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.

October 28, 2026

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #1

Bobby Jenkins
Chairman

Welcome and opportunity for public comment

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #2

David Singleton
Committee Chairman

Audit Committee Meeting

A. Audit Committee meeting called to order by Committee Chairman Singleton
B. Introduction of external auditors from Crowe, LLP
C. Discuss, consider, and take appropriate action to accept the Fiscal Year 2026 Audit Reports
D. Adjourn Audit Committee

CENTRAL TEXAS REGIONAL
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Central Texas Regional Mobility Authority

- Fiscal Year Ended June 30, 2026
- Audit Presentation

PRESENTER

- Jill Strohmeyer, Partner
- Michelle Buss, Senior Manager

- October 28, 2026



• AGENDA

ONE — Crowe's Services and Deliverables

TWO — Expected Audit Results

THREE — Required Communications

FOUR — Independence Considerations

Crowe's Services and Deliverables

Service	Deliverable
Audit of the Central Texas Regional Mobility Authority's basic financial statements in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards	Crowe's Independent auditor's report on financial statements
Uniform Guidance Audit of the federal / state awards	Crowe's audit report on internal control over financial reporting and compliance based on an audit of performed under Government Auditing Standards and our report on the compliance audit *(Pending finalization due to delay by the OMB in releasing 2026 compliance supplement)*.
Communication of internal control deficiencies and other matters	Crowe's Independent auditor's report on internal control over financial reporting and on compliance and other matters

Audit Execution – Risk Assessment

Key Accounts & Significant Audit Areas	Identified Risk(s)	Summarized Planned Audit Approach	Risk of Material Misstatement
Cash	High inherent risk	Confirm balances, scope test reconciling items	High
Investments	High inherent risk	Confirm balances, test fair value	High
Pay by Mail - Accounts receivable and revenue	High inherent risk; Material fraud risk identified for pay by mail toll revenue	Sample AR & revenue; recalculate revenue; recalculate allowance	High and MFR
IOP – Accounts receivable and revenue	High inherent risk	Confirm AR and revenue	High
Accounts payable	High inherent risk	Perform search for unrecorded liabilities	High
Debt	High inherent risk	Confirm balances, test debt issuance calculations, test debt covenant calculations, test interest expense	High
Capital assets	Not high inherent risk	Sample additions, test depreciation expense	Not High
Management override of controls	High inherent risk; Material fraud risk identified for management override of controls	Sample journal entries	High and MFR

Expected Audit Results

Unmodified (“Clean”) Opinion

- In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities, each major fund and fiduciary activities of the Authority, as of June 30, 2026, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

- Emphasis of Matter
  - As discussed in Note 1 to the financial statements, during the year ended June 30, 2026, the Authority adopted new accounting guidance, GASB Statement No. 103, *Financial Reporting Model Improvements*. The implementation of this Statement resulted in changes to the presentation and related disclosures of the Authority’s financial statements. Our opinions are not modified with respect to this matter.

Expected Audit Results (Continued)

Deficiency Definitions

- Deficiency - A control deficiency exists when the design or operation of a control does not allow management or employees, in the normal course of performing their duties, to prevent, or detect and correct, misstatements on a timely basis.
- Significant Deficiency - A deficiency, or combination of deficiencies, that is **less severe than a material weakness**, yet **important enough to merit attention** by those charged with governance.
- Material Weakness – A deficiency, or combination of deficiencies, such that there is a **reasonable possibility** that a **material misstatement** of the financial statements **will not be prevented, or detected and corrected**, on a timely basis.

Expected Audit Results (Continued)

Findings & Adjustments

Internal Control Findings:

- Information Technology – repeat finding

Audit Adjustments:

Waived audit adjustments related to System fund:

- Record deferred gain on refunding

Required Communications

Topic	Comments
Changes in accounting principles	Implementation of GASB 103.
Other information included in annual reports	We have not yet received all of the other information; accordingly, we will read the other information when we receive it. We will inform you of any material inconsistencies or misstatement of facts noted in such information.
Circumstances that affect the form and content of audit report	Emphasis of Matter related to implementation of GASB 103. Our opinions are not modified with respect to this matter.
Disagreements with management on financial accounting and reporting	None noted.
Corrected or uncorrected misstatements	Corrected misstatements – Provided in the audit communications letter. Uncorrected misstatements – Provided in the audit communications letter.
Major issues discussed with management prior to engagement	None noted.
Consultations with other accountants	None noted.
Difficulties in performing the audit	None.
Material errors, irregularities or illegal acts	None identified.
Material weaknesses in internal control	Provided in the Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Oher Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*.
Representation letter	Provided to Crowe prior to release of audit opinion with no material modifications from the prior year.
Independence communications	No independence matters identified.
Significant Estimates	Allowance for doubtful accounts, fair values of investments, useful lives of capital assets.

• THANK YOU

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CENTRAL TEXAS REGIONAL
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CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

CONSENT AGENDA ITEMS #3-6

Bobby Jenkins
Chairman

3. Approve the minutes from the September 30, 2026 Regular Board Meeting
4. Prohibit the operation of certain vehicles on Mobility Authority toll facilities pursuant to the Habitual Violator Program
5. Approve new maximum and minimum speed limits for the 183 North Express Lanes and related amendments to the Mobility Authority Policy Code Sections 301.014 and 301.015
6. Approve and adopt the 2026 Popular Annual Financial Report

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

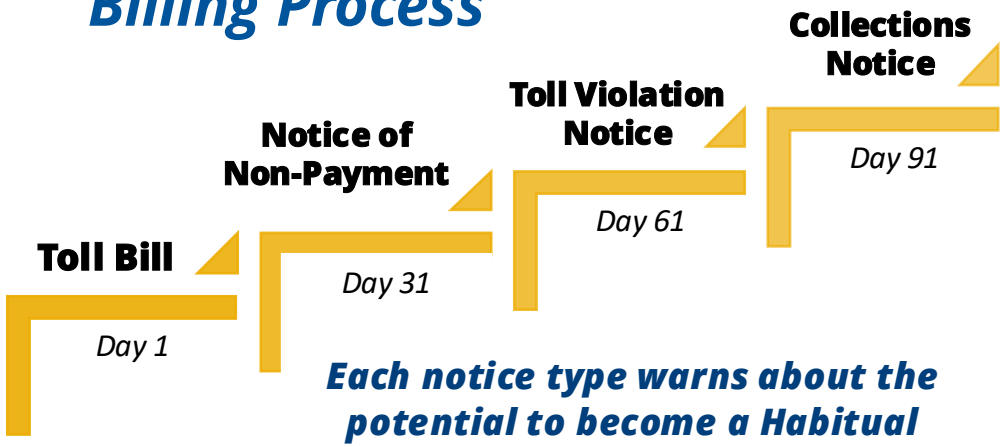
CONSENT AGENDA ITEM #4

Tracie Brown
Director of Operations

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

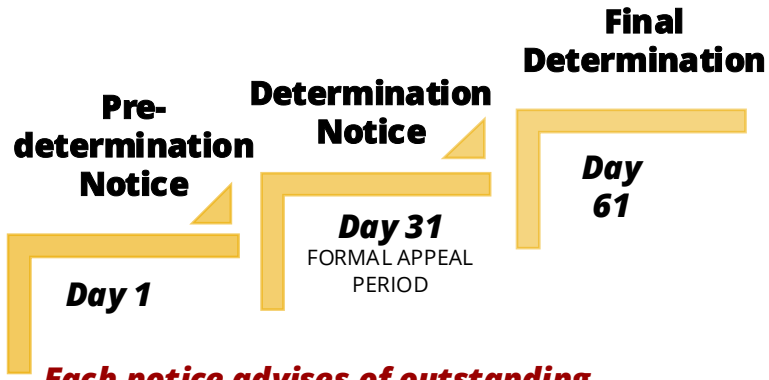
Escalating Communications

Pay By Mail Billing Process



Each notice type warns about the potential to become a Habitual Violator as a result of non-payment

Habitual Violator Process



Each notice advises of outstanding balance, penalties for continued non-payment and resolution information

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 October 2026

- **Approve a *Vehicle Prohibition Order* for the identified habitual violator customers**
  - » **Number of prohibited vehicles: 3190**
  - » **Total number of related unpaid tolls: 1,036,731**
    - Average number of outstanding tolls per vehicle: 325
    - Average unpaid balance: $1115
- **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

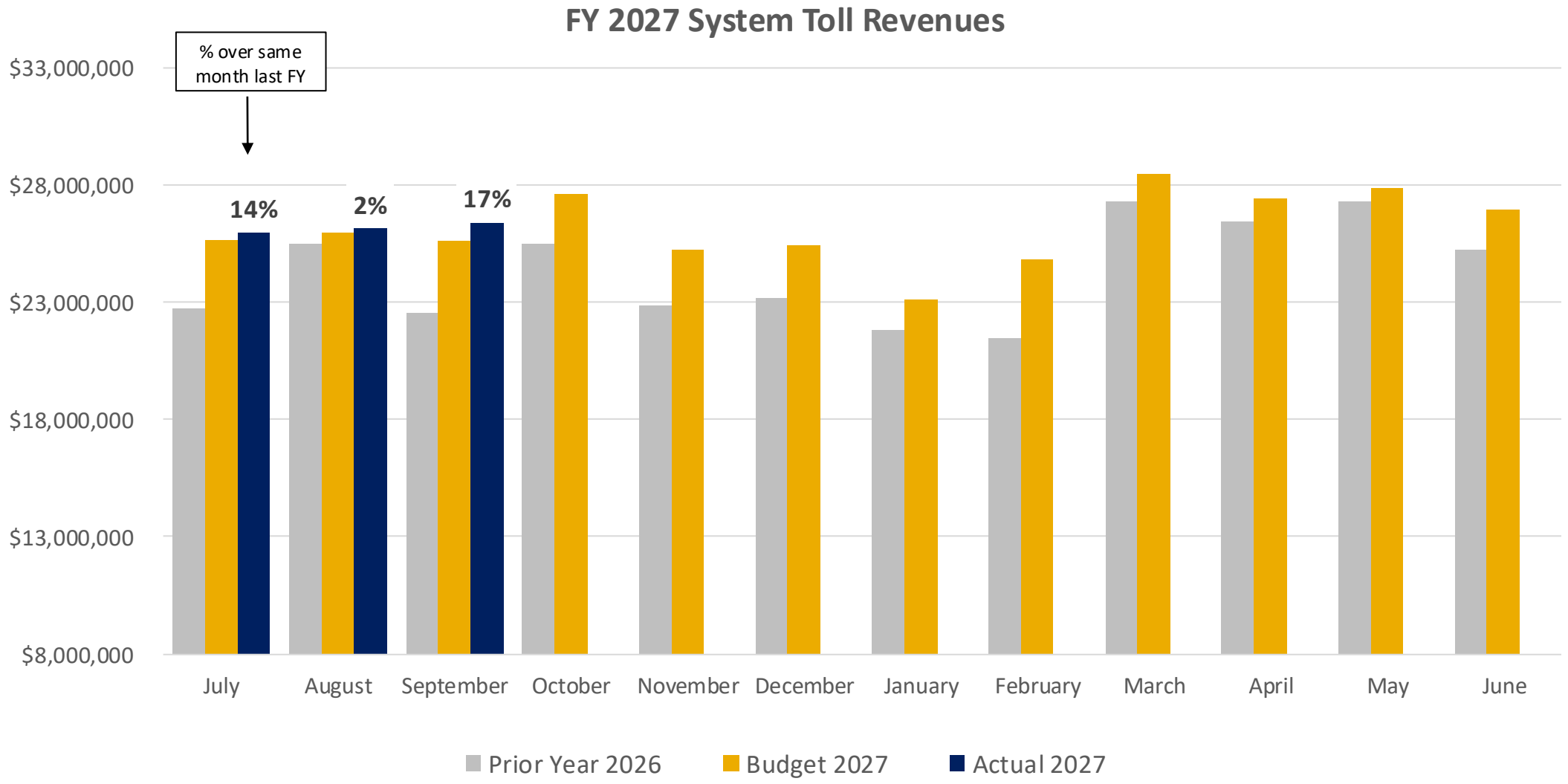
CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #7

Accept the unaudited financial statements for September 2026

José Hernández
Chief Financial Officer

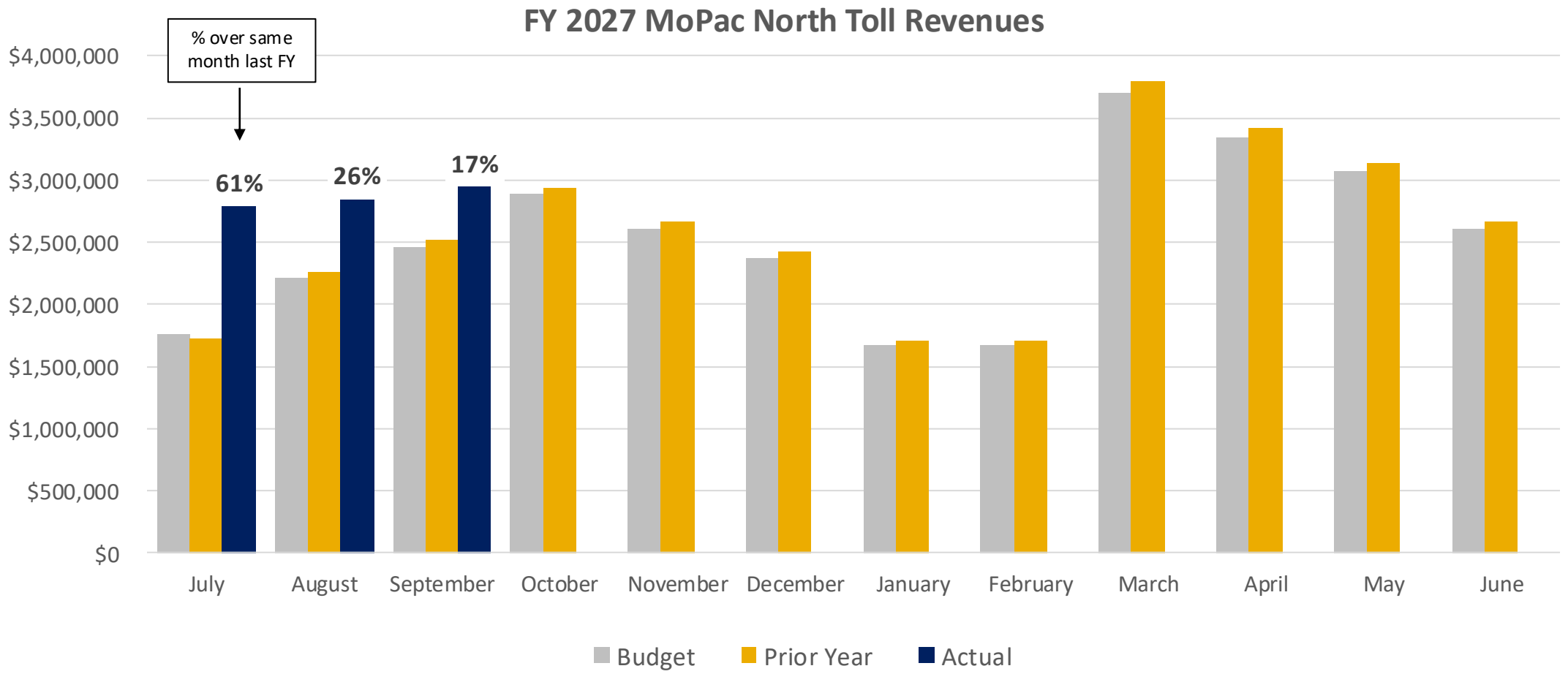
CTRMA System Revenues – September 2026



CTRMA System Unaudited Income Statement - September 2026

	Percent of Fiscal Year Elapsed	25%	
Revenues	**Budget**	**Unaudited**	
Toll Revenues	246,226,700	62,713,335	
Video Tolls	52,613,100	16,479,217	
Fee Revenue	14,988,200	3,194,547	
Interest Income	23,286,000	6,364,794	
Other	175,000	33,500	
Total Revenues	337,289,000	88,785,393	26%
Expenses			
Operating Expense			
Salaries and Benefits	9,659,611	1,448,401	
Administrative	10,068,470	3,622,018	
Operations and Maintenance	57,049,304	9,698,762	
Special Projects and Contingencies	3,907,623	788,954	
Total Operating Expense	80,685,008	15,558,135	19%
Cash Flow After Operating Expense	256,603,992	73,227,258	
Non-Cash Expenses	84,354,000	19,582,150	
Non-Operating Expenses	84,052,721	18,853,440	
Net Operating Income	88,197,271	34,791,668	

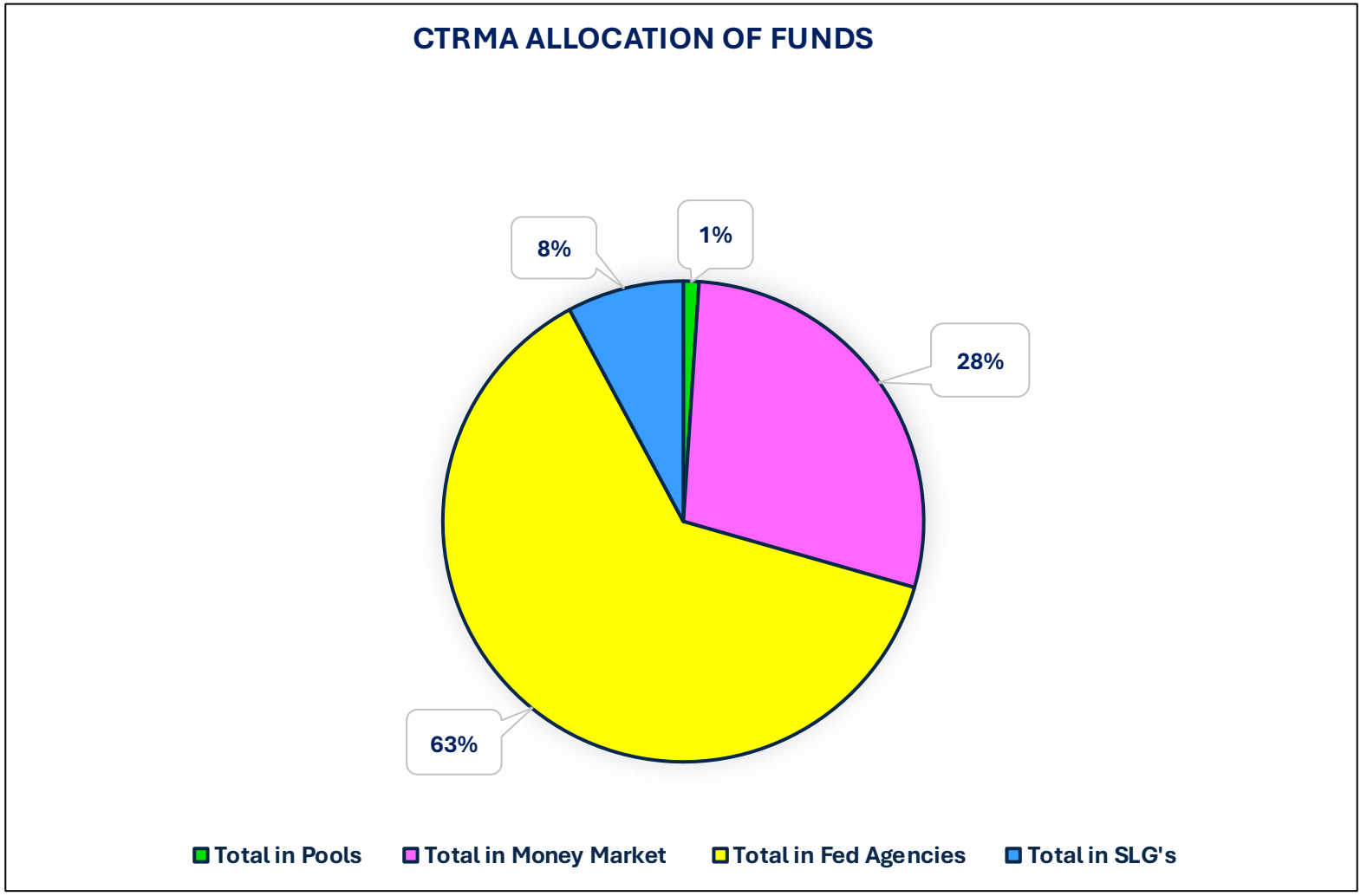
CTRMA MoPac North Revenues – September 2026



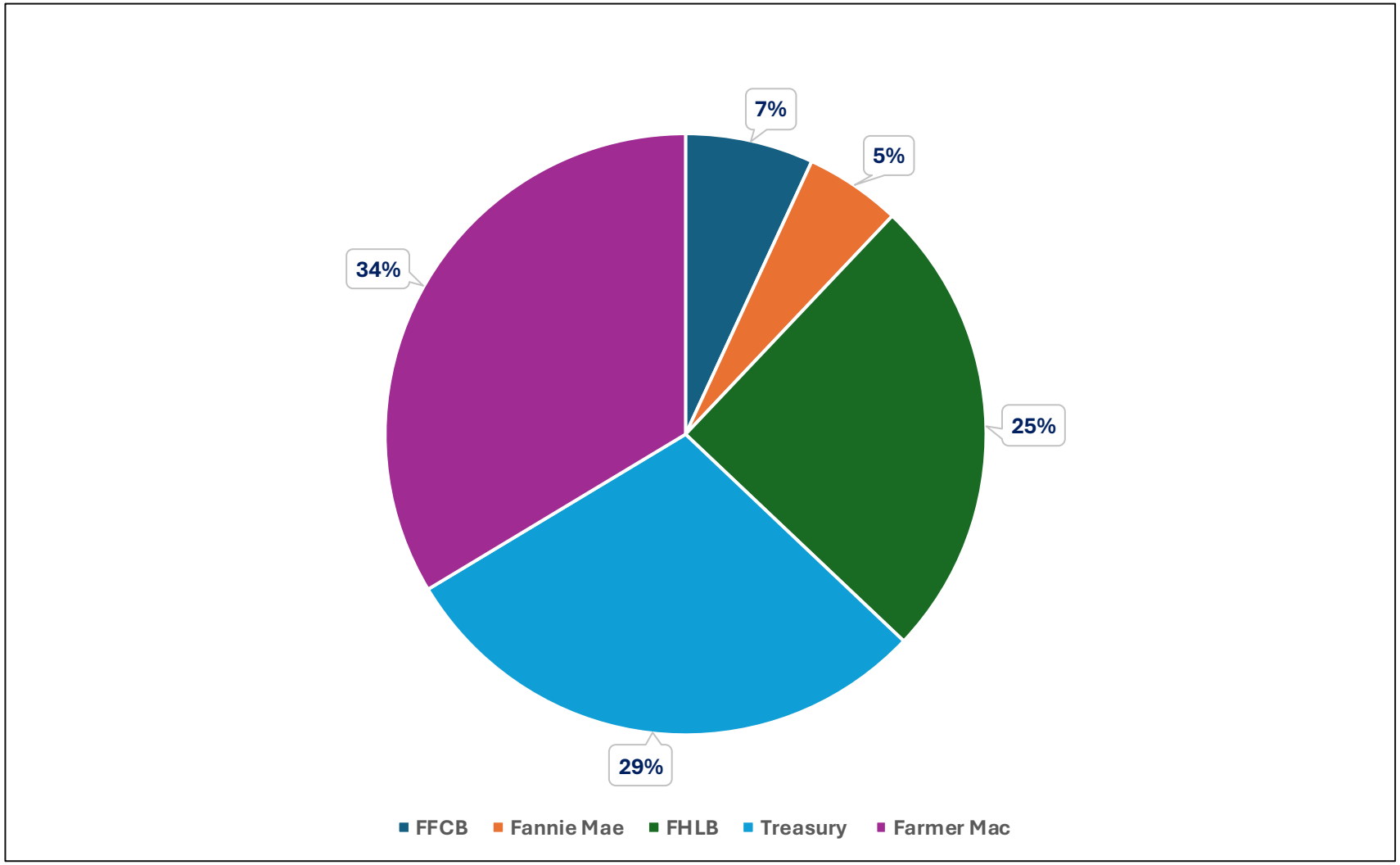
CTRMA MoPac Unaudited Income Statement – September 2026

	Percent of Fiscal Year Elapsed	25%	
Revenues	**Budget**	**Unaudited**	
Toll Revenues	24,545,600	7,246,049	
Video Tolls	4,574,700	1,735,558	
Fee Revenue	441,200	97,374	
Interest Income	825,000	279,703	
Total Revenues	30,386,500	9,358,684	31%
Expenses			
Operating Expense			
Administrative	121,000	3,125	
Operations and Maintenance	4,414,765	932,298	
Special Projects and Contingencies	75,109	52,200	
Total Operating Expense	4,610,874	987,623	21%
Cash Flow After Operating Expense	25,775,626	8,371,061	
Non-Cash Expenses	7,032,000	1,606,856	
Non-Operating Expenses	10,000,000	10,159,209	
Net Operating Income	8,743,626	(3,395,004)	

CTRMA Investment Portfolio – September 2026



Investments by Agency Type – September 2026



CTRMA Bond Rating Review – Standard & Poor's

- Standard & Poor's maintained its ratings – October 14, 2026
  - **Senior lien and TIFIA bonds: A+**
  - **Subordinate lien bonds: A**
  - **Stable outlook**
- Credit Profile Strengths
  - **Robust service area economic fundamentals**
  - **Healthy demand characteristics**
  - **Financial performance that has trended favorably**
  - **Conservative approach to financial and capital planning**
- Key Credit Weaknesses
  - **Potential large system expansion (additional debt)**
  - **Escalating debt service requirements (50% increase by 2030)**

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #8

José Hernández
Chief Financial Officer

Discuss and consider modifying the annual toll rate escalation becoming effective January 1, 2027 and possible action if necessary

Annual Toll Rate Escalation Policy

- Policy Code Section 301.003
  - » **Rate Increase for subsequent calendar year reported to the Board**
  - » **Percentage increase based on CPI-U (September year-over-year)**
  - » **New rates are effective the following January 1st**
- 2027 Toll Rate Escalation Percentage
  - » **CPI-U escalation is calculated to be 3.74 percent (%) for 2027**
  - » **No Board action is required unless rate modification is desired**

183A Toll Specific Toll Rate Adjustments – 2027

- Traffic and Revenue Study 2021 Update contemplated additional toll rate increases at three locations on 183A Toll upon opening of 183A Phase III
- Rationale for the additional toll rate increases at these locations was to align the rates with rates at other comparable locations within the Mobility Authority System
- Rather than one action to address the rate increases, staff recommended a phased approach over two years at one location and three years at the other two locations
- The Board approved the first and second phases of the step adjustments at these tolling points for 2025 and 2026
- Third and final phase of adjustments is proposed for 2027

183A Toll Specific Toll Rate Adjustments – 2027

	Current Tag Rate	2027 CPI_U Increase	2021 Forecast Step Adjustment	2027 Tag Toll Rate
Crystal Falls Ramps	$0.71	$0.03	$0.07	$0.81
Lakeline Main Lanes	$0.87	$0.03	$0.08	$0.98

Express Lanes Minimum Toll Rates – 2027

- The 2025 Mobility Authority System Update Report, a single minimum electronic tag toll rate per managed lane gantry is assumed in the forecast
- The express lane minimum electronic tag toll rate is consistent for 183N and MoPac N in 2026 at $0.73 per gantry in 2026 and is subject to CPI-U annual adjustments thereafter
- For 2027 the express lane minimum electronic tag toll rates per gantry will be $0.76
- As express lanes, to manage congestion, variable toll rate pricing will be in effect when traffic volume warrants rate adjustments

Express Lane Minimum Toll Rates Per Gantry – 2027

Toll Location	Payment Type	2-axle
minimum per gantry	ETC	$0.76
	PLP	$0.84
	PBM	$1.14

ETC - electronic toll collection

PLP - prepaid license plate

PBM - pay by mail

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #9

Cory Bluhm
Assistant Director of ITS and Toll Systems

Discuss and consider approving an extension to the agreement with Kapsch TrafficCom USA Inc., to provide Intelligent Transportation System Performance-based Maintenance Services

Agreement Overview

- Contract was awarded to Kapsch TrafficCom USA, Inc. on October 31, 2023 (Resolution 23-045).
- The term of the contract is for three (3) years with three (3) potential successive renewals of two (2) years each
- Scope of Contract
  - **Normal maintenance activities will be covered under one work authorization, while emergency services will be additional charges on agreed-upon time and materials rates.**
  - ITS maintenance, new construction services, design liaison, utility locate services.
- Board Resolution 23-045 set Not to Exceed to $1,940,000
  - **August 2025 Board resolution increased Not to Exceed to $5,864,375.**

Work Authorizations Issued

- Work Authorizations Issued to date
  - **Annual Maintenance for Year 1, Year 2 and Year 3**
  - **Installation of Improvements to the 183A Shared Use Path**
  - **TrafficVision Subscription**
  - **Tapco Wrong Way Drive Recertification (annual)**
  - **Procurement of spares and demonstration equipment**
  - **Repairs for vandalism and damage**
  - **CCTV Camera implementation**
  - **Lane Diving Pilot on MoPac Express Lanes**
  - **MoPac Single-Line Dynamic Message Sign (SDMS) installation**

Work Authorizations Planned and Unplanned

- Additional Work Authorizations Planned
  - **Annual Maintenance (Year 4) with an increase based on Automatic License Plate Reader (ALPR) maintenance**
  - **HQ Fiber Installation**
  - **Fixed Camera Array Installation**
  - **Annual Tapco Wrong Way Driver Recertification**
  - **Traffic Vision Subscription**
- Unplanned Activities
  - **Major Repairs due to damage or vandalism**
  - **New Projects or Maintenance requested by the Mobility Authority**

Upcoming Expenditures

Original Agreement Not to Exceed Amount **$5,864,375**

Description	Amount
Annual Maintenance for FY27-29	$1,837,845
Planned Work Authorizations	$2,041,240
Contingency (20%)	$775,817
Amendment Subtotal	**$4,654,902**

Amended Agreement Not to Exceed Amount **$10,519,277**

Staff Recommendation

- Staff recommends the Board approve the contract renewal for Intelligent Transportations System (ITS) to Kapsch TrafficCom, Inc., and authorize the Executive Director to execute a contract with Kapsch TrafficCom USA, Inc. in an amount not to exceed $10,519,277, an increase of $4,654,902 for ITS Performance-Based Maintenance Services.

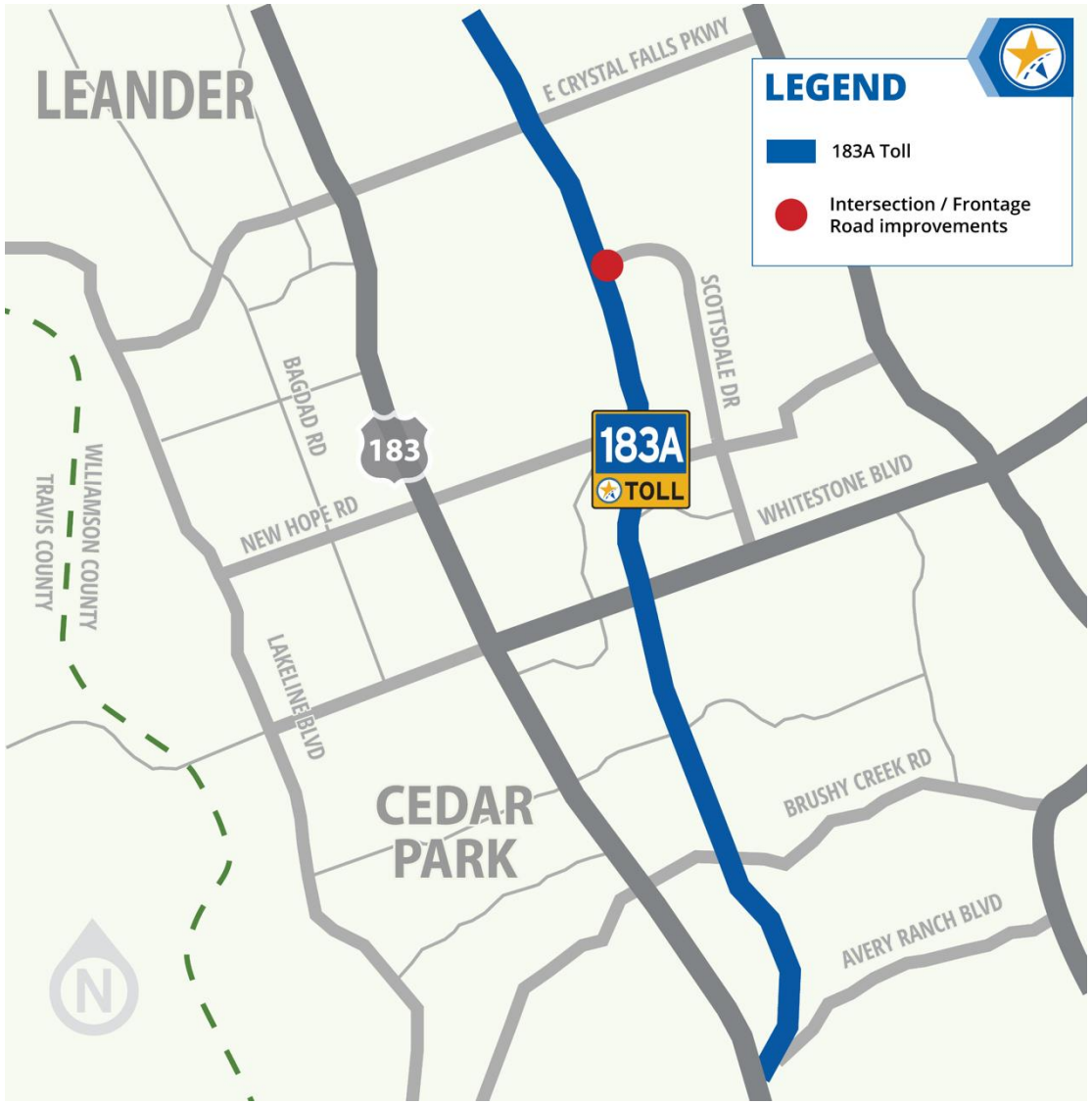
CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #10

Mike Sexton, P.E.
Director of Engineering

Approve an interlocal agreement with the City of Cedar Park for the development and construction of the 183A / Scottsdale Drive Intersection Improvement Project

183A/SCOTTSDALE DR INTERSECTION PROJECT



Project Description:

- Improvements to the 183A southbound frontage road and Scottsdale Drive intersection to accommodate increased traffic

GROWTH



- New Developments
  - **Nebraska Furniture Mart**
    - 118-acre property to include hotel, convention center, retail, and warehouse
  - **New Hope Project**
    - 48-acres of industrial space, 40-acres of retail and mixed-use
- Neighboring Traffic Generators
  - **H-E-B Center**
  - **The Parke**
  - **Cedar Park Regional Medical Center**

RELATIONSHIP

- The proposed improvements of the 183A and Scottsdale Drive intersection are within CTRMA's right-of-way.
  - **City of Cedar Park to design/build/inspect**
  - **CTRMA to review, monitor and oversee design and construction to ensure preservation of CTRMA assets**

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #11

Mike Sexton, P.E.
Director of Engineering

Discuss and consider approving agreements with Huitt-Zollars, Inc and White Hawk Engineering & Design, LLC to provide engineering services for retaining wall remediation on Mobility Authority facilities

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #12

Mike Sexton, P.E.
Director of Engineering

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

Criteria for pedestrian and/or bicycle facilities

- June 25, 2025, the Board approved criteria for evaluating pedestrian and bicycle facility projects for potential funding participation by the Mobility Authority.
- The existing criteria include:
  - **Planning**
  - **Mobility/Connectivity**
  - **Safety**
  - **Environmental Impact**
  - **Funding**

Criteria for pedestrian and/or bicycle facilities

- Proposed Amendment
  - **Add a new Readiness criterion to the evaluation framework.**
- Purpose
  - **Incorporate project readiness into the evaluation process to better identify projects capable of advancing toward construction and implementation.**

Criteria for pedestrian and/or bicycle facilities

- Amended 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
Readiness	Construction documents/design are sufficiently advanced to support construction letting. Projects that can achieve letting within eighteen (18) months of selection will receive the maximum points available.	15
	Projects that demonstrate all material pre-construction requirements, including environmental clearance, right-of-way acquisition, utility coordination, permits, funding, and other project-specific requirements, are complete or scheduled for completion in time to support project letting within eighteen (18) months of selection will receive the maximum points available.	20
	Projects that provide a credible schedule demonstrating an anticipated letting date within eighteen (18) months of selection will receive the maximum points available.	15
Mobility/ Connectivity	Project removes a barrier or provides a connection that did not exist previously to an existing Mobility Authority Shared Use Path (SUP).	20
	Project connects to existing facilities such as schools, community facilities, residential, employment and shopping 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 - The sponsor demonstrates that the project is positioned to proceed into construction after award, including a clear funding plan for the balance of project costs.	20

Criteria for pedestrian and/or bicycle facilities

- Staff recommends adoption of the amended 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 #13A-B

James M. Bass
Executive Director

Executive Director Report

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

Recent agency staff activities

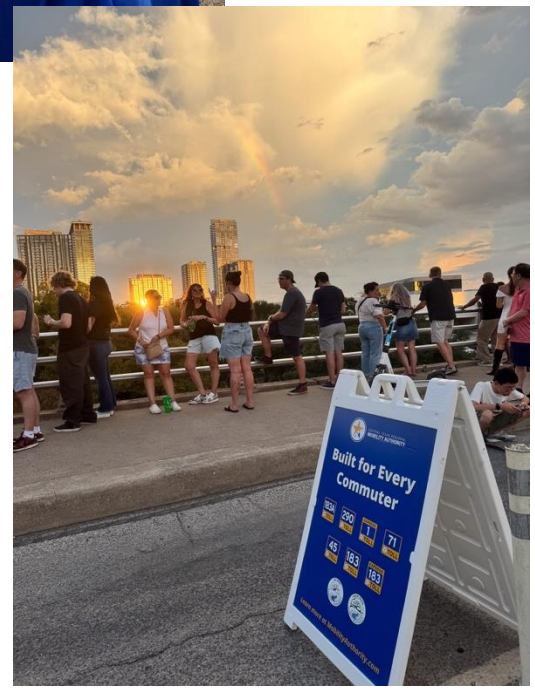
- Interagency Meetings
- Construction Partnership Program
- Chamber Meetings: Cedar Park, Round Rock, Manor, Elgin, Bastrop
- Austin Chamber Infrastructure Committee
- Central Texas Alliance
- CUSIOP, EZIOP, NIOP Committee Meetings
- Fatality Crash Review
- Texas Tolling Legal
- WTS Luncheon Event
- IBTTA: Young Professionals Council, Communications Committee, Enlightenment Group Meeting, Annual Conference Planning, Communications/HR/Legal Conference Planning

Recent agency staff activities – October

- Manor Night at the Park
- 290 Open House – Manor
- CTX Go Launch Event
- BatFest







CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #13A-B

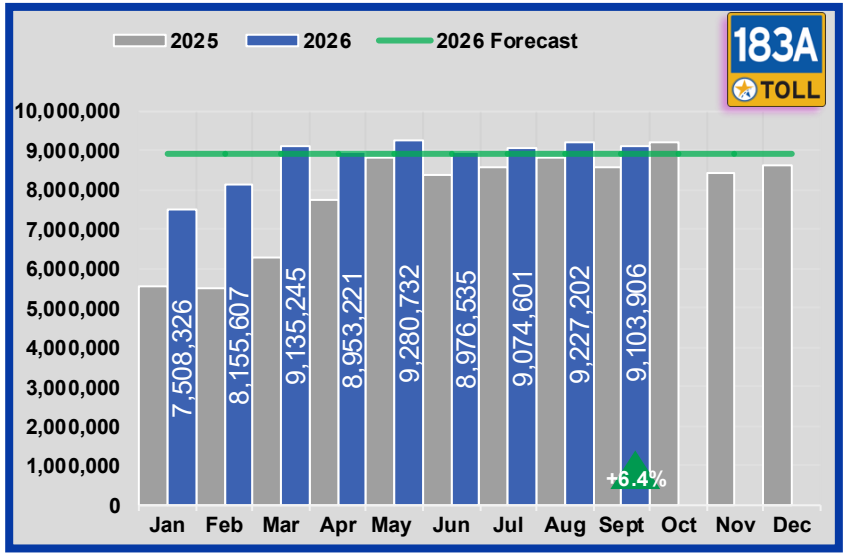
James M. Bass
Executive Director

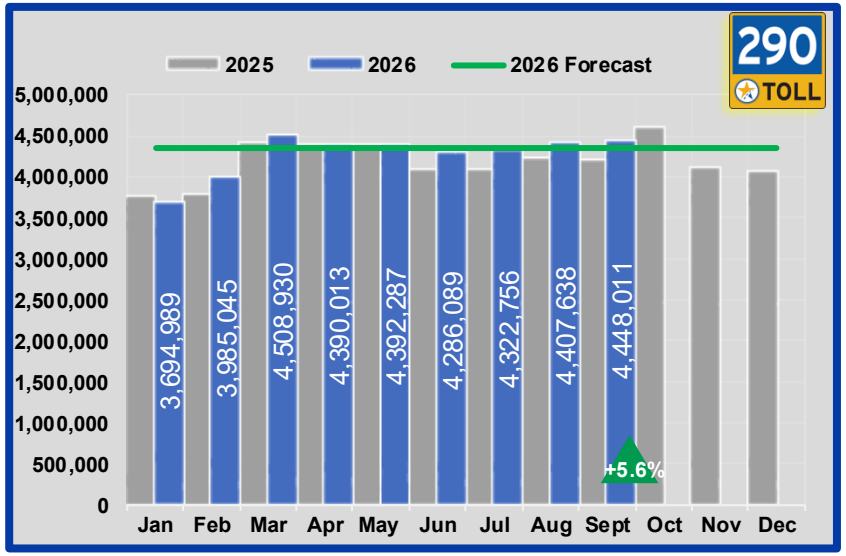
Executive Director Report

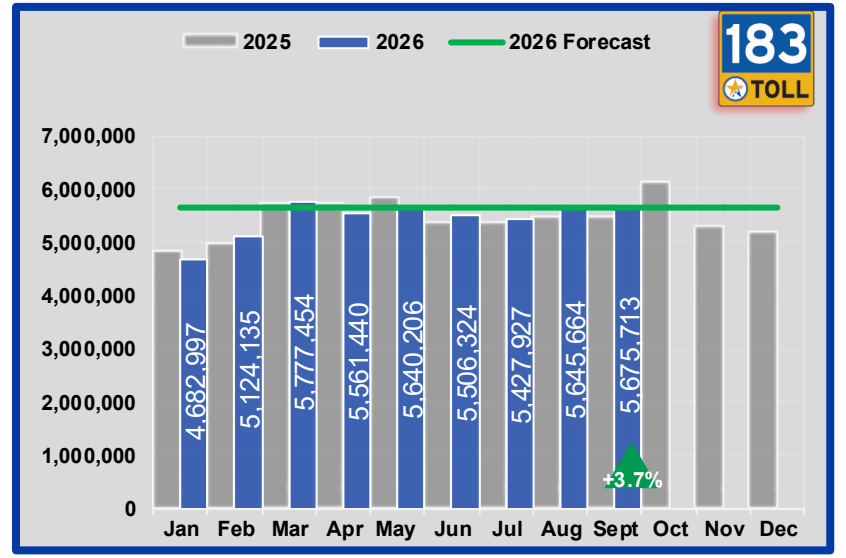
A. Recent agency staff activities
B. Agency roadway performance metrics

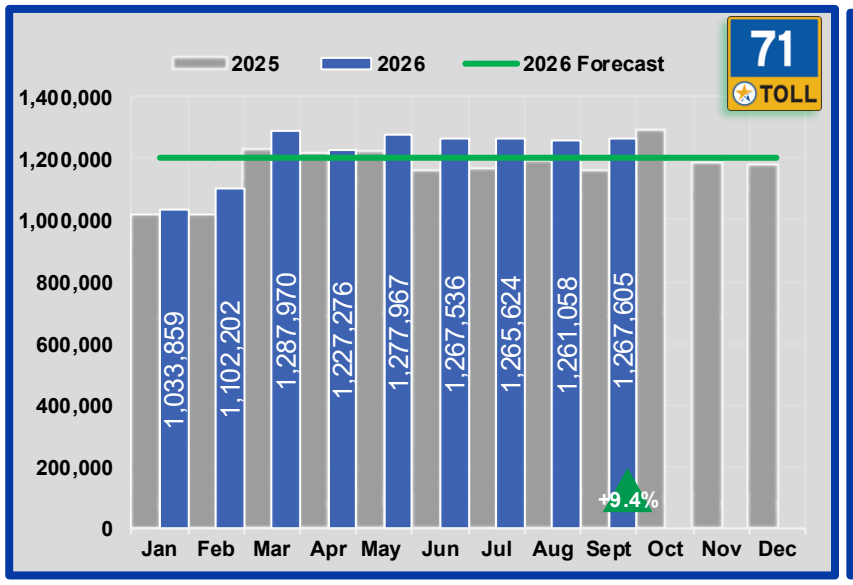
System Monthly Transactions

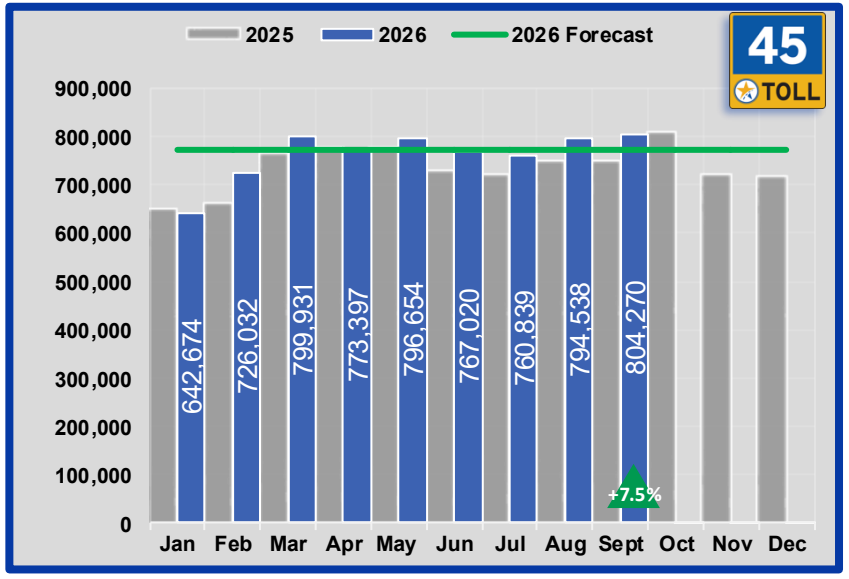
System total % change from September 2025 +9.5% (w/183N)

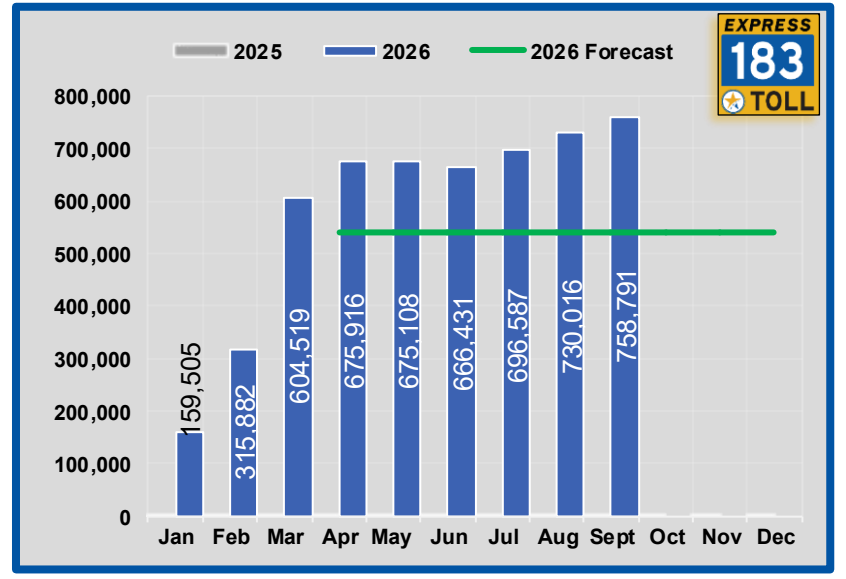








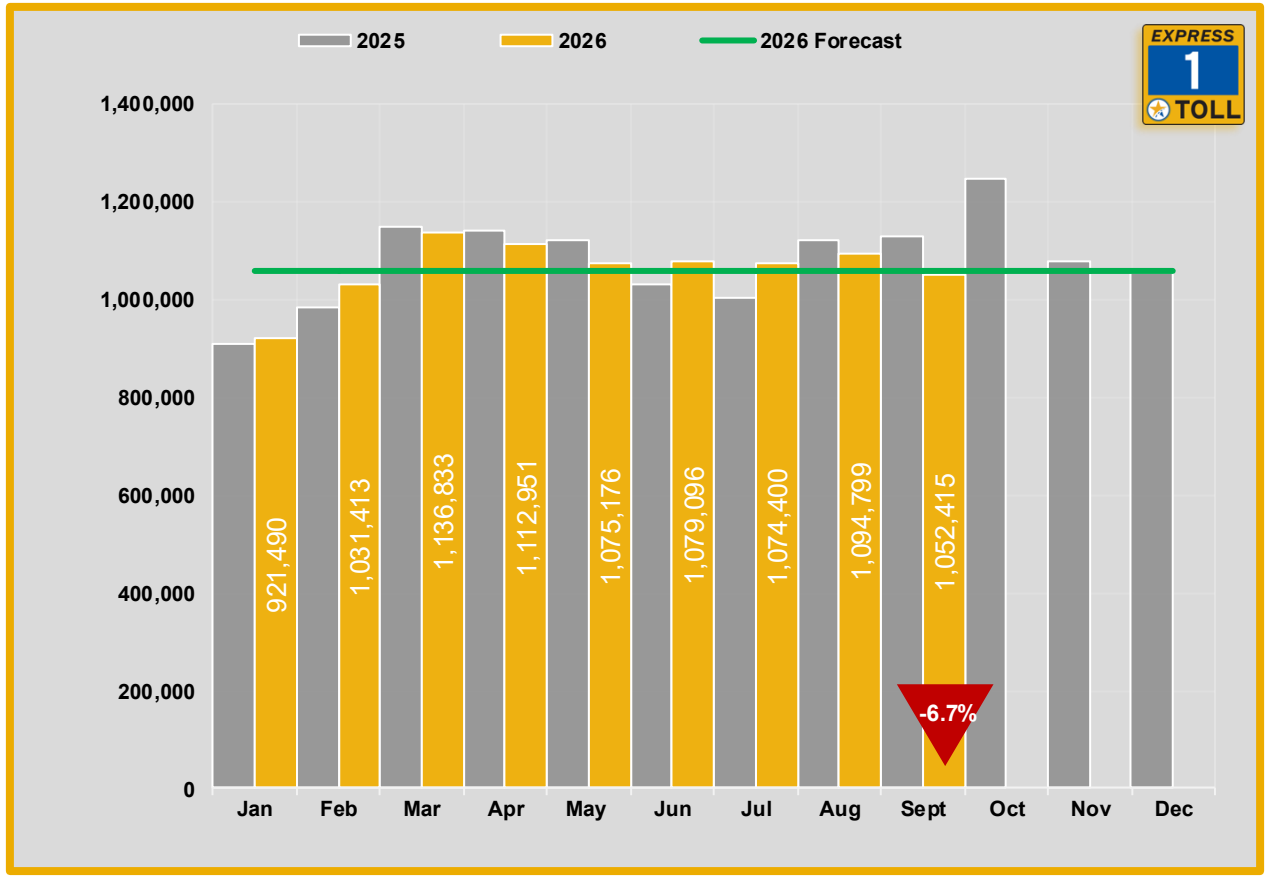




Note - Forecast Source: STN Oct 2025 T&R.

MoPac Monthly Transactions

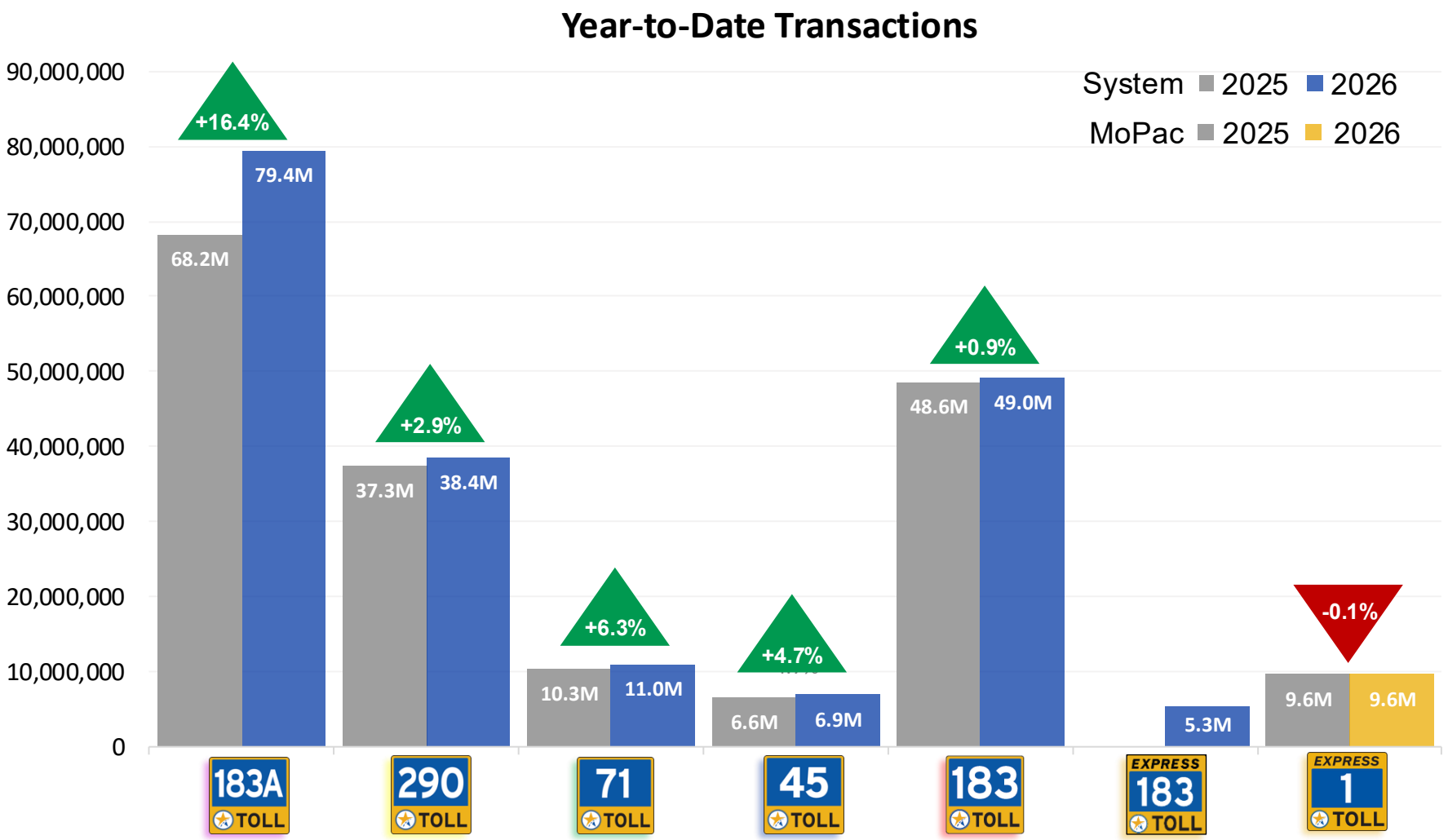
(Percent Change Over September 2025)



Note - MoPac N Forecast values from Draft Oct 2021 T&R estimates by CDM Smith.

Year to Date Transactions by Roadway

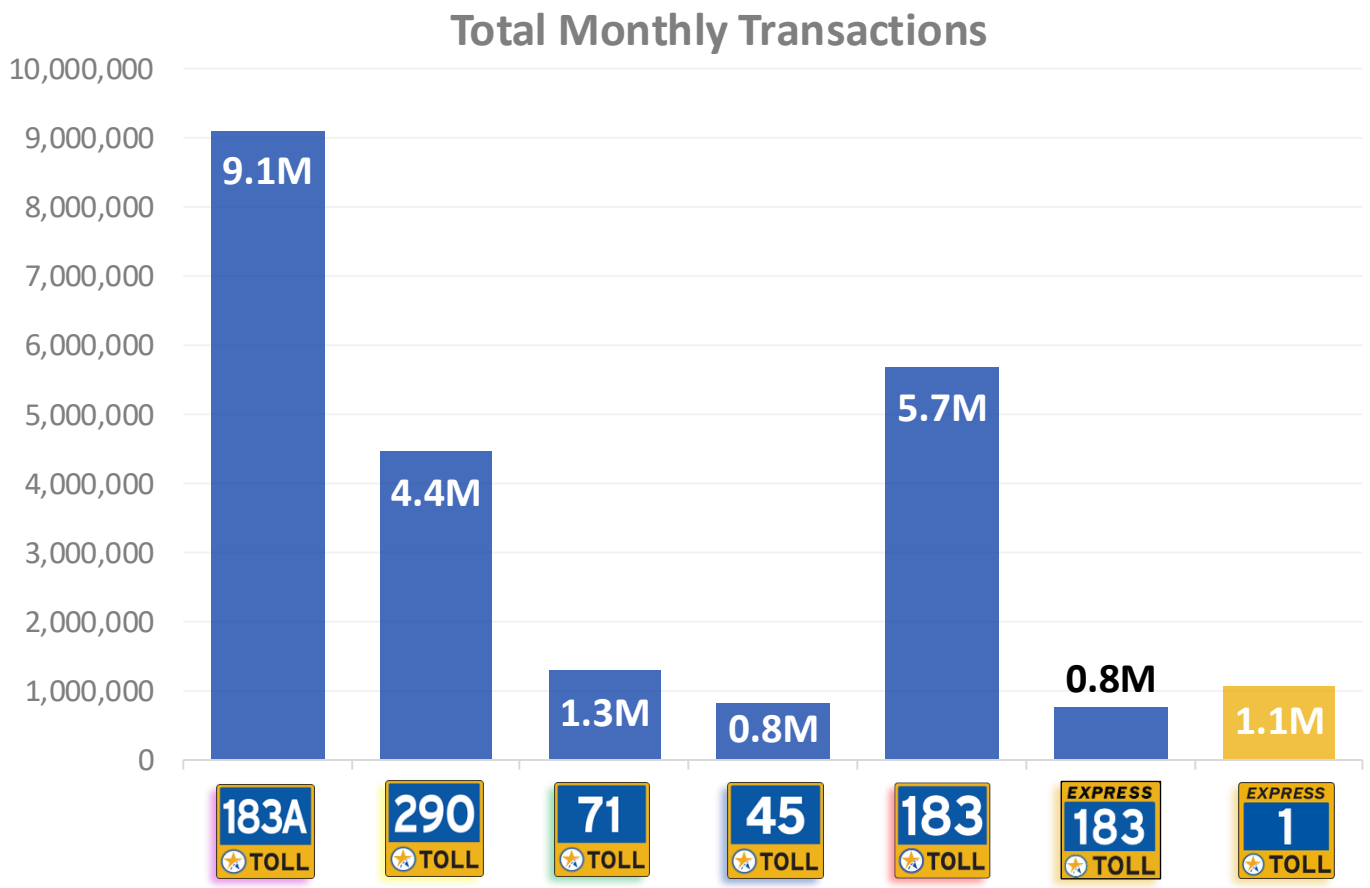
(Percent Change Over Jan-Sep 2025)



Transactions and Pre-Paid Penetration

September 2026

Roadway	Total Pre-paid Penetration %
183A Toll	70.6%
290 Toll	63.1%
71 Toll	64.1%
45SW Toll	73.6%
183 Toll	62.1%
183N	71.8%
MoPac	73.4%
ALL	**66.8%**

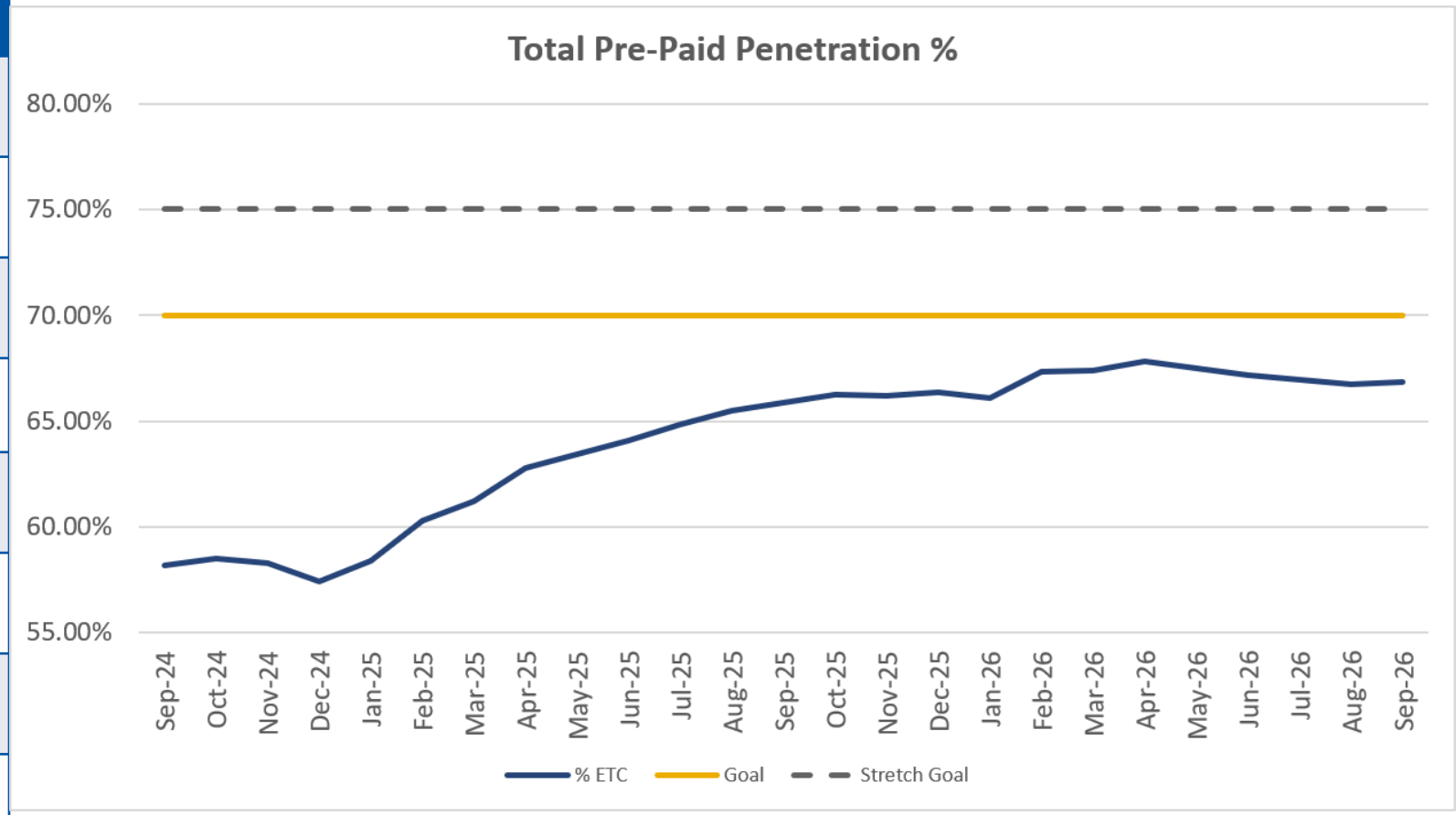


Source: *Reconciliation Report*

Transactions and Pre-Paid Penetration

September 2025 – September 2026

Roadway	Total Pre-paid Penetration % (Sep 2025)	Total Pre-paid Penetration % (Sep 2026)
183A Toll	69.5%	70.6%
290 Toll	62.8%	63.1%
71 Toll	64.1%	64.1%
45SW Toll	72.4%	73.6%
183 Toll	61.0%	62.1%
183N	-	71.8%
MoPac	72.7%	73.4%
ALL	**65.9%**	**66.8%**



Source: *Reconciliation Report*

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY · INTEROPERABILITY

EZIOP customers on CTRMA roads

To date: **Sep 1 – Oct 19, 2026**

ACCEPTED TO DATE
$320K
Avg. toll $2.10

POSTED TXNS
152,842
of 157,306 submitted

NET PAYABLE
$308K
After $12.8K fees (4.0%)

12-MONTH PROJECTION
$1.83M
690,861 txns · Oct 20, 2026 – Oct 19, 2027

EZIOP home agencies processing CTRMA transactions

EZIOP agency	Posted txns	Accepted	Share
Illinois Tollway (ISTHA)	102,593	$198,116	61.9%
Maryland (MdTA)	19,813	$70,874	22.1%
Pennsylvania Turnpike (PTC)	24,359	$41,089	12.8%
Massachusetts DOT (MassDOT)	3,213	$4,789	1.5%
NC Turnpike Authority (NCTA)	1,459	$2,436	0.8%
Ohio Turnpike (OTIC)	992	$2,244	0.7%
Indiana Toll Road (ITRCC)	413	$751	0.2%
Total	152,842	$320,299	100%

Vehicle class mix

Class	% of txns	% of revenue
2-axle	75.8%	49.8%
3-axle	3.0%	3.3%
4-axle	2.5%	4.3%
5-axle	18.4%	41.9%
6+ axle / other	0.3%	0.8%

5-axle trucks are 18% of EZIOP trips but 42% of revenue.

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

EXECUTIVE SESSION

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

EXECUTIVE SESSION

ITEMS #14-17

14. Discuss legal issues related to the development of the MoPac South Project, as authorized by §551.071 (Consultation with Attorney).
15. Discuss legal issues related to claims by or against the Mobility Authority, pending or contemplated litigation and any related settlement offers; or other matters as authorized by §551.071 (Consultation with Attorney).
16. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects and toll system improvements, as authorized by §551.071 (Consultation with Attorney).
17. Discuss personnel matters as authorized by §551.074 (Personnel Matters).

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

REGULAR ITEMS

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

REGULAR MEETING OF THE

BOARD OF DIRECTORS

ADJOURN MEETING #18

October 28, 2026