\$17,600,000	\$23,200,000	\$23,687,800
Interest Earnings	-	1,054,350	560,000
	<hr/> \$17,600,000	<hr/> \$24,254,350	<hr/> \$24,247,800

Consolidated Operating Budget - EXPENSES



Section	FY 2025 Budget	FY 2025 Projected	FY 2026 Budget
Administration/Legal	\$3,536,812	\$2,222,824	\$3,702,671
Finance	\$5,714,113	\$4,779,645	\$6,613,442
Operations	\$23,433,274	\$19,760,706	\$26,673,132
Communications	\$3,267,967	\$3,159,283	\$3,352,484
Information Technology	\$13,167,432	\$12,264,412	\$15,710,506
Engineering	\$16,527,825	\$14,202,809	\$18,570,749
TOTAL	\$65,647,423	\$56,389,679	\$74,622,984

Consolidated Operating Budget - ADMINISTRATION



Section	FY 2025 Budget	FY 2025 Projected	FY 2026 Budget
Administration/Legal	\$3,536,812	\$2,222,824	\$3,702,671

- Administration/Legal Initiatives
 - Potential outsourcing of Human Resources
 - Moving costs to new headquarters
 - Construction Partnership Program
- Capital Budget
 - Furniture, Fixtures, Equipment, HVAC and Other - \$2,250,000
 - Information Technology Buildout - \$250,000

Consolidated Operating Budget - FINANCE



Section	FY 2025 Budget	FY 2025 Projected	FY 2026 Budget
Finance	\$5,714,113	\$4,779,645	\$6,613,442

- Finance Initiatives
 - Increase in property insurance – adding new roadways to the coverage
 - Reduction in rent expense with move to new headquarters
 - Traffic and revenue engineering services increase – full investment grade forecast update, pay-by-mail procurement, and managed lane pricing initiative
 - Debt service, loan repayments, and CAMPO RIF contribution removed from FY25 Budget and Projected figures above to reflect only operating costs
 - FY26 debt service, loan repayments, and CAMPO RIF contribution moved to Non-departmental section

Consolidated Operating Budget - OPERATIONS



Section	FY 2025 Budget	FY 2025 Projected	FY 2026 Budget
Operations	\$23,433,274	\$19,760,706	\$26,673,132

- Operations Initiatives
 - HERO services added to 183A and 183N corridors
 - Traffic safety and speeding initiative
 - Moving contracted traffic and incident management supervisor and operators to CTRMA employment as a cost saving measure
 - Increase in transactions – higher tag collection fees and image review

Proposed Capital Budget - OPERATIONS



- Capital Budget – General Fund
 - » **Shared Use Path Improvements:**
 - Bike Racks and Tire Repair Stations - \$42,000
 - Hydration Stations - \$52,000
 - Upgraded Signage - \$82,500
 - » **Field Operations Building Improvements - \$2,506,000**
 - » **Speed Awareness Monitors - \$75,000**

Consolidated Operating Budget - COMMUNICATIONS



Section	FY 2025 Budget	FY 2025 Projected	FY 2026 Budget
Communications	\$3,267,967	\$3,159,283	\$3,352,484

- Communications Initiatives
 - Continuation of communication and marketing initiatives
 - Media planning and placement increase
 - Additional promotional television and video production

Consolidated Operating Budget – INFORMATION TECHNOLOGY



Section	FY 2025 Budget	FY 2025 Projected	FY 2026 Budget
Information Technology	\$13,167,432	\$12,264,412	\$15,710,506

- Information Technology Initiatives
 - Increase forecasted in Google Cloud services for Data Platform
 - Additional outsourced administrative support for security and internal controls
 - IT Administrator position for increasing workload and security initiative

Proposed Capital Budget – INFORMATION TECHNOLOGY



- Capital Budget – General Fund
 - » Field Operations Building Network - \$120,000
 - » Data Platform Enhancements - \$979,530
 - » Roadside Hardening - \$1,977,500
 - » Toll Canopy Structures - \$145,000
- Renewal and Replacement – General Fund
 - » CCTV Camera Replacements (Systemwide) - \$550,000
 - » Toll System Replacement (183A) - \$6,105,000

Consolidated Operating Budget - ENGINEERING



Section	FY 2025 Budget	FY 2025 Projected	FY 2026 Budget
Engineering	\$16,527,825	\$14,202,809	\$18,570,749

- Engineering Initiatives
 - CPI increase on roadway and landscape maintenance contract
 - Addition of 183N to maintenance contract
 - New Maintenance Area Manager to assist with monitoring of permitting and new roadways
 - Driver training for maintenance and construction personnel

Proposed Capital Budget - ENGINEERING



- **Capital Budget – General Fund**
 - » **Maintenance Yard Site Acquisitions - \$10,000,000**
 - » **Maintenance Yard Buildout - \$400,000**
 - » **Pond Upgrades (183A) - \$5,000,000**
 - » **Maintenance Yard Expansion and Brine Production (290E) - \$2,100,000**
 - » **Maintenance Vehicles with Attachments - \$250,000**
 - » **Trails – Pedestrian or Bicycle Facilities - \$1,000,000**
- **Renewal and Replacement – General Fund**
 - » **Slab Stabilization - \$200,000**
 - » **Wall Repair - \$3,220,000**
 - » **Handrail Replacement (SH71) - \$510,000**
 - » **Large and Small Sign Replacement (290E) - \$2,300,000**
 - » **Safety Improvements Systemwide - \$1,500,000**

Proposed Capital Improvement Projects - ENGINEERING



- General Fund Allocations
 - » MoPac South Express Lanes – \$3,686,000
 - » Ronald Reagan Managed Lanes - \$1,000,000
 - » 183A Added Capacity - \$1,268,000
 - » 290E Extension - \$7,500,000

Consolidated Operating Budget - NON-DEPARTMENTAL



- New section of Operating Budget
- Contains:
 - » Retiree cost of living adjustment - \$215,000
 - » Headquarters operational expenses - \$512,000
 - » 71E loan repayment - \$5,831,972
 - » System Debt Service - \$109,148,058 (net of capitalized interest)

Proposed Agency Personnel



Section	FY 2025	FY 2026	Change
Administration/Legal	5	5	0
Finance	5	5	0
Operations	7	13	6
Communications	3	3	0
Information Technology	4	5	1
Engineering	8	9	1
TOTAL	32	40	8

- Additional positions for Traffic and Incident Management
- Maintenance Area Manager addition for Engineering
- Information Technology Administrator addition



CENTRAL TEXAS REGIONAL
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FY 2026 SYSTEM BUDGET

COLLABORATION



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System Draft Budget Overview – PLEDGED REVENUE



System	FY 2025 Budget	FY 2025 Projected	FY 2026 Budget
Revenue *	\$284,921,267	\$286,382,915	\$313,119,400

Actual FY 2025 System Revenues through May 2025: \$259,990,801

* Revenues pledged for debt service include:

- Toll revenue
- Interest earnings

System Draft Budget Overview - EXPENSES



System O&M Expense	FY 2025	FY 2026	Variance
Submitted	\$52,730,902	\$56,267,994	\$3,537,092
Add/(Reduction)	\$106,556	\$0	\$0
Budget/Proposed	\$52,837,458	\$56,267,994	\$3,430,536

System Proposed Budget Overview – REVENUE FOR DEBT SERVICE



System	FY 2025 Budget	FY 2025 Projected	FY 2026 Budget
Revenue	\$284,921,267	\$286,382,915	\$313,119,400
O&M Requested	\$52,837,458	\$45,673,021	\$56,267,994
Available for DS	\$232,183,809	\$240,709,894	\$256,851,406

System Draft Budget Overview – DEBT SERVICE



System	FY 2025 Budget	FY 2025 Projected	FY 2026 Budget
Debt Service (DS)	\$107,093,022	\$107,093,022	\$109,148,058

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 2025
- Debt service figures are net of capitalized interest (funds borrowed to pay interest during construction)

System Proposed Budget Overview – DEBT SERVICE COVERAGE



System	FY 2025 Budget	FY 2025 Projected	FY 2026 Budget
Revenue	\$284,921,267	\$286,382,915	\$313,119,400
O&M Requested	\$52,837,458	\$45,673,021	\$56,267,994
Debt Service	\$107,093,022	\$107,093,022	\$109,148,058
DS Coverage	2.16 x	2.24 x	2.35x

Earlier actual debt service coverage: FY 2022: 1.72x FY 2023: 2.39x FY 2024: 2.43x



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FY 2026 MOPAC NORTH BUDGET

COLLABORATION



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MoPac North FY 2026 Operating Budget



- Projected Revenues - \$24,247,800
 - » Toll Revenue - \$23,687,800
 - » Interest Income - \$560,000
- Operating Expenses - \$3,934,000
- Loan Payment - \$2,102,389
- Capital Budget
 - » No new allocation for FY 2026
 - » Carryforward - \$5,589,326 (toll system equipment and signage)
- Regional Infrastructure Fund Contribution - \$10,000,000
- Future Capital - \$14,611,000 (FY27 – FY29)
 - » Pavement and delineators - \$12,511,000
 - » Sign replacement - \$2,100,000



AGENDA

ITEM #12

Fabiola Bowers
Traffic & Incident Manager

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

System Overview



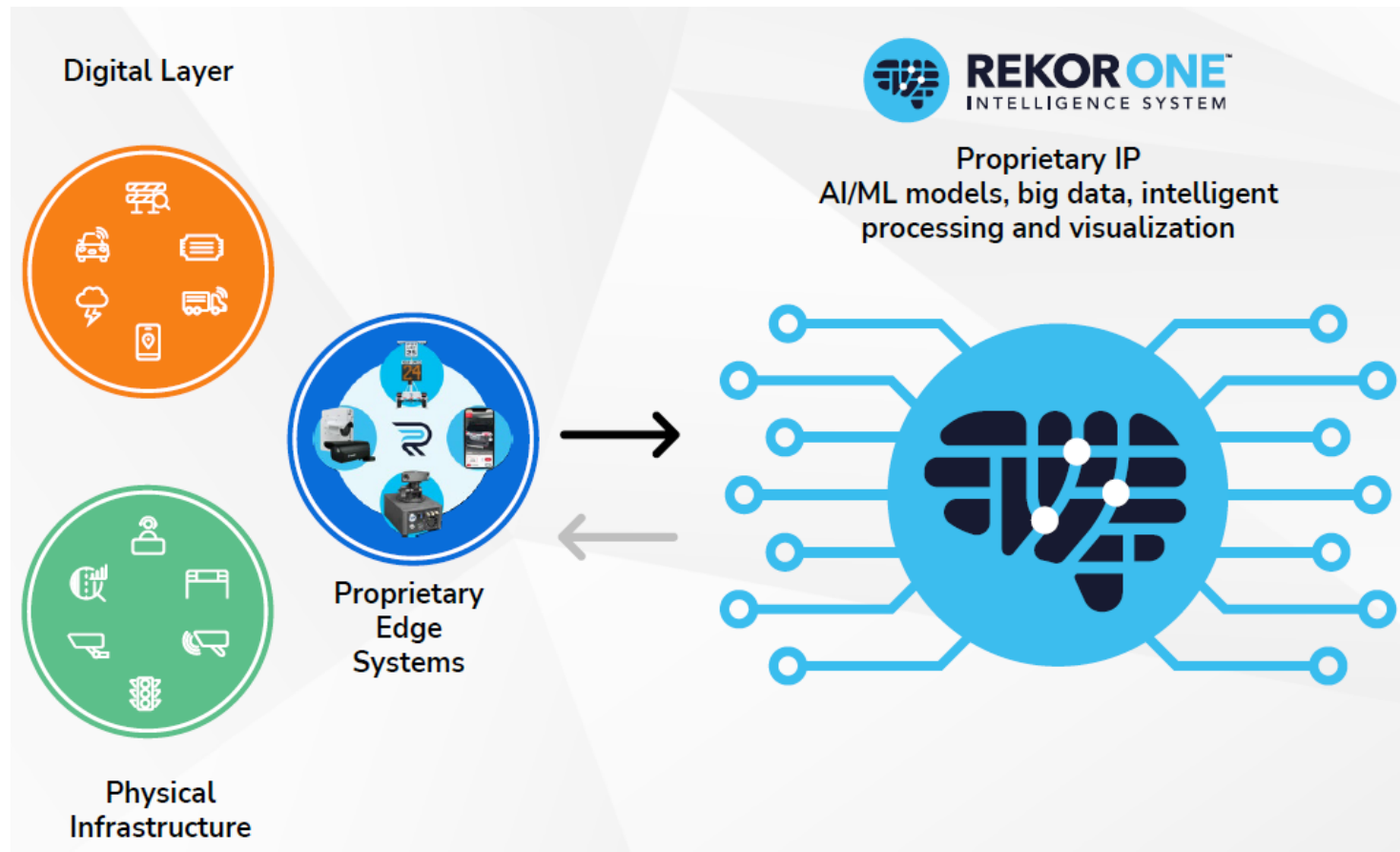
- Rekor Command was implemented in 2020 and currently used by the Traffic and Incident Management operators
 - » The current agreement expires June 30, 2025
- The Mobility Authority's need:



Solution



- Integrated all existing camera feeds, message boards, roadway sensors, and third-party data sources



Results



- 90% of incidents are detected by Rekor
- 47-minute average crash clearance time (Jan-May 2025)
- ~650 incidents worked per month by operators
- Seamless team collaboration

Share to public

Select platforms

☒ Waze ☒ X (Twitter)

Message details

Expect delays #CPTraffic #LeanderTraffic

Update: #WilCo

Stalled vehicle 183A Toll SB at R.M. 2243 .
#LeanderTraffic

59 of 280 characters

Image ?

upload-1749746902357-14934770-1c9.png
1.44 MB
[Replace image](#)

Publish



Mobility Authority TIM Center @RMATIMCenter · 5h
Update: All Clear! [#LeanderTraffic](#)



Mobility Authority TIM Center @RMATIMCenter · 7h
Stalled vehicle 183A Toll SB at R.M. 2243 Right shoulder blocked. [#LeanderTraffic](#)



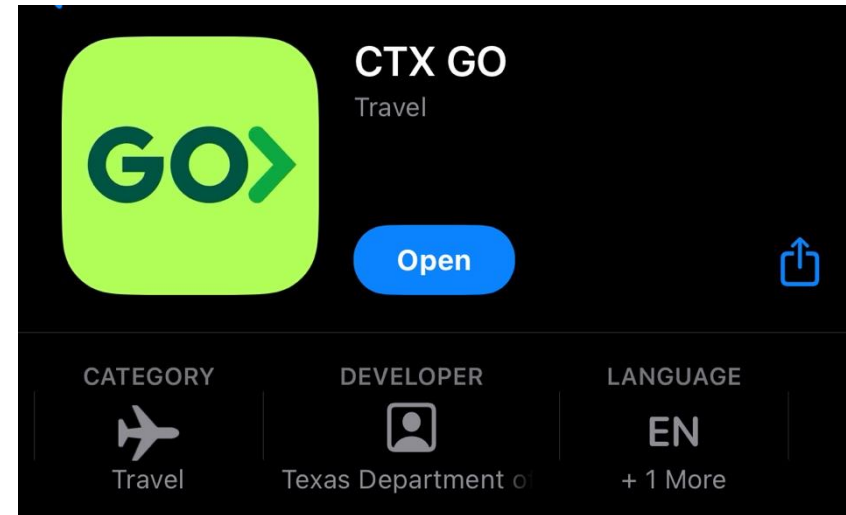
162



Future Integration



- Plans to integrate camera feeds, incident data, and lane closure information into the Construction Partnership Program (CPP) Application CTXGO
 - » Supports regional coordination



Budget Overview



- The request seeks approval to enter into a new five-year agreement for Rekor products

Description	Unit Cost	Unit	Total
Rekor One Subscription	\$335,920.45	5 years	\$1,679,602.25
Contingency for Ad Hoc Requests*			\$320,397.75
Contract Not to Exceed Amount:			\$2,000,000.00

Staff Recommendation



- Staff recommends approval of 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
 - » **Not to Exceed Amount:**
 - \$2,000,000.00
 - » **DIR Contract:** #DIR-CPO-5241
 - » **Funding Source:**
 - Operating Budget
 - » **Term (Agreement):** 5 years
 - July 1, 2025 – June 30, 2030
 - Agreement may be cancelled with sufficient notice at any time



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #13

Tracie Brown
Director of Operations

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

Kapsch Image Review Agreement Overview



- Kapsch TrafficCom NA is one of the Mobility Authority's toll system integrators
- Kapsch uses proprietary software and hardware to create a "clean" or "fully formed" transaction
- Approximately 55% of the Mobility Authority's toll transactions require license plate transcription, also known as image review services, before they are forwarded to the Central United States Interoperability (CUSIOP) hub, Southern States Interoperability (SSIOP) hub, or Pay By Mail back office for customer billing
- License plate image review services mitigate potential revenue loss and allow for the identification of possible toll equipment issues

Kapsch Image Review Agreement Overview (continued)



- In 2019 the Mobility Authority's Board approved an agreement with Kapsch for license plate image review and transcription services
- The term of the agreement was for five years with the option of two 2-year renewals
 - » The initial term expired on July 31, 2023
 - » The first two-year renewal option was approved by the Board in June 2023 and expires on July 31, 2025

Kapsch Second Amendment Summary



- Today's action requests the Board's approval to amend Kapsch's agreement
- Exercises the second and final two-year renewal option through July 31, 2027
- Increases cost to \$0.0454 for manual reviews and \$0.0222 for automated reviews
 - » **Kapsch will continue to perform reviews related to exempt vehicles (*buses, registered van pools, qualified veterans, emergency vehicles, etc.*) at no cost to the Mobility Authority**

Kapsch Image Review Pricing Comparison



Review Type	Current Pricing (FY25)	CPI Increase (FY26)	New Pricing (FY26)
Optical Character Recognition (OCR)	\$0.0218 per transaction	1.9%	\$0.0222 per transaction
Manual Review	\$0.0446 per transaction	1.9%	\$0.0454 per transaction

Staff Recommendation



- Staff recommends approving the second amendment to the agreement with Kapsch TrafficCom North America for license plate image review services



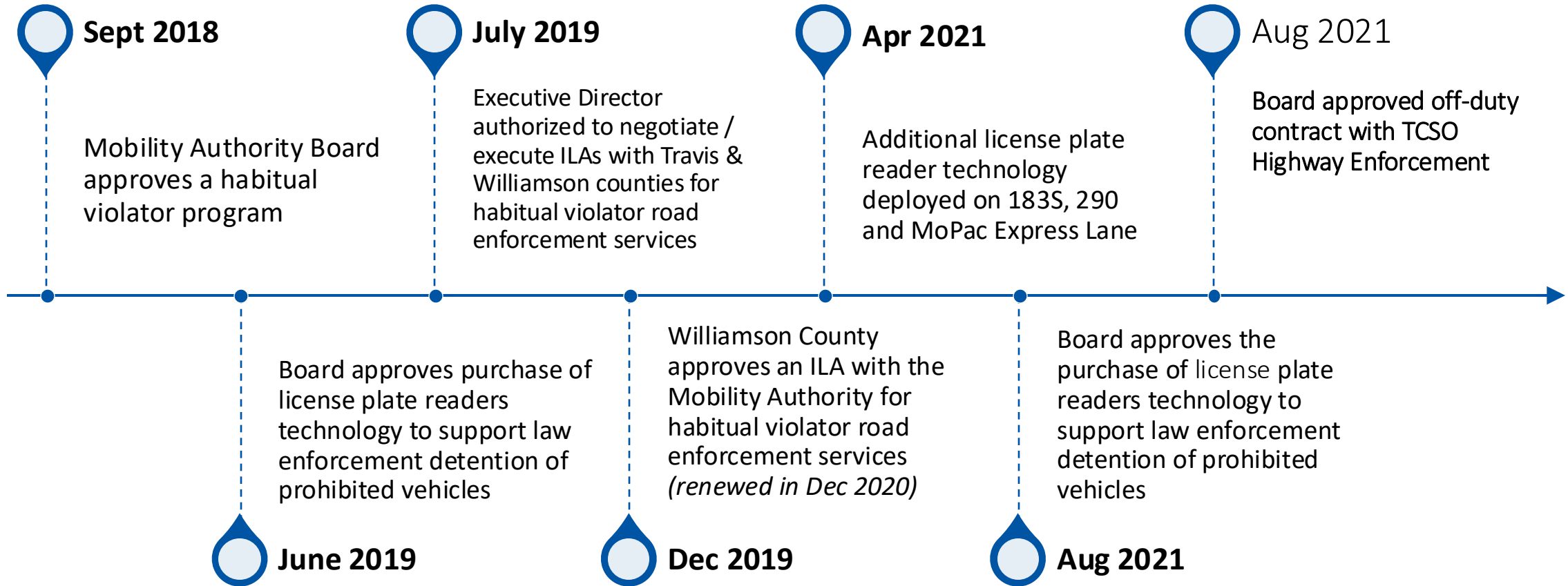
CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #14

Tracie Brown
Director of Operations

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

Action Background



TCSO Roadway Enforcement Results



- Total payments collected from habitual violators through April 2025 this fiscal year total almost \$21M, a 40% increase 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 10,000 stops for violation of the Board's habitual violator prohibition orders
 - » **Several arrests have been made for felony warrants and other traffic offenses**

Law Enforcement Impact on Habitual Violator Payments



- Analysis of the habitual violator program indicates that vehicle prohibition enforcement remedies (the prohibition letter and law enforcement stops) have had the most impact on HV customer payment behavior
 - » In addition, usage of the Mobility Authority's toll facilities by habitual violator customers is dramatically reduced following these enforcement steps
- Invoice payment activity was evaluated in the 3 months before and after being pulled over for roughly 5,000 habitual violators
 - » 3 Months Before: 6.2% of Habitual Violators made payments
 - » 3 Months After: 30.6% of Habitual Violators made payments
- **CONCLUSION - Law enforcement intervention successfully compelled individuals to make payments**

Expansion of Services in FY 2026



- Support the Mobility Authority's safety initiatives
- Facilitate patrolling in hot spots prone to vandalism or theft

TCSO Agreement Overview



- Contracts for prohibited vehicle enforcement services via TCSO's Secondary Employment Application
 - » **Contract terminates after six months; execution of a new agreement is required for continued services**
 - » **Hourly rate for TCSO deputies is \$90/hour (min 4 hours)**
 - » **Agreement also provides a "donation" to Travis County for use of county vehicles at the rate of \$20/hour**
 - » **Agreement may be terminated with 24-hour notice**
- The total cost of the TCSO agreement is budgeted at an amount not to exceed \$475,000 for FY26. This includes on-road habitual violator enforcement for all Mobility Authority facilities within Travis County boundaries, support for our safety initiatives and patrolling as needed

Staff Recommendation



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



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #15

Cory Bluhm
Asst. Director of IT & Toll Systems

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

Streaming Services Overview



- The Mobility Authority utilizes specialized hardware, 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, 2025

History



- In 2015, the Mobility Authority established an agreement with Swagit Productions, LLC (Swagit) to provide hardware, software, and related services. This agreement renewed annually
- In 2024, the Mobility Authority transitioned the initial contract for these services to a DIR contract through Carahsoft Technology Corp

Procurement



- The current request seeks to execute a new one-year agreement through DIR contract DIR-CPO-5687

Description	Unit Cost	Unit	Total
Hardware/Software Setup	\$1,311.92	1 EA	\$1,311.92
Hardware – Three Cameras	\$49,813.78	1 EA	\$49,813.78
Annual Services Subscription (7/1/2025 - 6/30/2026)	\$31,506.35	1 EA	\$31,506.35
Subtotal			\$82,632.05
Contract Not to Exceed Amount			\$82,632.05

Recommendation



- Staff recommends executing an agreement with Carahsoft Technology Corporation to provide videography hardware, one-year software package, and related services, in the amount of \$82,632.05
 - » **Not to Exceed Amount: \$82,632.05**
 - » **Funding Source**
 - Operating Budget
 - » **Term: 1 year**
 - July 1, 2025 – June 30, 2026



AGENDA ITEM #16

Mike Sexton
Director of Engineering

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

Timeline of Events



- **April 22, 2015** - Board authorized the Executive Director to execute an ILA with TxDOT for maintenance services on TxDOT right-of-way adjacent to Mobility Authority facilities
- **December 7, 2015** - Mobility Authority executes ILA with TxDOT with a termination date of June 30, 2020
- **May 27, 2020** – Board authorized the Executive Director to execute an ILA with TxDOT for maintenance services on TxDOT right-of-way adjacent to Mobility Authority facilities
- **July 27, 2020** - Mobility Authority executes ILA with TxDOT with a termination date of June 30, 2025
- **June 25, 2025** - Proposed action today - Board authorize the Executive Director to execute an amendment to the ILA with TxDOT for maintenance services on TxDOT right-of-way adjacent to Mobility Authority facilities
- **On or before June 30, 2025** - Mobility Authority executes the amendment to the ILA with TxDOT with a termination date of June 30, 2028 with potential extension of up to 10 years

Scope

- Covers the following corridors:
 - » 290 Toll
 - » MoPac Express Lane
 - » 71 Toll
 - » 45SW Toll
 - » 183A Toll
 - » 183 Toll
 - » 183A Phase III
 - » 183 North
- Routine Maintenance including:
 - » Pavement
 - » Sign and pavement markings
 - » Drainage
 - » Structures
 - » Joints
 - » Incident response
 - » Weather response
 - » Snow and ice
 - » Debris removal
 - » Mowing
 - » Landscape
- Cost is shared between TxDOT and Mobility Authority



Staff Recommendation



- Staff recommends the Board approve the Amendment to the Interlocal Agreement with the Texas Department of Transportation for cost sharing associated with the PBMC for routine maintenance services



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #17

Mike Sexton
Director of Engineering

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

Criteria for pedestrian and/or bicycle facilities



- Staff was asked to develop criteria to possibly be used to score and rank potential pedestrian and/or bicycle projects. Staff proposes the following process:
 - » **Readiness Overview**
 - » **Location Requirements**
 - » **Entity Eligibility**
 - » **Selection Criteria**
 - Planning
 - Mobility/Connectivity
 - Safety
 - Environmental Impact
 - Funding

Criteria for pedestrian and/or bicycle facilities



- Proposed Selection Criteria

Criteria	Performance Measure	Max Value
Planning	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.	10
Mobility/ Connectivity	Project removes a barrier or provides a connection to an existing Mobility Authority Shared Use Path (SUP) that did not exist previously.	20
	Project connects to existing facilities such as schools, community facilities, residential, employment centers, etc.	10
	Project directly links to a public transportation connection or is within - 0.25 miles or less (20) - 0.26 to 0.50 miles (15) - demonstrates potential for an identified future connection (5)	20
Safety	Project improves pedestrian and/or cyclist safety and security.	10
Environmental Impact	Project has incorporated measures that reduce, minimize, or avoid negative impacts to the environment or cultural resources.	10
Funding	Other identified/secured financial participants - each 5% of project (2)	20

Staff Recommendation



- Staff recommends consideration of the adoption of criteria for evaluating Mobility Authority participation in potential pedestrian and/or bicycle facility projects.



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

BRIEFINGS & REPORTS



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

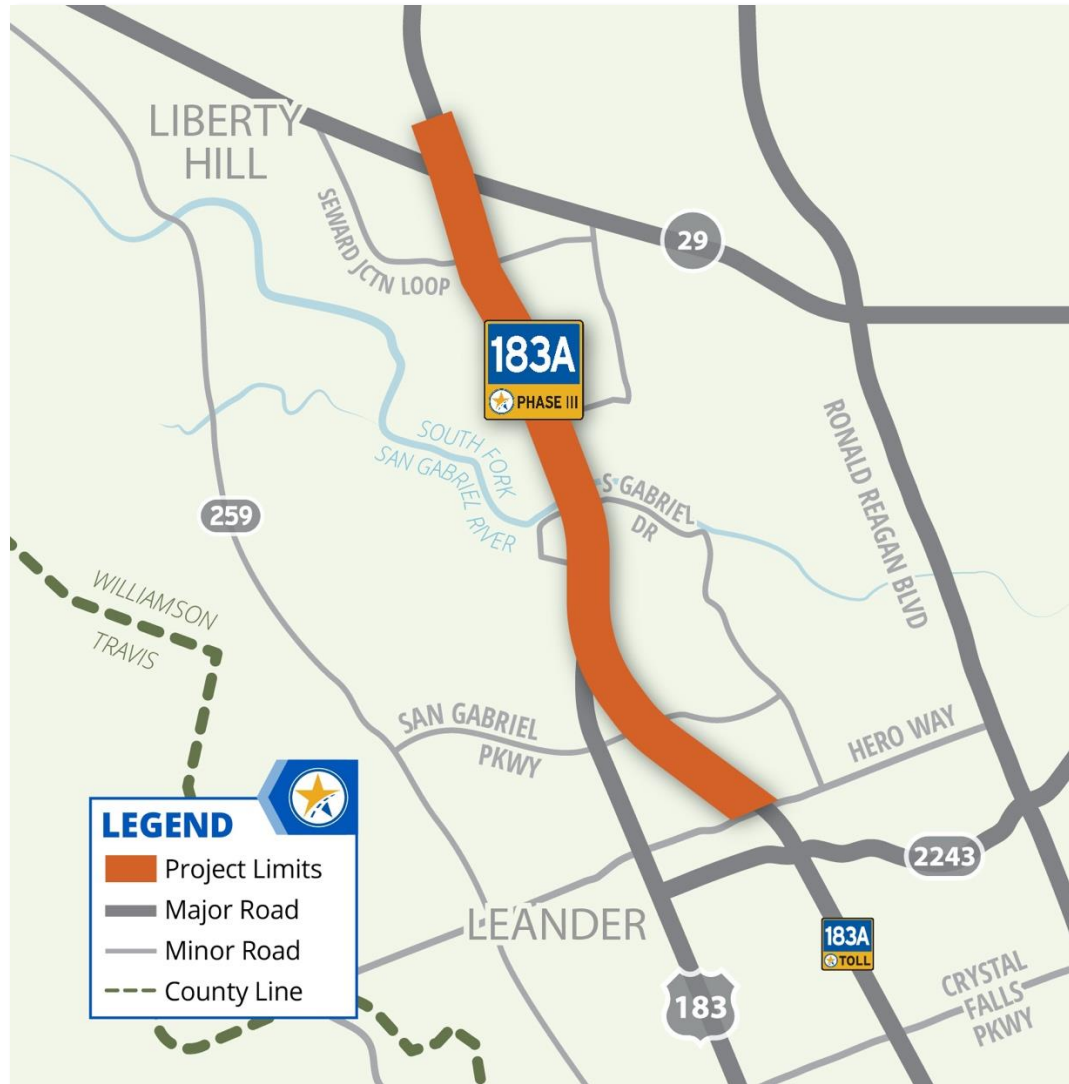
AGENDA ITEM #18A-B

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
- **Opened to Tolling:** April 2025

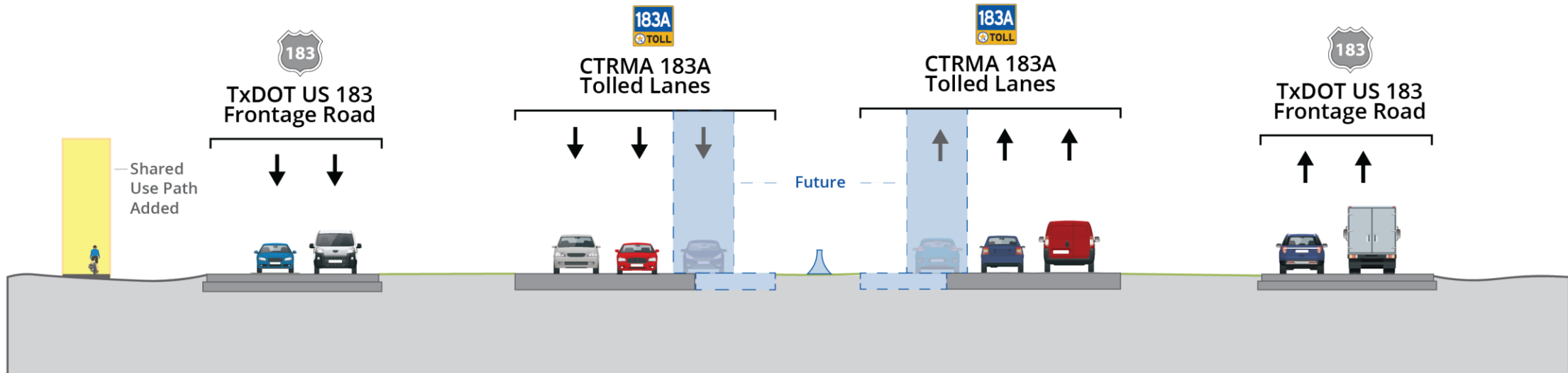
183A PHASE III PROJECT



Existing



Under Construction



PROJECT FINANCIALS



Original Contract Amount:	\$ 175,695,656.17
Authorized Changes (Change Order and Amendments)	
Previous Periods:	\$ 3,974,612.39
This Period:	\$ 0
Current Authorized Contract Amount:	\$ 179,670,268.56
Draw Requests 1 – 49 (Jan. 2021 through Feb. 2025)	\$ (165,941,736.50)
Draw Request 50 (March 2025)	\$ (1,932,390.41)
Draw Request 51 (April 2025)	\$ (2,140,804.44)
Draw Request 52 (May 2025)	\$ *(1,202,595.58)
Total Amount Earned to Date:	\$ (171,217,526.93)
Amount remaining for work to be completed:	\$ 8,452,741.63
Total Percentage of Budget Expended through May 2025:	95.3%
Total Percentage of Working Days Expended through May 2025:	115.9%

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

* Estimated and Pending CTRMA Acceptance

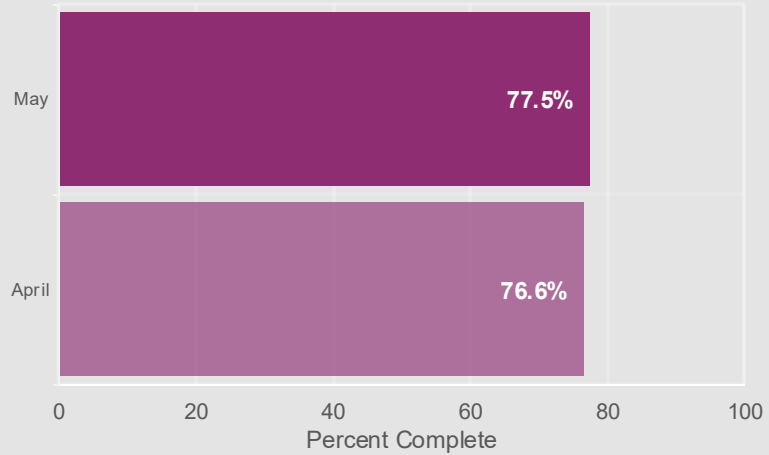
CONSTRUCTION ACTIVITIES: **HARDSCAPES/SUP WALLS**



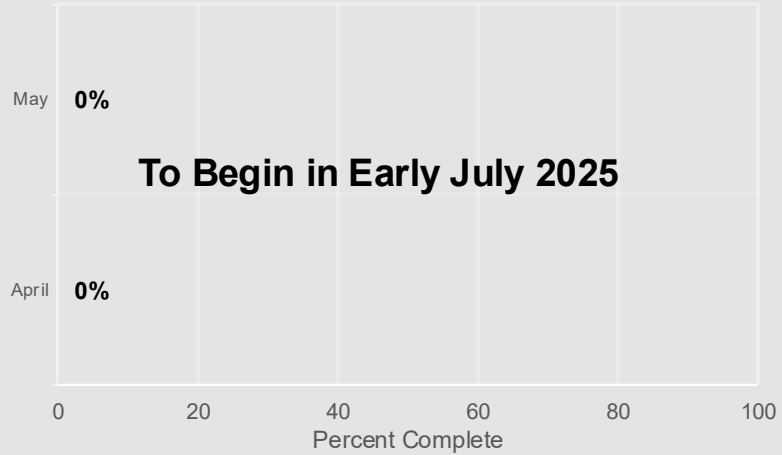
CONTRACT METRICS THROUGH MAY 2025



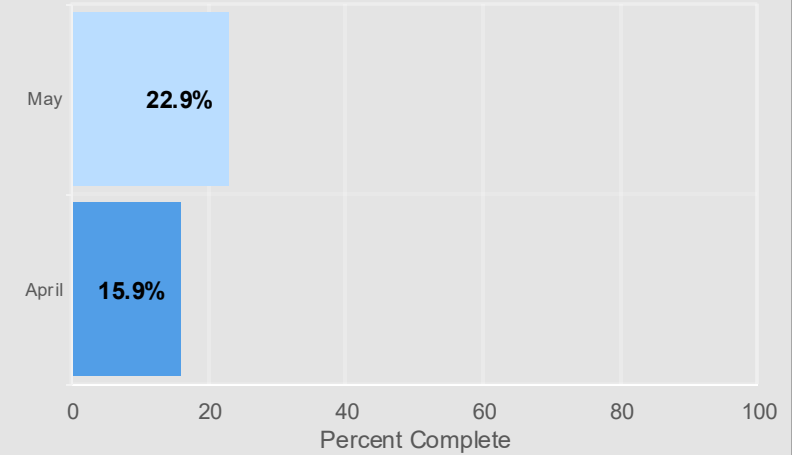
Pavement Markings and Signs



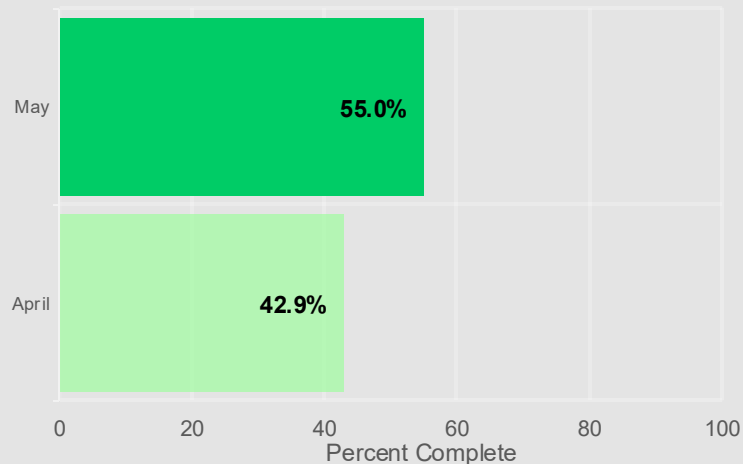
Frontage Road Resurfacing



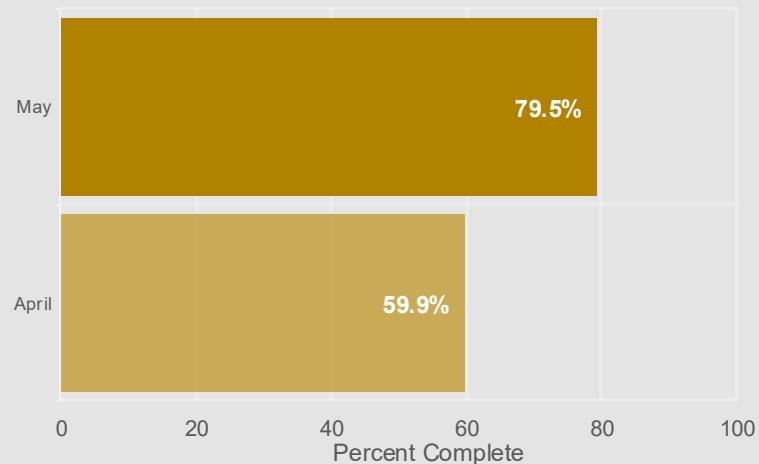
Landscape & Hardscape



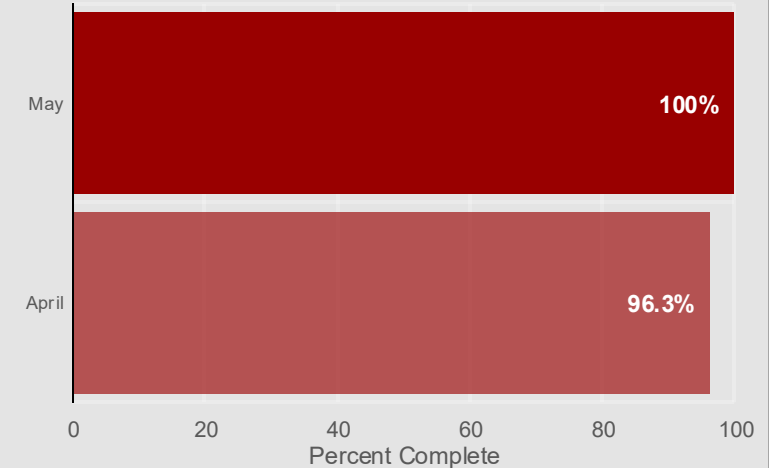
Shared Use Path Construction



Topsoil and Seeding



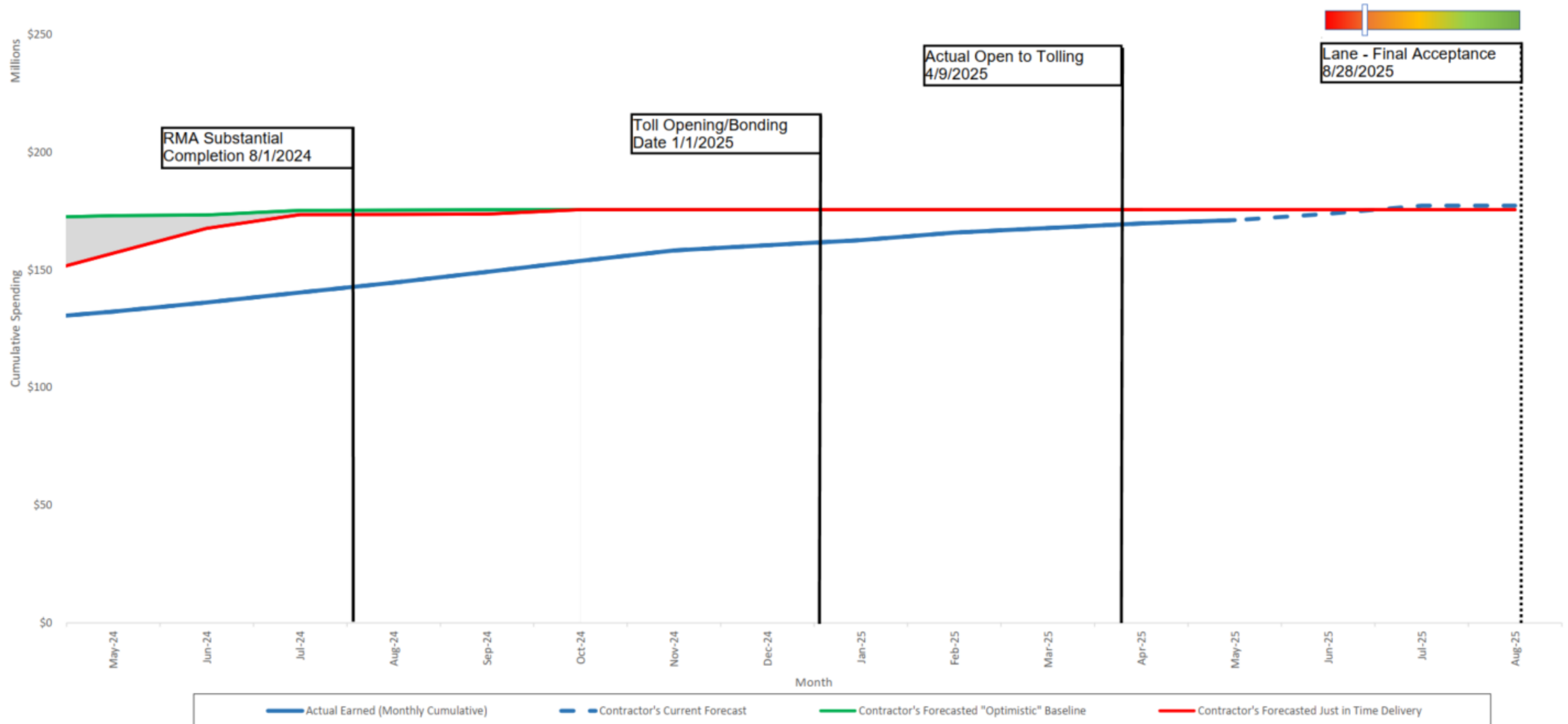
Opening Main Lanes – North of SH29



CONTRACT METRICS (cont.)



- Contractor Projected Earnings vs. Actual





CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

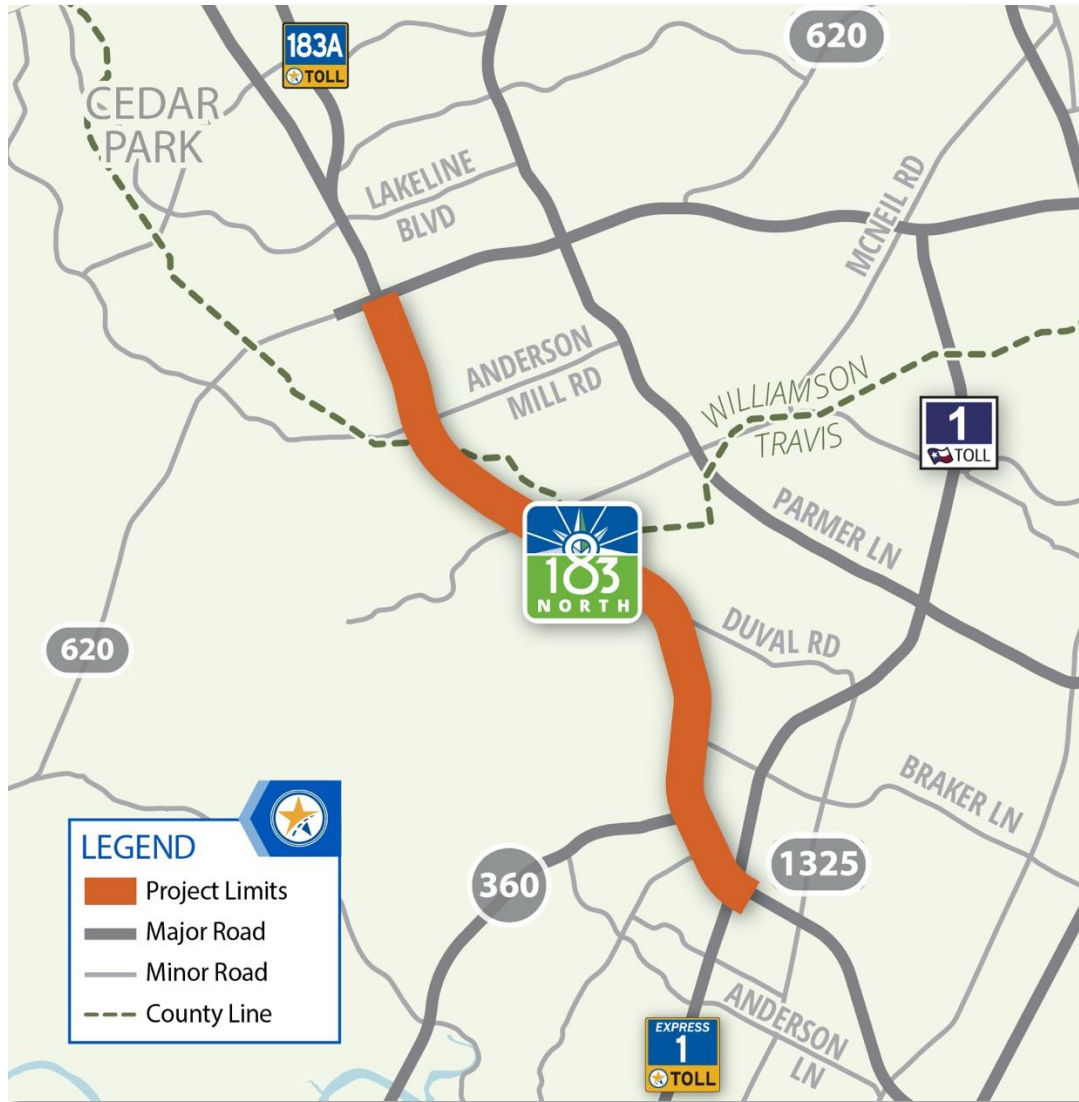
AGENDA ITEM #18A-B

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:** \$503.2M
- **Notice to Proceed:** NTP1 Issued 4/15/2021; NTP2/3 issued 6/28/2021
- **Open to Tolling:** Early 2026

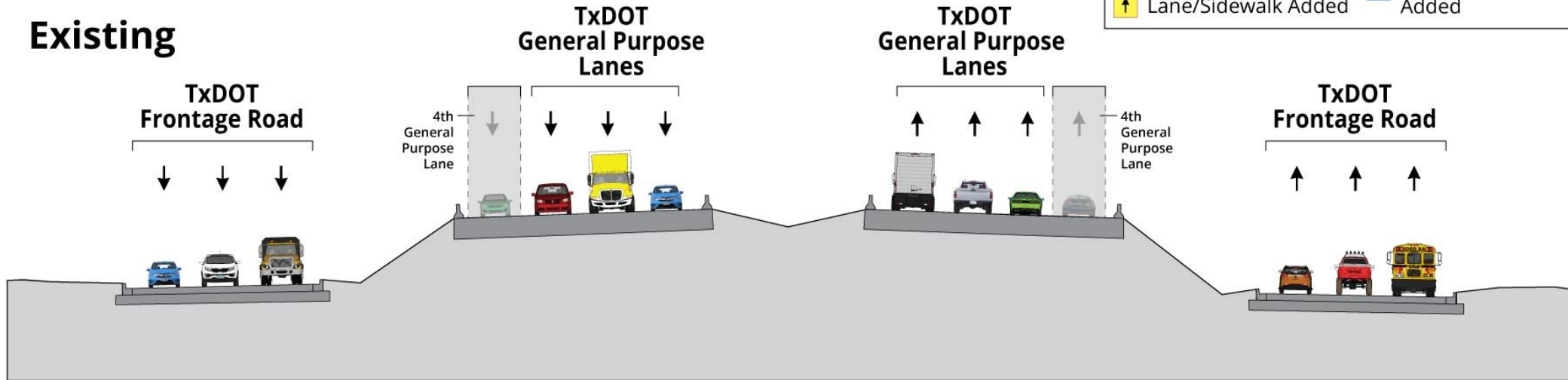
183 NORTH MOBILITY PROJECT



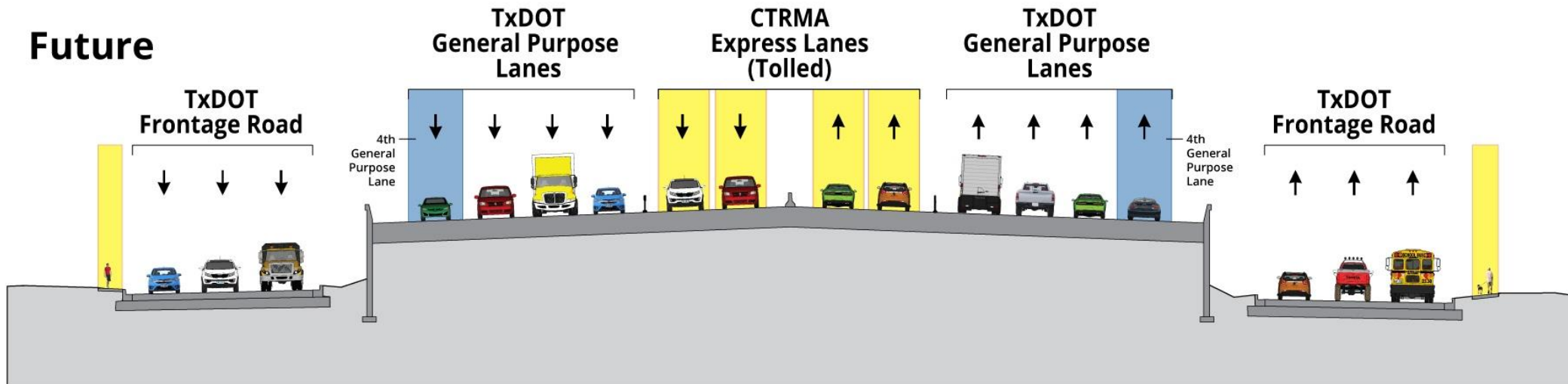
Legend

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

Existing



Future



PROJECT FINANCIALS

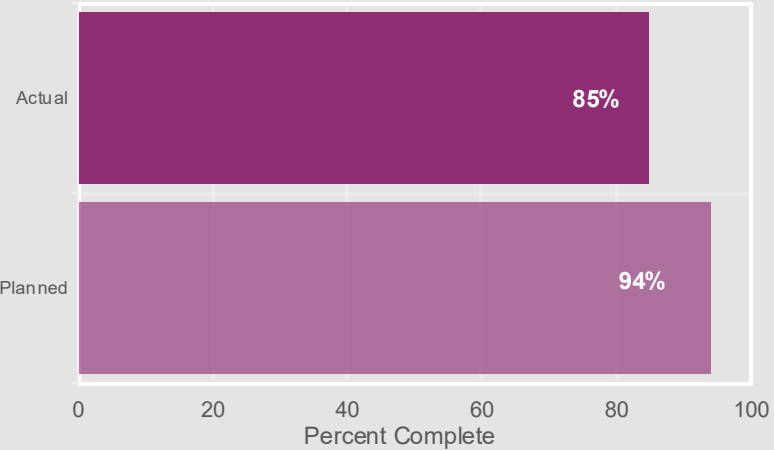


Original Contract Amount:	\$	477,149,654.00
Authorized Changes (Change Order and Amendments)		
Previous Periods:	\$	26,076,924.25
This Period:		-
Current Authorized Contract Amount:	\$	503,226,578.25
Draw Requests 1 – 47 (Apr 2021 through February 2025)	\$	(375,159,172.78)
Draw Request 48 (March 2025)	\$	(13,205,192.55)
Draw Request 49 (April 2025)	\$	(12,380,587.95)
Draw Request 50 (May 2025)	\$	(11,670,398.50)
Total Amount Earned to Date:	\$	412,415,351.78
Amount remaining for work to be completed:	\$	90,811,226.47
Percent of budget expended through May 2025:		82.0%
Percent of working days expended through May 2025:		93.5%

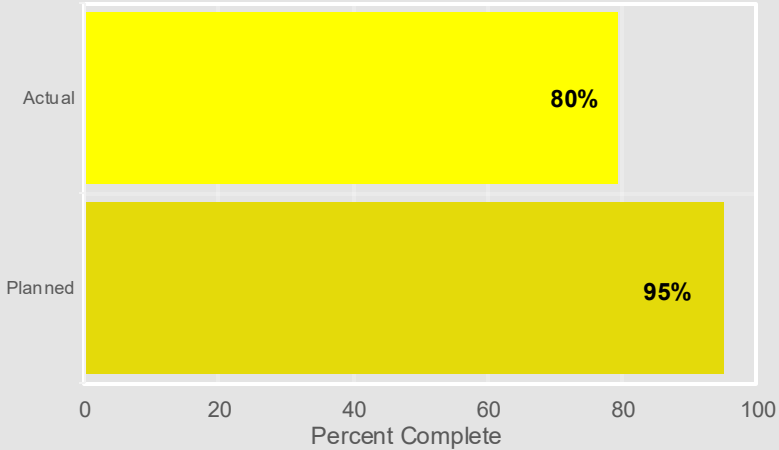
CONTRACT METRICS



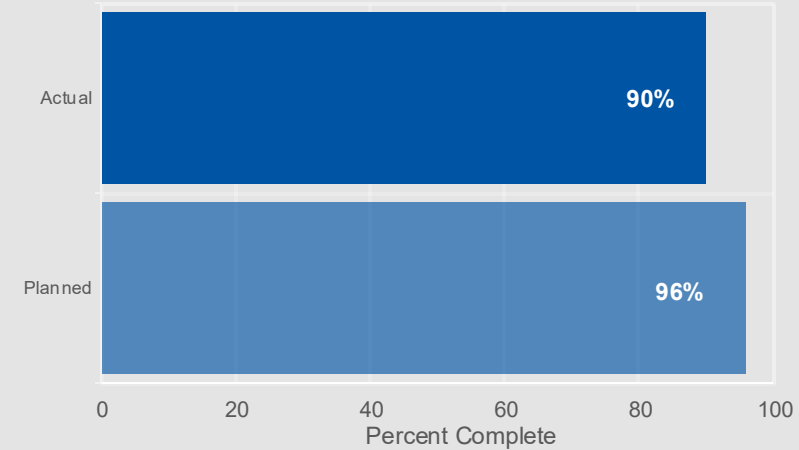
Drainage



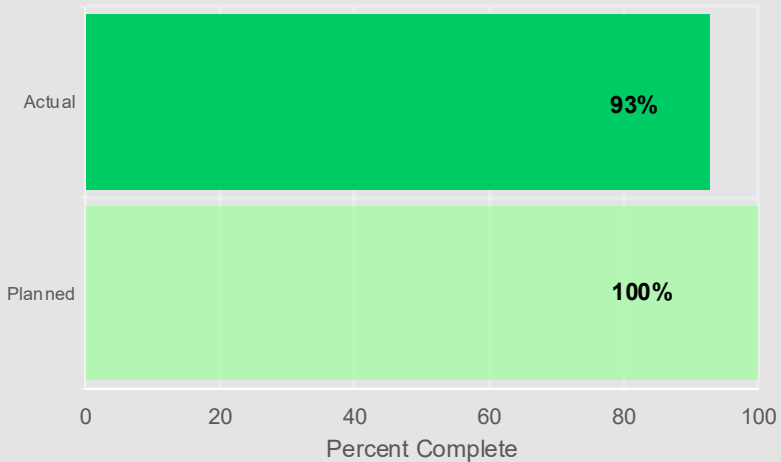
Pavement



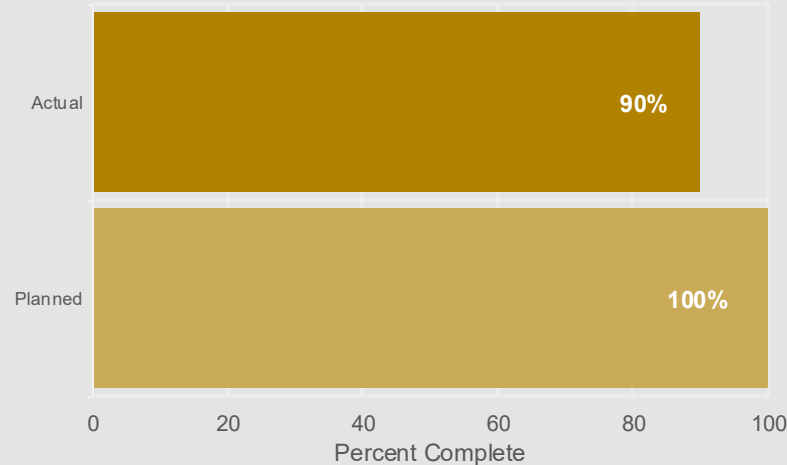
Drilled Shafts



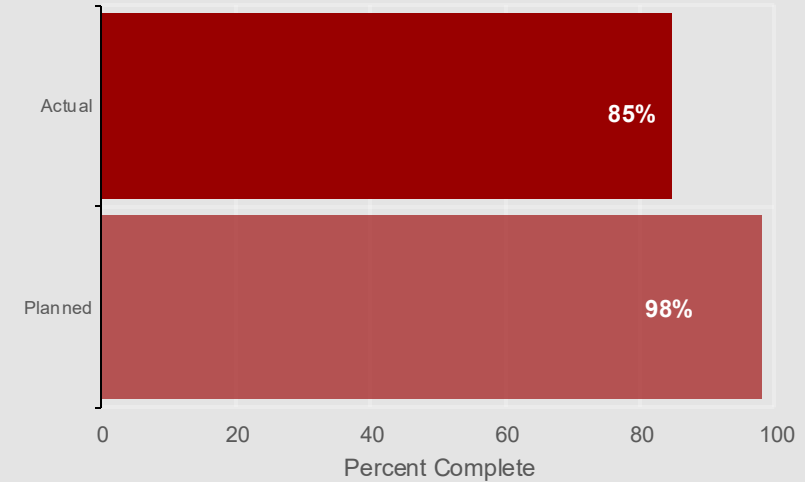
Bridge Columns



Bridge Caps



Retaining Walls



CONSTRUCTION ACTIVITIES:

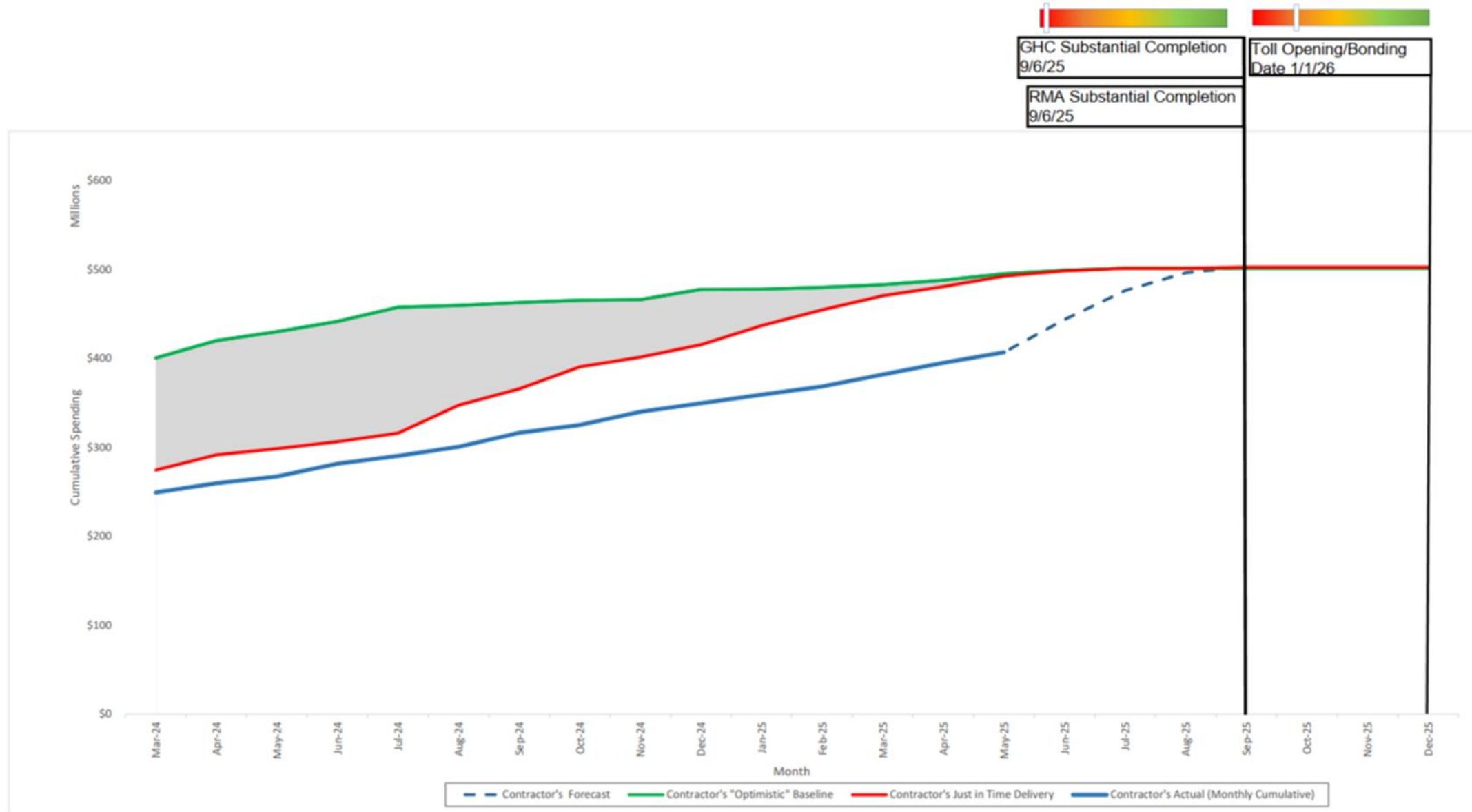
US 183 – Outside Widening



183 NORTH PROJECT



- Contractor Projected Earnings vs. Actual





CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

EXECUTIVE DIRECTOR REPORT



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #19A-B

James M. Bass
Executive Director

Executive Director Report

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

Recent agency staff activities



- Interagency Meetings
- Construction Partnership Program
- Cedar Park Chamber
- Round Rock Chamber
- WTS Luncheon Event
- Austin Chamber Infrastructure Committee
- IBTTA Communications, HR & Legal Workshop
- IBTTA Be Safe Together: A Global Leadership Conversation on Road Safety
- IBTTA Young Professionals Planning Committee
- IBTTA Enlightenment Working Group (Outreach, Opportunity & Engagement Committee)
- IBTTA Agency Technology Leaders
- OA Policy Council
- Various CUSIOP Meetings
- NIOP Regional Hub Meetings
- Texas Tolling Legal
- Fatality Crash Review
- Central Texas Traffic Management System (CTTMS) Meetings
- Leadership America
- TMC Manager & Supervisor Interview on Safety for Community Impact



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #19A-B

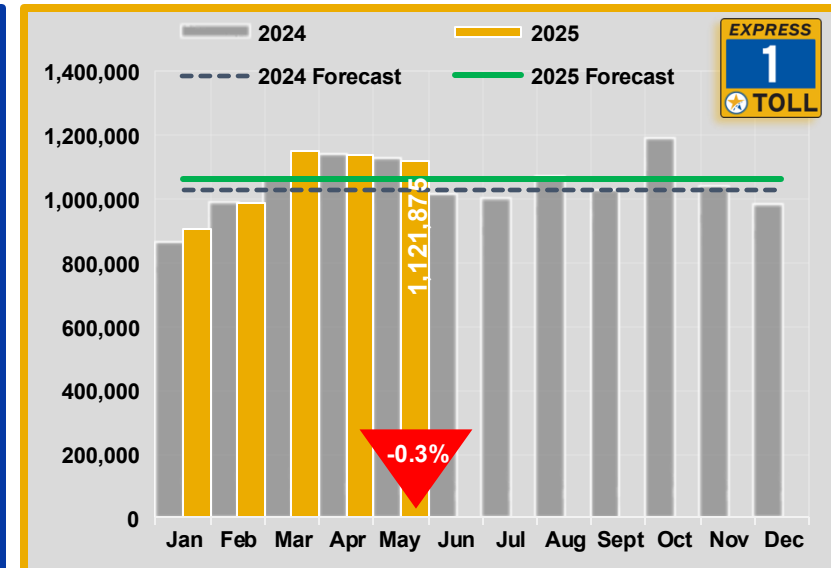
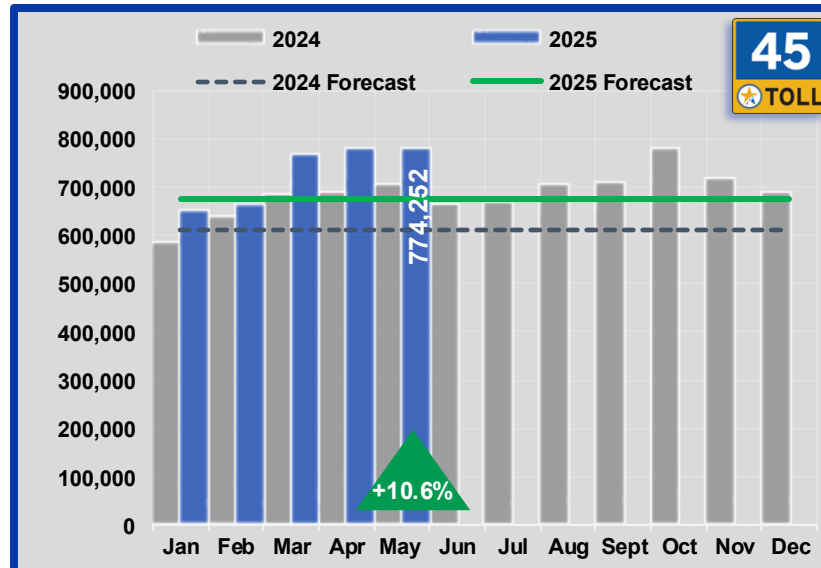
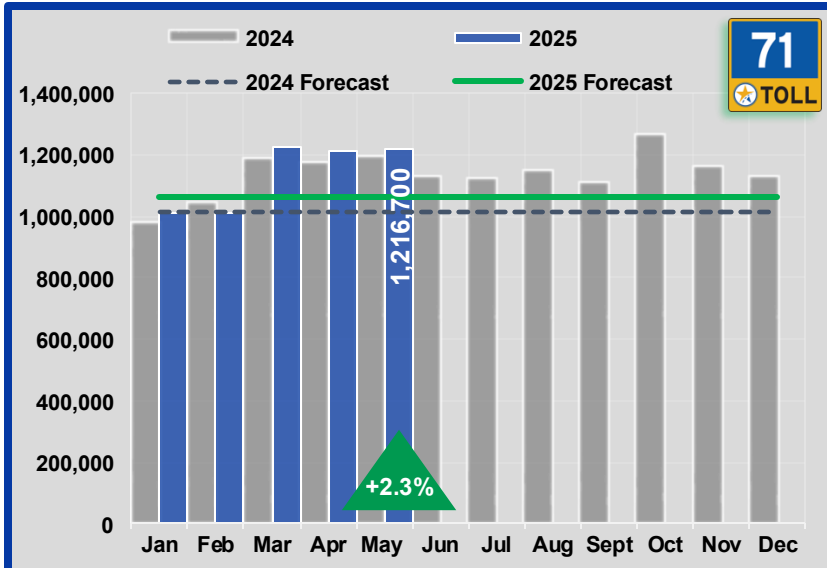
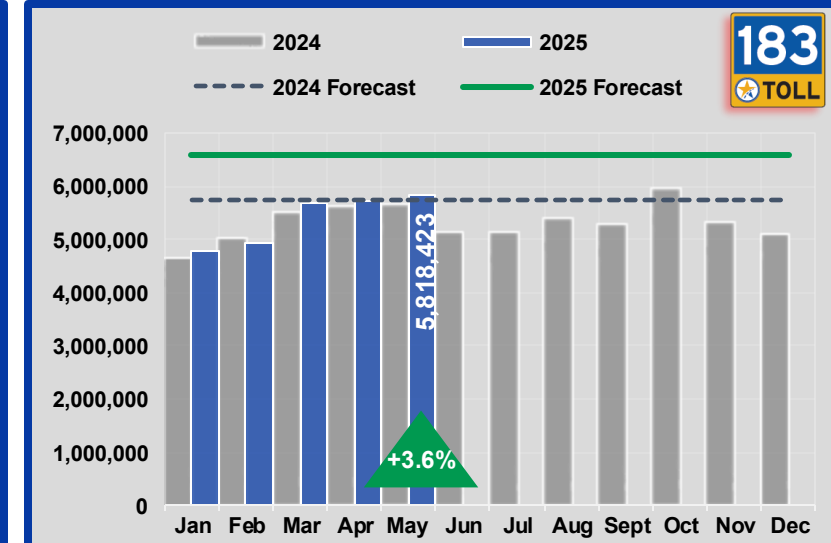
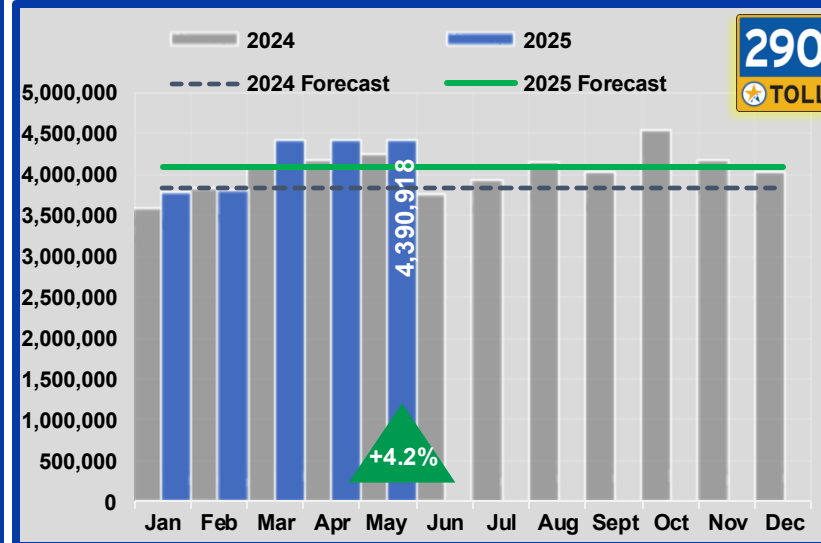
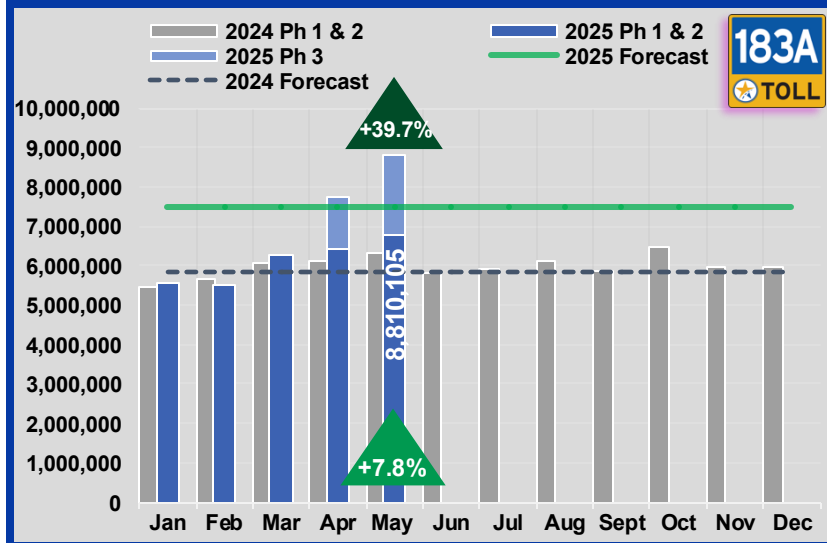
James M. Bass
Executive Director

Executive Director Report

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

Monthly Transaction Trend by Roadway

(Percent Change Over May 2024)



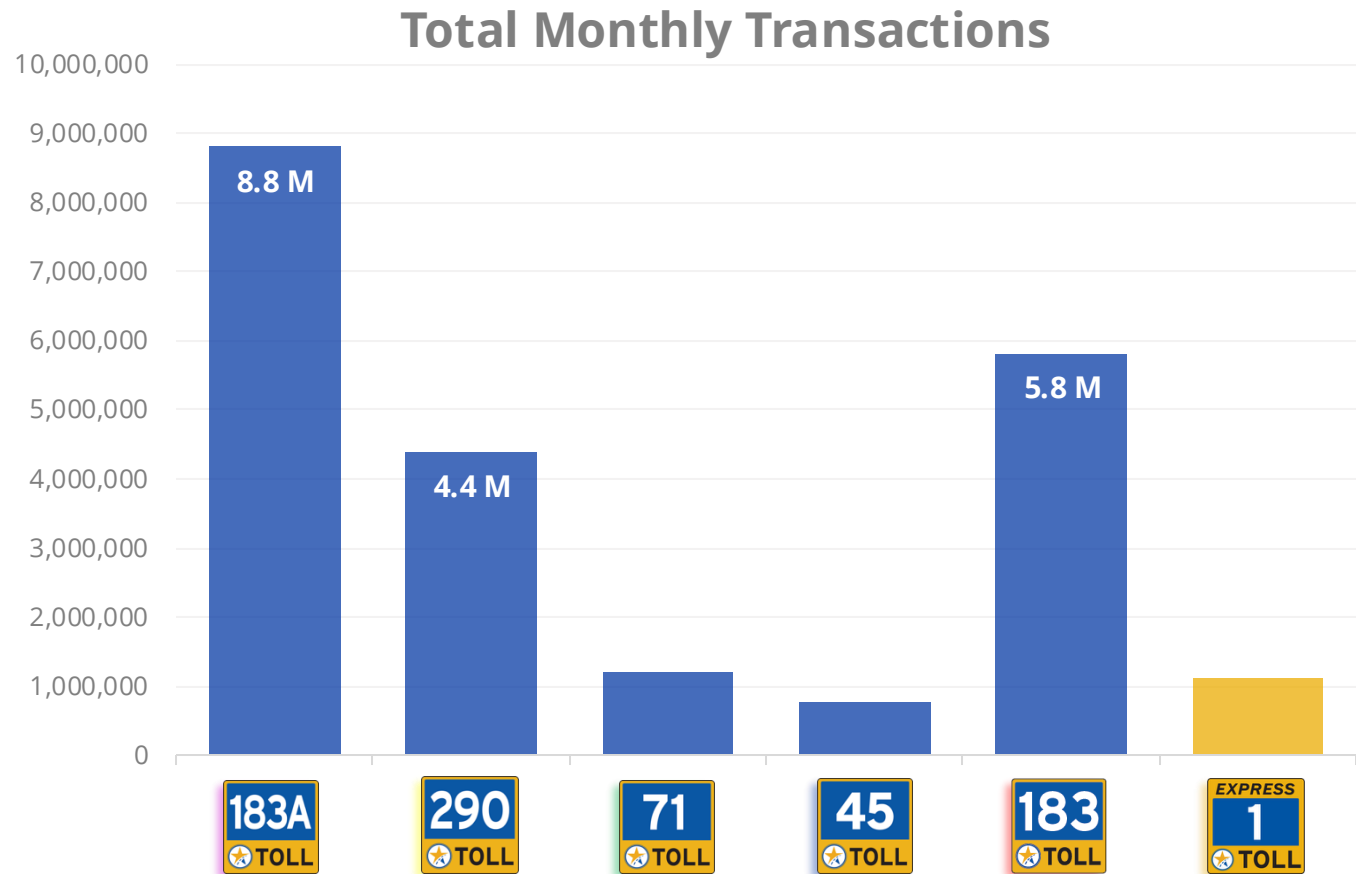
Note - 183A Toll includes Phase III Transactions starting April 9, 2025. Total CTRMA System +5.4% (w/o Ph3) and +16.5% (w/ Ph3).

Transactions and Pre-Paid Penetration

May 2025



Roadway	Total Pre-paid Penetration %
183A Toll	67.99%
183A Ph 3 Toll	65.03%
290 Toll	60.22%
71 Toll	61.92%
45SW Toll	69.38%
183 Toll	58.63%
MoPac	69.92%
ALL	63.44%



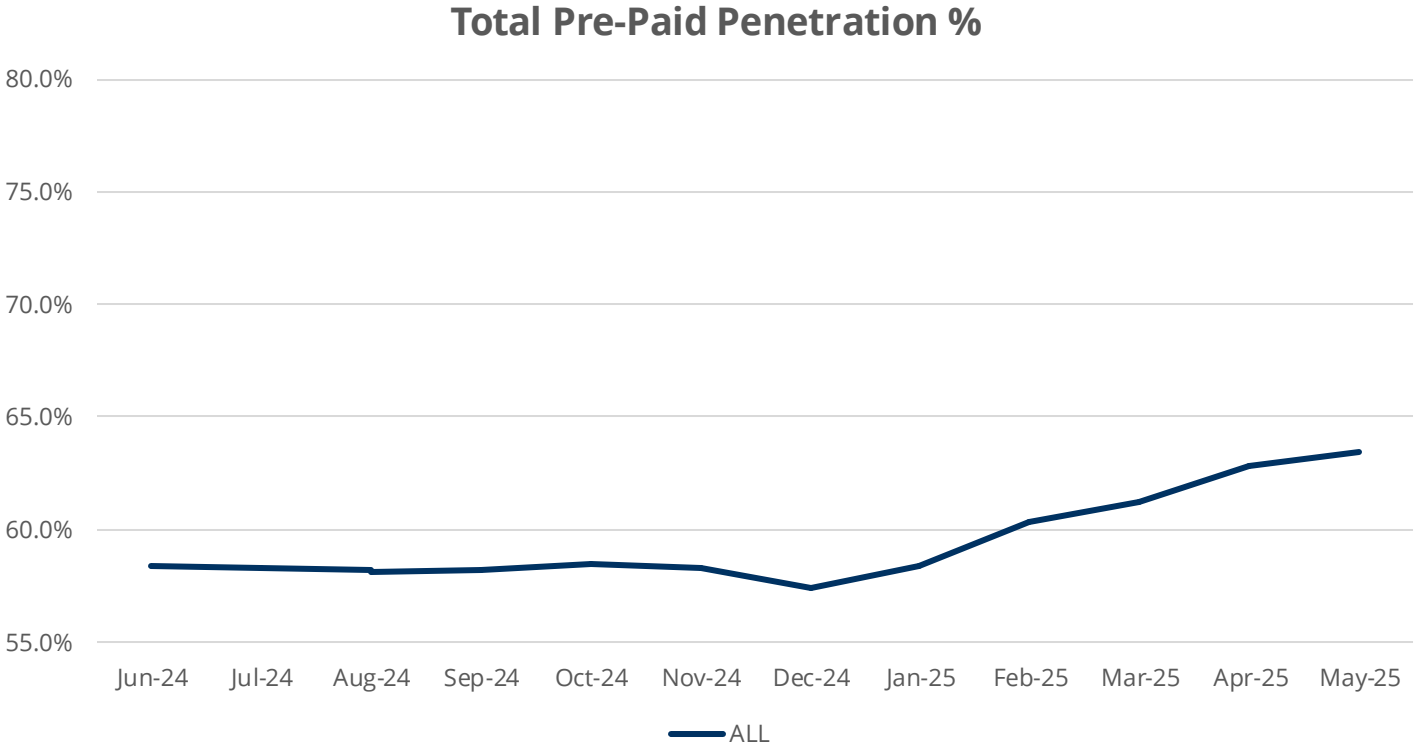
*183A includes
Ph 3 transactions

Transactions and Pre-Paid Penetration

May 2025 vs Historical



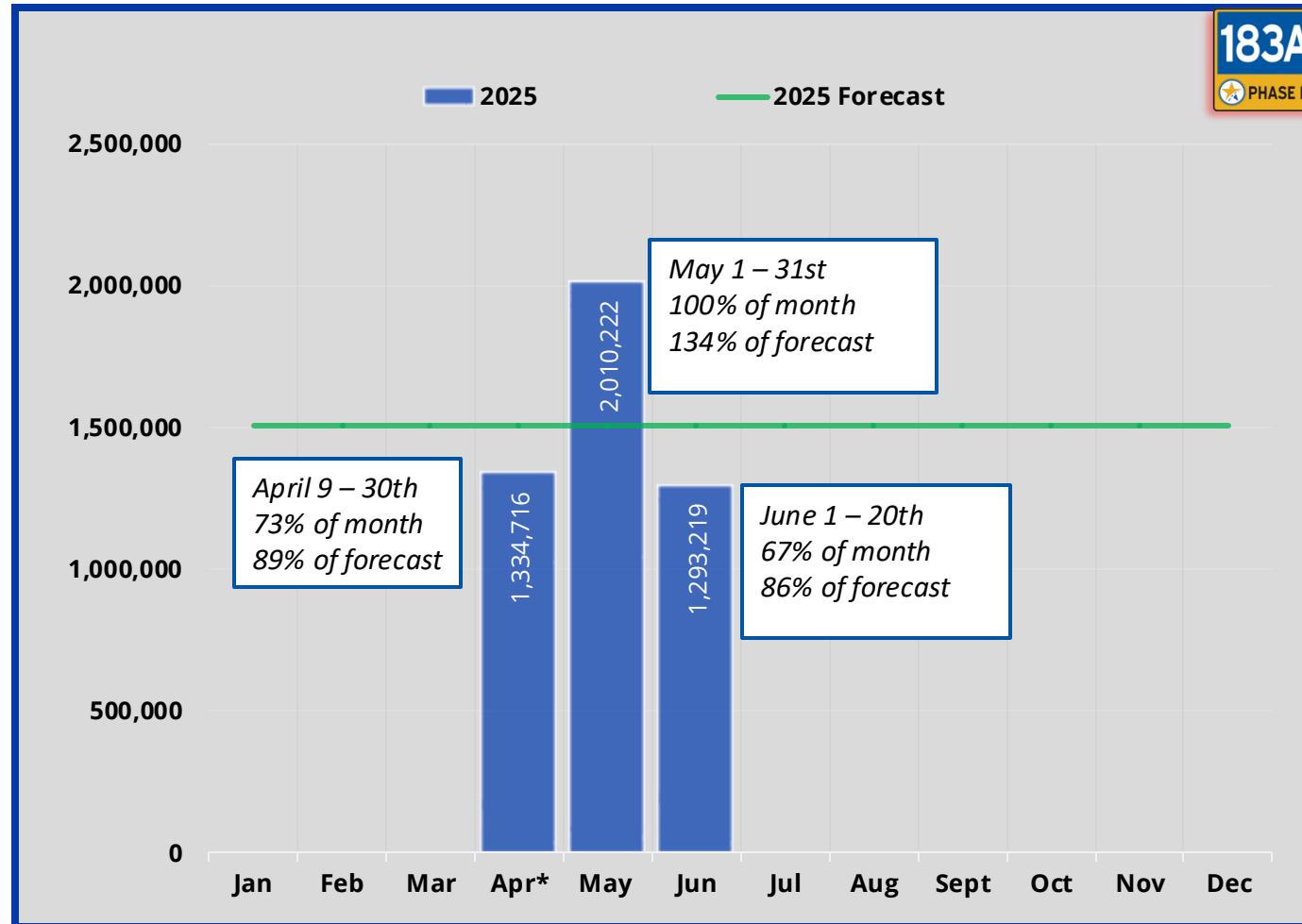
Roadway	Total Pre-paid Penetration % (May 2024)	Total Pre-paid Penetration % (May 2025)
183A Toll	63.79%	67.99%
183A Ph 3 Toll	--	65.03%
290 Toll	55.11%	60.22%
71 Toll	57.41%	61.92%
45SW Toll	65.33%	69.38%
183 Toll	53.92%	58.63%
MoPac	61.31%	69.92%
ALL	58.45%	63.44%



Source: Reconciliation Report

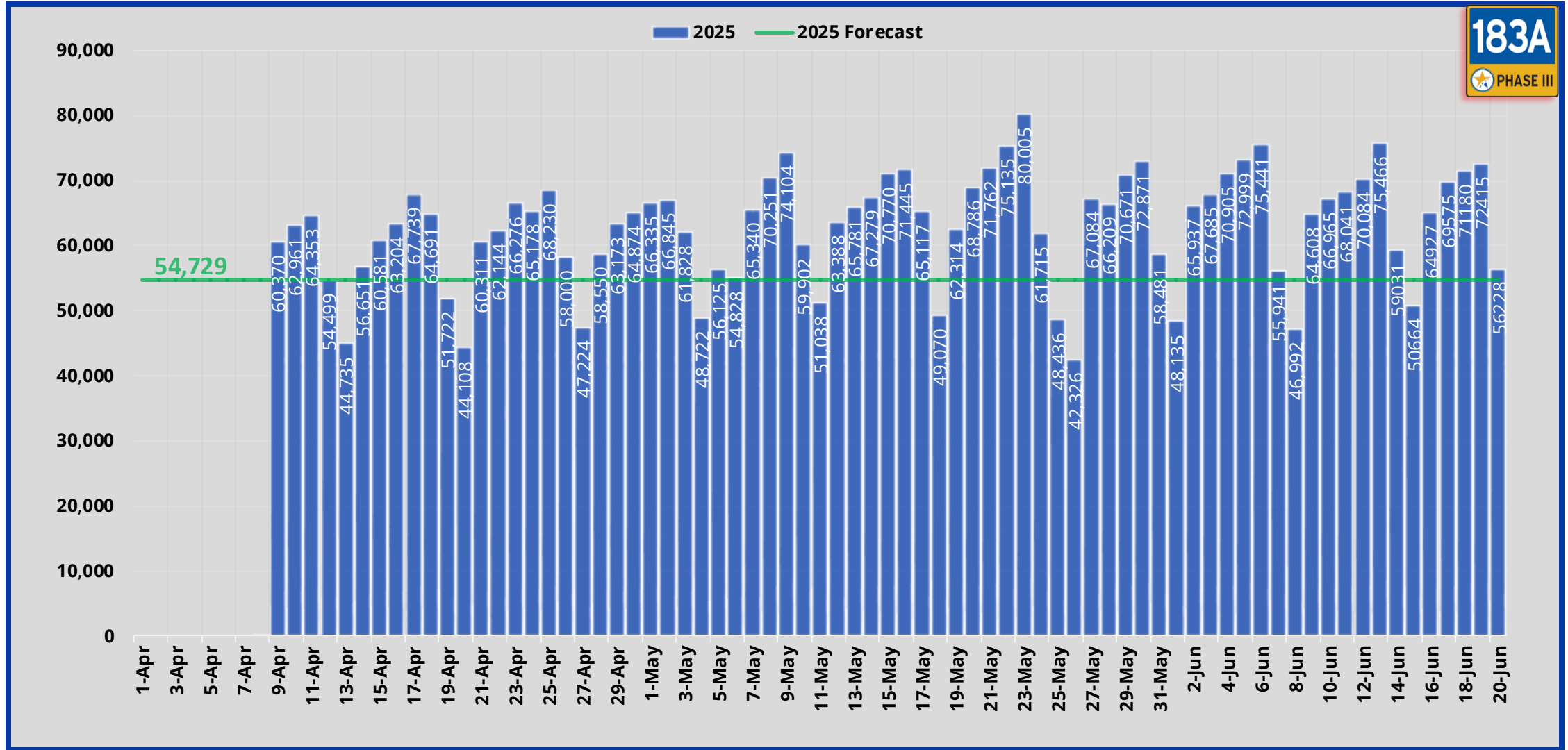
Monthly Transaction Trend by Roadway

(183A Phase III – April 9 – June 13 Transactions)



Daily Transaction Trend for 183A Ph III

(April 9 – June 20, 2025)





CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

EXECUTIVE SESSION

EXECUTIVE SESSION

ITEMS #20-24



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

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).



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

REGULAR ITEMS



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #25

James Bass
Executive Director

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



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

REGULAR MEETING OF THE

BOARD OF DIRECTORS

ADJOURN MEETING #26

June 25, 2025