

Regular Meeting of the Board of Directors



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

April 29, 2020

Welcome and opportunity for public comment



1

Bobby Jenkins
Chairman

Consent Agenda

2. Approve the minutes from the March 25, 2020 Regular Board Meeting
3. Approve an agreement with Ford Audio-Video Systems, LLC for conference room technology updates
4. Approve agreements with the Southwest Research Institute for a Lonestar software sublicense and for the implementation of a Lonestar Advanced Traffic Management System to support regional incident response coordination



2-4

Bobby Jenkins

Chairman

Discuss and consider the following finance items:

- A. Accept the financial statements through March 2020
- B. Quarterly Report on Budgeted vs. Actual Revenues & Expenses (briefing only)



5

Mary Temple
Controller

Discuss and consider the following finance items

- A. Accept the financial statements through March 2020
- B. Quarterly Report on Budgeted vs. Actual Revenues & Expenses (briefing only)



5

Robert Goode

Deputy Executive Director



- » The Fiscal Year 2020 3rd Quarter Budget Report forecasts year-end projections of revenues and expenditures and compares to the current budget
- » Under these unprecedented times, predicting revenues is especially challenging
- » Using nine months of actual (unaudited) activity, with departmental projections of anticipated spending and revenue trends for the remainder of the fiscal year, the Report includes the following:
 - » A high-level summary of projected revenues and expenditures
 - » Update on General Fund Balances and Reserves
 - » Detailed projected revenues and assumptions
 - » Detailed projected expenses and assumptions
 - » Discussion on projected Operating Budget significant expense line items (defined as \$50,000 or greater)

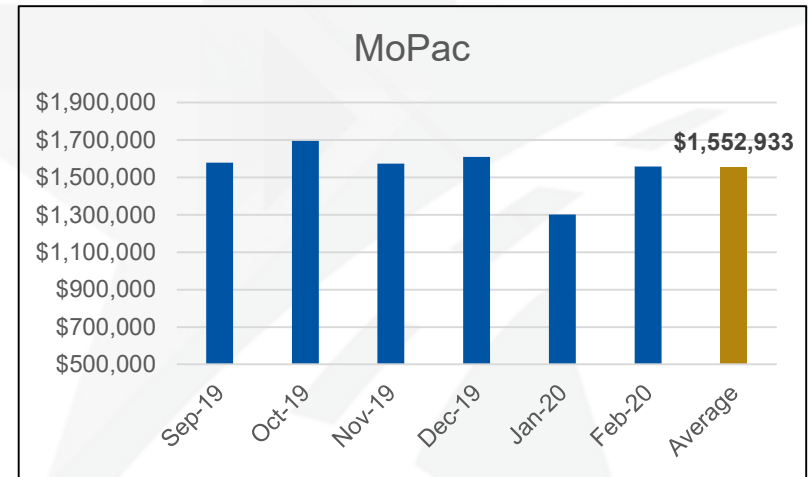
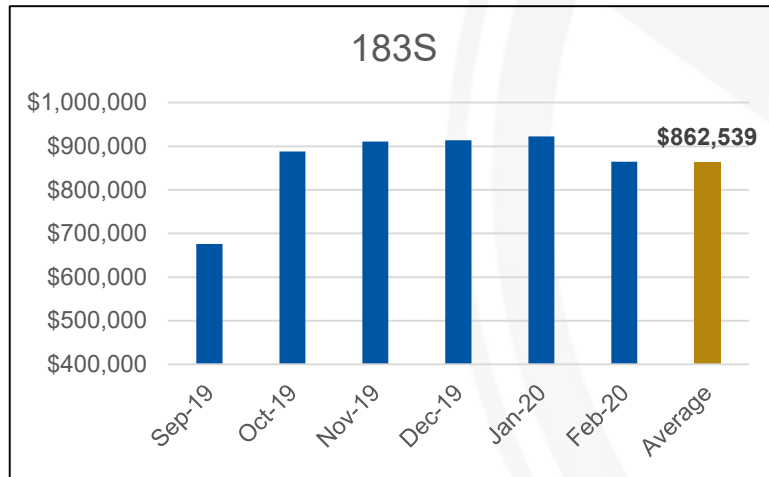
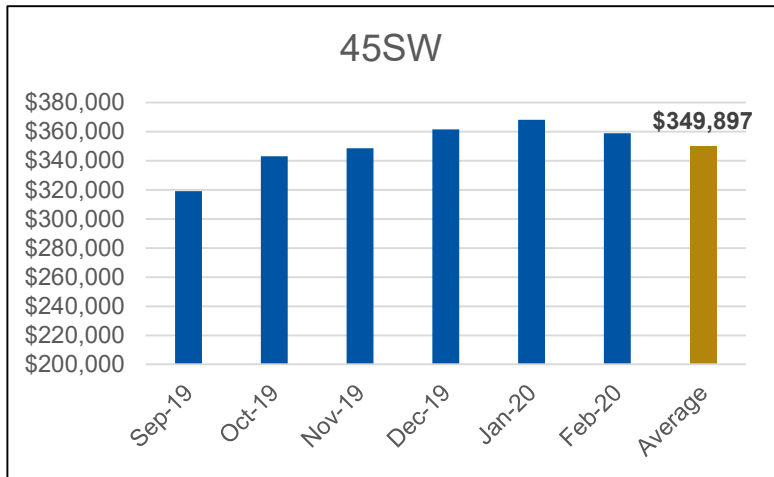
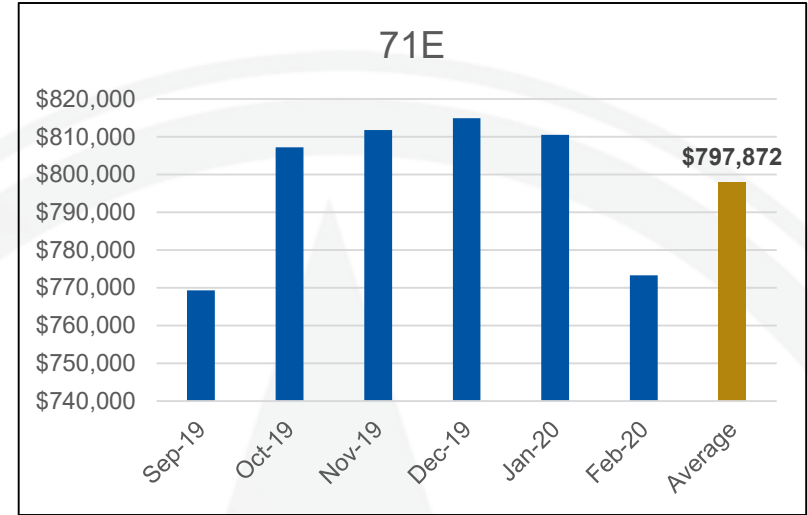
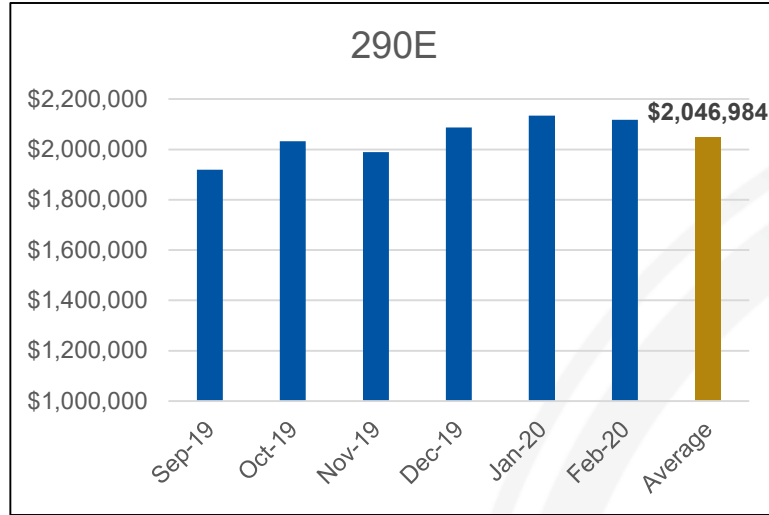
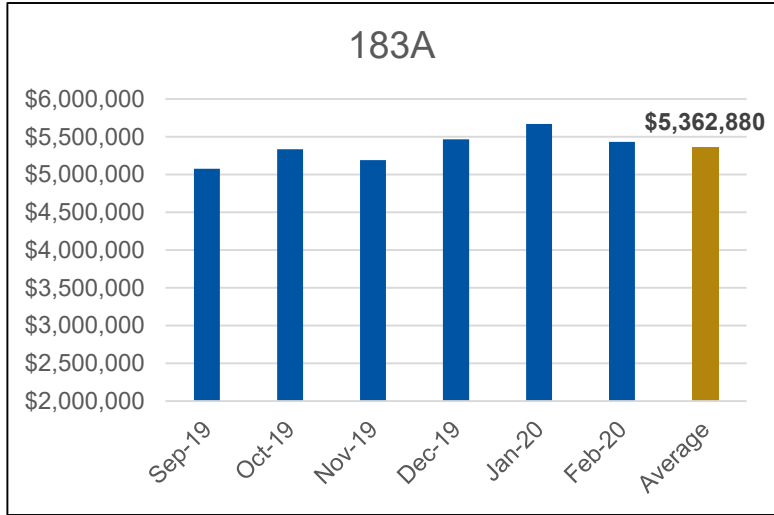


Revenue Projection Assumptions

- » Calculated Average Monthly Revenue per roadway using data from Sept 2019 – February 2020
- » Analyzed % decreases to Average Monthly Revenues experienced beginning mid-March
- » Using those % decreases, reduced the Average Monthly Revenues to project revenues for April, May, and June
 - » Used 40% of average monthly for the System revenue (183A, 290E, 71E, 45SW, 183S)
 - » Used 8% of the average monthly revenue for MoPac's revenues
- » Projected Other Revenues (interest, grant, misc., etc.)

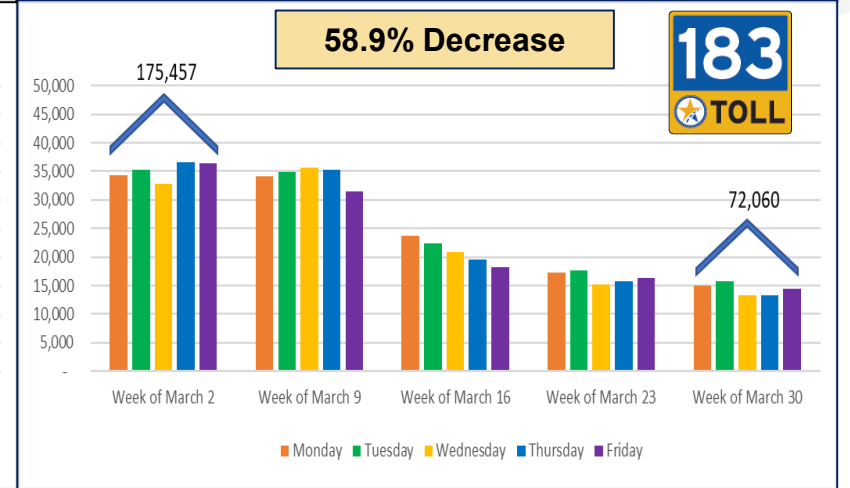
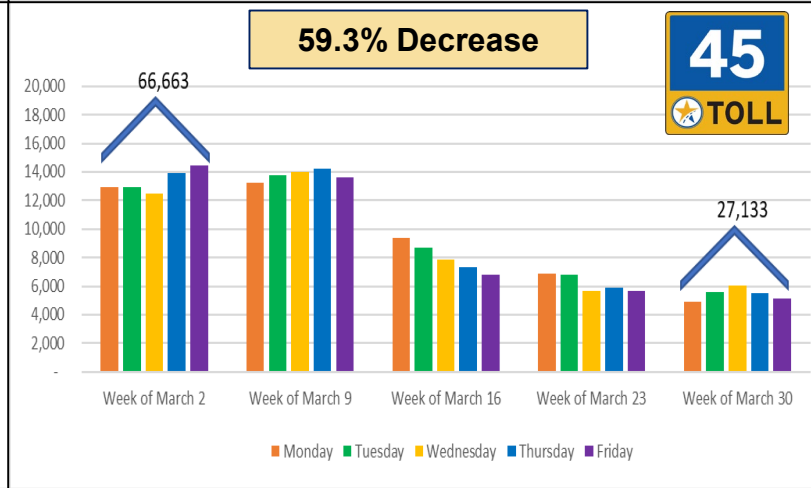
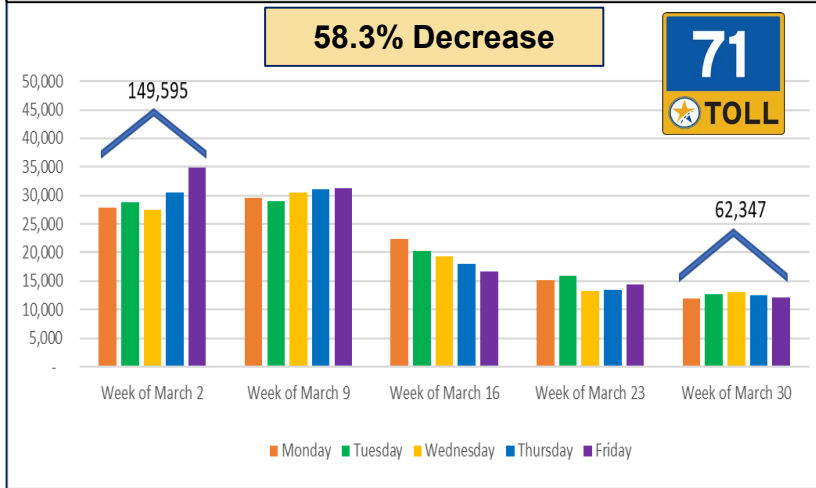
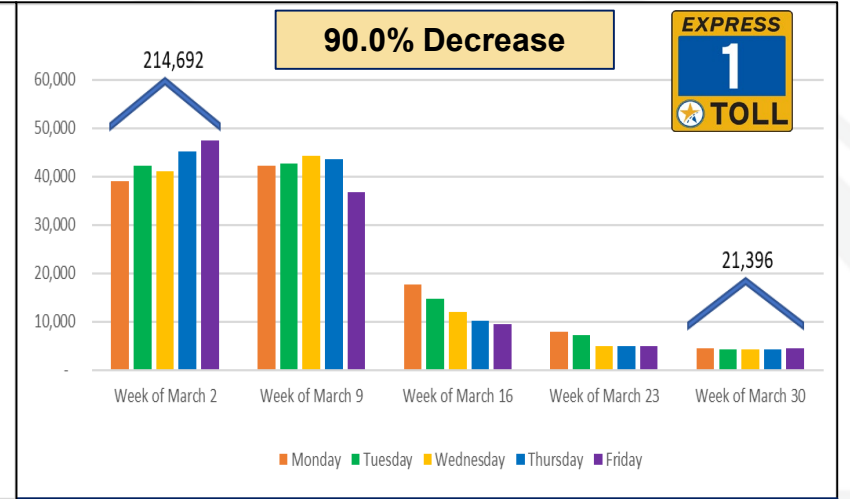
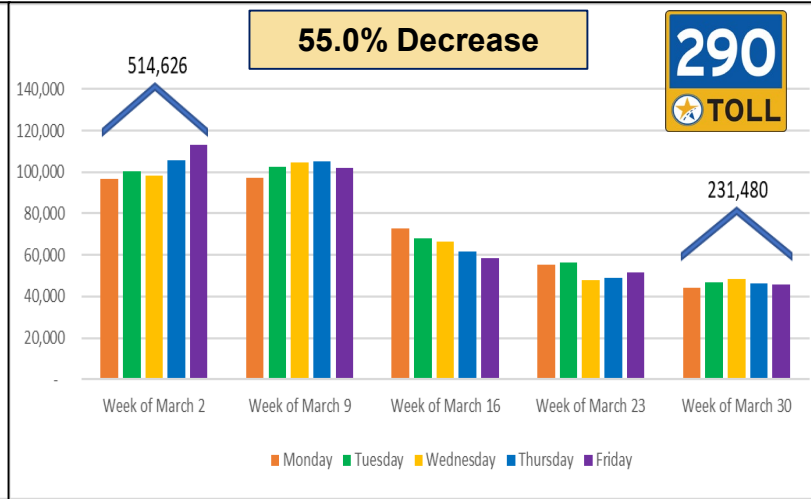
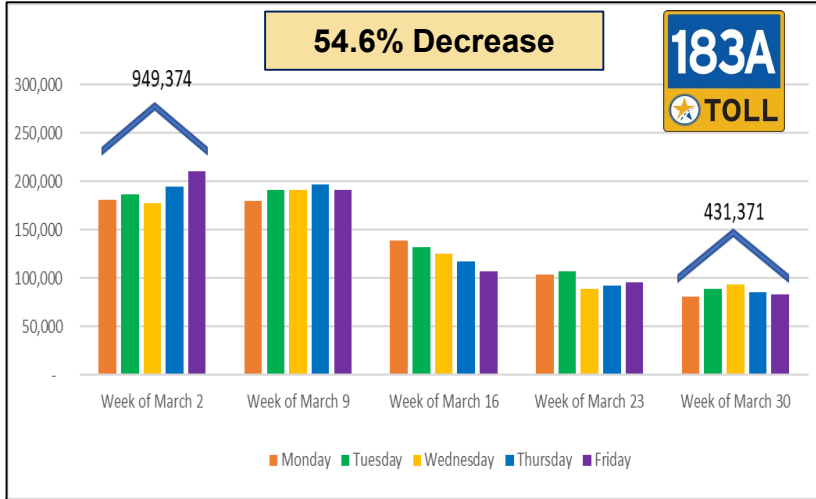


Average Monthly Revenues by Roadway





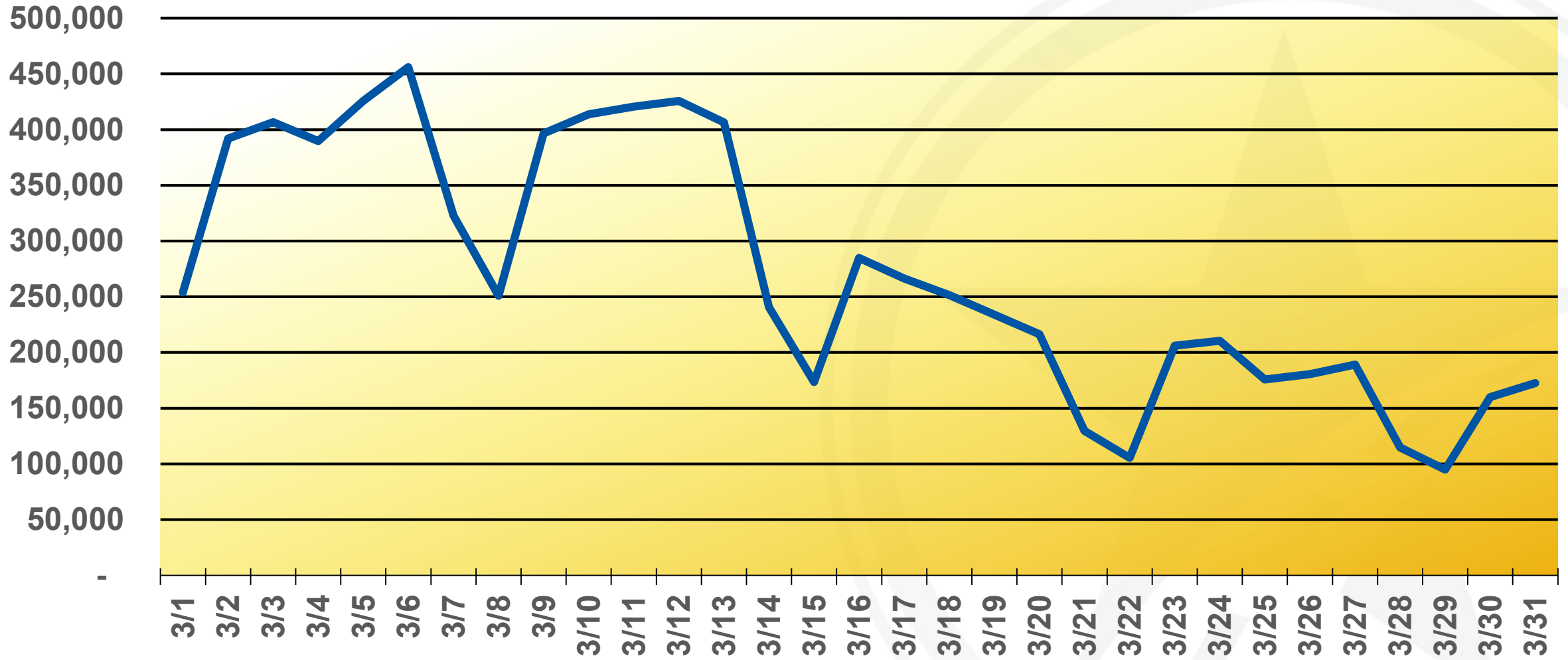
Weekday Traffic Trends by Roadway





Daily Transaction Trends (All Roadways)

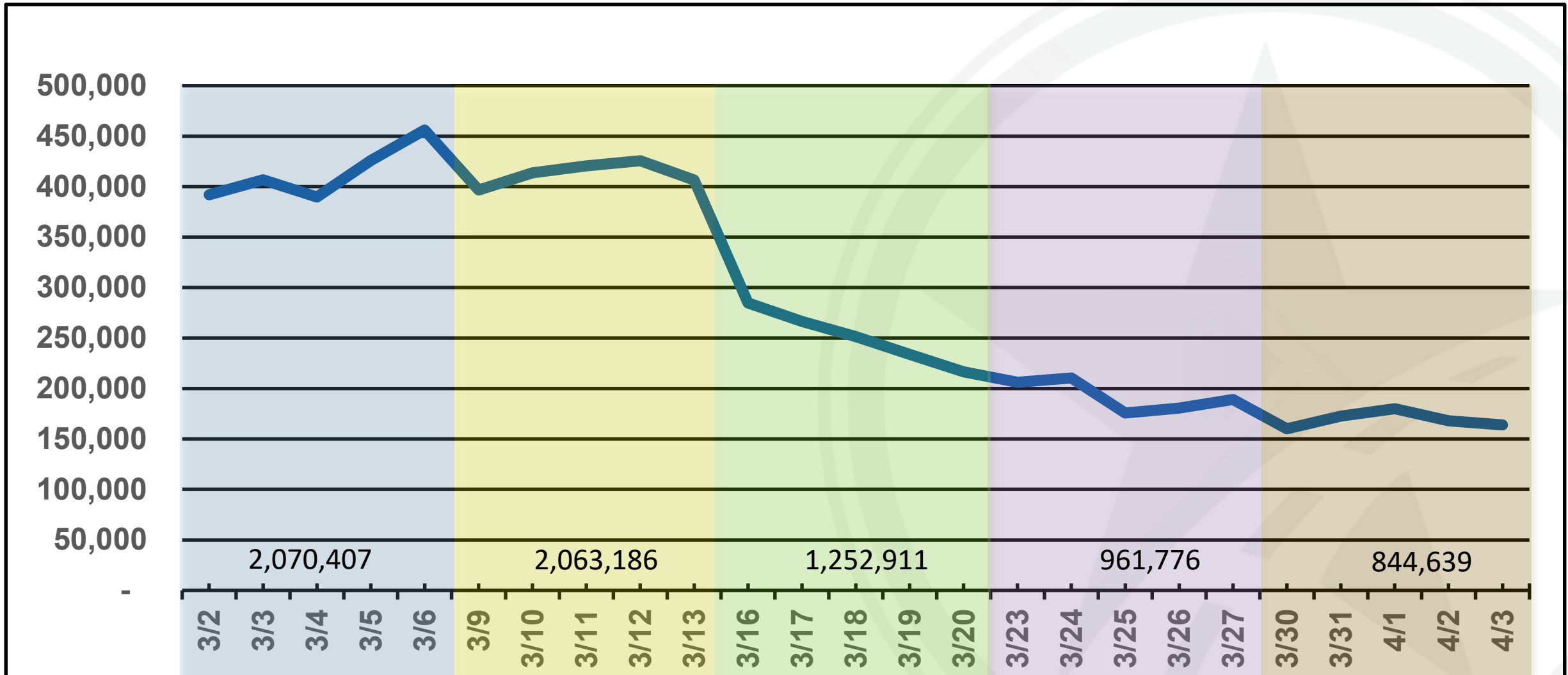
March 2020





Weekday Transaction Trends (All Roadways)

59.2% Decrease in Weekday Transactions





Overview - Revenue

Table 1		Summary of FY 2020 Revenue Projections			
REVENUES	Adopted Budget	Actual Revenue thru March, 2020	Projected Year End Revenue	Variance	Var. %
Tag Revenue	\$97,816,954	\$69,938,652	\$78,500,000	(\$19,316,954)	(19.7%)
Video Tolls	\$24,963,459	\$17,925,189	\$20,000,000	(\$4,963,459)	(19.9%)
Fee Revenue	<u>\$7,589,784</u>	<u>\$7,982,579</u>	<u>\$9,000,000</u>	<u>\$1,410,216</u>	18.6%
Total Operating Revenue	\$130,370,198	\$95,846,419	\$107,500,000	(\$22,870,198)	(17.5%)
Interest Income	\$4,000,000	\$4,996,771	\$5,200,000	\$1,200,000	30.0%
Grant Revenue	\$5,541,945	\$401,724	\$1,800,000	(\$3,741,945)	(67.5%)
Misc. Revenue	\$2,000	\$4,111	\$4,111	\$2,111	106%
Gain on sale of asset	<u>\$0</u>	<u>\$11,117</u>	<u>\$11,117</u>	\$11,117	
Total Other Revenue	\$9,543,945	\$5,413,723	\$7,000,000	(\$2,555,174)	(26.8%)
TOTAL REVENUE	\$139,914,143	\$101,260,143	\$114,500,000	(\$25,414,143)	(18.2%)

- The projected decrease in revenues is driven by traffic reductions from the Federal, State, and local social distancing orders related to COVID-19. We began to see revenue dramatically decrease in mid-March due to reduced traffic.
- We are projecting similar transaction and associated revenue shortfalls through the remaining fiscal year.



As revenue comes in from the Mobility Authority toll operations it funds a series of requirements in a prioritized manner described as a “cash waterfall”. As each requirement is met, the remaining funds flow into the next requirement.

The Mobility Authority cash waterfall buckets flow as follows:

➤ **Operations and Maintenance**

➤ **Senior Debt/Debt Reserve**...*the required transfers to Debt Service in the cash waterfall currently total \$4,464,276/month (includes both Senior and Subordinate)*

➤ **Subordinate Debt/Debt Reserve**...*the required transfers to Debt Service in the cash waterfall currently total \$4,464,276/month (includes both Senior and Subordinate)*

➤ **Renewal and Replacement**

➤ **Other Obligations** (e.g. bank direct loans)

➤ **General Fund**



Unrestricted Cash Available 3/31/2020

Fund	Amount Unrestricted
General Fund	\$86,676,789
Grant Fund	\$10,065,659
MoPac General Fund	\$13,431,966
71 Revenue Fund	\$10,945,794
MoPac Operating Fund	\$1,659,457
CTRMA Operating Fund	<u>\$1,068,483</u>
Total	\$123,848,148



Debt Service Impacts to Unrestricted Cash

With the projected decreases in revenue, and taking into account the cut back on operation and maintenance expenditures for the remaining three months of FY 2020, we are projecting that funds will need to be taken from the unrestricted fund balance to cover the debt service payments.

Unrestricted Cash - FY 2020 Projections

	<u>April, 2020</u>	<u>May, 2020</u>	<u>June, 2020</u>
Unrestricted Cash	\$123,848,138	\$120,483,862	\$117,269,586
Required transfer to meet Debt Service	<u>(\$3,364,276)</u>	<u>(\$3,214,276)</u>	<u>(\$3,064,276)</u>
Revised Balance	\$120,483,862	\$117,269,586	\$114,205,309

Required transfer April-June ~ (\$9.6 million)



Board Cash Reserve Policy

- » The Board adopted a cash reserve policy designating 12 months of operating expenses as “restricted” within the unrestricted cash totals
- » At adoption of the FY 2020 budget, the operating cash reserves were \$100,941,734
- » These cash reserves are not anticipated to be tapped into during this Fiscal Year



Board Operating Cash Reserves not impacted

<u>Table 4</u>	Unrestricted Cash FY 2020 Projections		
	<u>April, 2020</u>	<u>May, 2020</u>	<u>June, 2020</u>
Unrestricted Cash	\$123,848,138	\$120,483,862	\$117,269,586
Required transfer to meet Debt Service	<u>(\$3,364,276)</u>	<u>(\$3,214,276)</u>	<u>(\$3,064,276)</u>
Revised Balance	\$120,483,862	\$117,269,586	\$114,205,309
Board Operating Cash Reserve Policy FY 2020	\$100,941,734		



Debt Service Reserves as of 3/31/2020

The Debt Service Reserve Funds reserves cash assets that are designated by the Mobility Authority to ensure full and timely payments to bond holders. The reserve funds provide additional security for our bond indenture, which ultimately reduces the risk premium, or amount of interest desired by investors.

Fund	Amount
<u>Debt Service Reserves</u>	
Senior Lien Debt Service Reserve	\$84,114,337
Subordinate Lien Debt Service Reserve	<u>\$8,919,249</u>
Total Debt Service Reserves	\$93,033,586



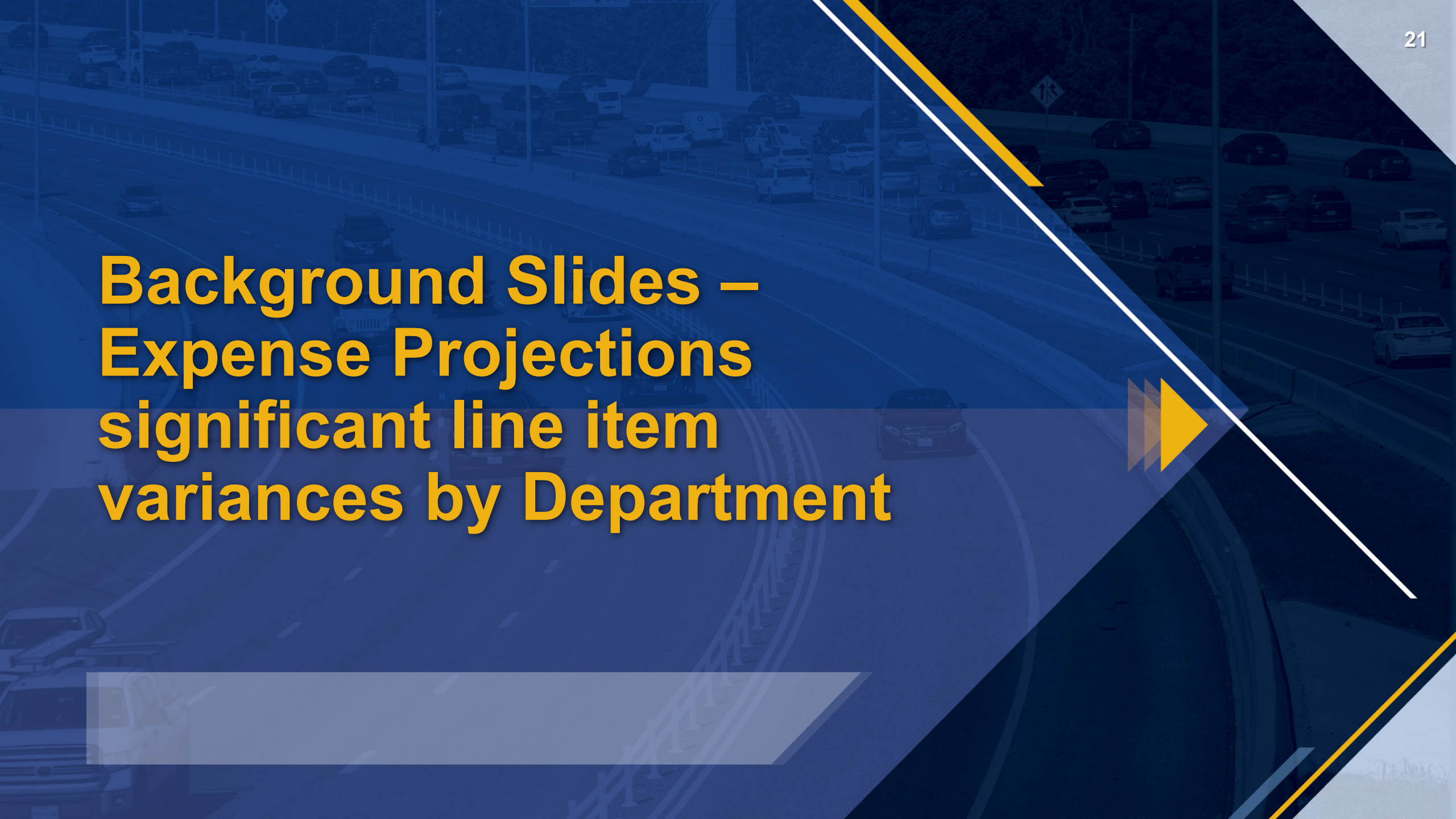
Expense Projection Assumptions

- » The Fiscal Year 2020 projected total expenses are expected to be about **\$21.3 million less than the adopted budget**
- » This projected underspend results from a combination of expenses typically coming in less than budgeted and a conscious cut back on some expenditures that can be cancelled or deferred to next fiscal year



<u>Table 2</u>		Summary of FY 2020 Expense Projections			
EXPENSES	Adopted Budget	Actual Expenses thru March	Projected Year End	Variance (Underrun)	Var.%
Salaries/Benefits	\$6,108,107	\$4,132,234	\$5,800,000	(\$308,108)	(5.0%)
Administrative	\$5,411,545	\$2,288,289	\$3,800,000	(\$1,611,545)	(29.8%)
Operations/Maintenance	\$32,474,149	\$13,366,885	\$22,900,000	(\$9,574,149)	(29.5%)
Other	\$51,641,530	\$33,408,216	\$46,200,000	(\$5,441,530)	(10.5%)
Non-Operating	<u>\$44,391,254</u>	<u>\$27,451,399</u>	<u>\$40,000,000</u>	<u>(\$4,402,379)</u>	(9.9%)
TOTAL EXPENSES	\$140,026,584	\$80,653,548	\$118,700,000	(\$21,326,586)	(15.2%)

Expenses projected to be \$21.3 million less than budgeted



**Background Slides –
Expense Projections
significant line item
variances by Department**



Expense Projections - Administration

Department – Administration: Total Projected Savings = \$1,100,000

Line Items - (projecting a significant variance +/- \$50,000)	Budget	YTD (thru March)	Current Year Estimate	Savings/ Overruns
ADMINISTRATION				
Research Services	\$670,000	\$52,032	\$440,000	\$230,000
GEC Study and Report Review	\$250,000	\$88,740	\$125,000	\$125,000
Special Projects	\$350,000	\$11,808	\$70,000	\$280,000
Technology Task Force	\$525,000	\$201,837	\$400,000	\$125,000
Other Contractual Services	\$150,000	\$122,000	\$90,000	\$60,000
Community Initiatives	\$325,000	\$153,261	\$200,000	\$125,000



Expense Projections - Operations

Department – OPERATIONS: Total Projected Savings = \$8,700,000

Line Items - (projecting a significant variance +/- \$50,000)	Budget	YTD (thru March)	Current Year Estimate	Savings/ Overruns
OPERATIONS				
IT Services	\$720,000	\$94,425	\$170,000	\$550,000
Website Maintenance	\$90,000	\$20,069	\$30,000	\$60,000
Research Services	\$100,000	\$1,073	\$20,000	\$80,000
GEC- Toll Operations Support	\$1,498,222	\$296,331	\$1,300,000	\$198,222
GEC – Best Business Practices/ Support	\$150,000	\$4,390	\$90,000	\$60,000
GEC Technical Resource Support	\$250,000	\$9,351	\$140,000	\$110,000
GEC Other Initiatives – Non Project	\$225,000	\$5,173	\$115,000	\$110,000
GEC General System Consultant	\$1,318,626	\$548,775	\$950,000	\$368,626
Image Processing	\$3,392,460	\$1,271,747	\$1,700,000	\$1,692,460
Tag Collection Fees	\$7,283,817	\$3,866,088	\$5,600,000	\$1,683,817
Law Enforcement	\$275,000	\$11,555	\$120,000	\$155,000
ETC Maintenance Contract	\$4,524,236	\$1,114,182	\$2,400,000	\$2,124,236
ETC Development	\$2,362,000	\$405,789	\$750,000	\$1,612,000
ETC Testing	\$253,000	\$109,443	\$170,000	\$83,000



Expense Projections – Engineering

Department – ENGINEERING: Total Projected Savings = \$1,100,000

Line Items - (projecting a significant variance +/--\$50,000)	Budget	YTD (thru March)	Current Year Estimate	Savings/ Overruns
ENGINEERING				
GEC Maintenance Contract Support/Oversight	\$474,000	\$323,905	\$600,000	\$126,000
GEC Traffic Data Gathering/Analysis	\$730,000	\$265,046	\$350,000	\$380,000
GEC Technology Development	\$1,000,000	\$606,017	\$770,000	\$230,000
GEC Program Management	\$187,000	\$36,495	\$70,000	\$117,000
GEC Other Initiatives – Agency Coordination - Non Project	\$750,000	564,848	\$950,000	\$200,000
GEC Other Initiatives – <u>Non Project</u>	\$525,000	\$301,581	\$400,000	\$125,000
GEC Other Initiatives – <u>Project</u>	\$0	\$56,613	\$140,000	\$140,000
Traffic Modeling	\$150,000	\$0	\$0	\$150,000
Roadway Maintenance	\$4,400,000	\$2,452,441	\$4,230,000	\$170,000
Maintenance Supplies - Roadway	\$237,000	\$16,735	\$30,000	\$207,000
Electricity - Roadways	\$250,000	\$133,396	\$200,000	\$50,000



Expense Projections—Communications, Legal, Finance

Line Item (projecting a significant variance +/--\$50,000)	Budget	YTD (thru March)	Current Year Estimate	Savings/ Overruns
COMMUNICATIONS				
<i>Advertising Expense</i>	\$750,000	\$345,911	\$480,000	\$270,000
<i>Video Production</i>	\$150,000	\$22,393	\$30,000	\$120,000
LEGAL SERVICES				
<i>Legal – Legislative Matters</i>	\$100,000	\$321	\$1,000	\$99,000
FINANCE				
<i>Insurance Expense</i>	\$255,200	\$225,566	\$350,000	\$94,800
<i>Rent Expense</i>	\$720,000	\$411,136	\$552,136	\$167,864
<i>Traffic and Revenue Consultant</i>	\$720,000	\$143,341	\$170,000	\$130,000
<i>71 Express Net Revenue Payment</i>	\$4,500,000	\$3,364,737	\$4,300,000	\$200,000
<i>Non Cash</i>	\$45,516,530	\$30,323,042	\$41,100,000	\$4,416,530
<i>Bond Issuance Expense</i>	\$250,000	\$1,292,520	\$1,450,000	\$1,200,000
<i>Interest Expense</i>	\$43,741,254	\$28,876,139	\$38,300,000	\$5,441,254

Approve 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

William Chapman
Chief Financial Officer

Discuss and consider approving a contract with DBi Services, LLC for performance-based maintenance services on Mobility Authority roadways and related Texas Department of Transportation facilities

7

Justin Word, P.E.
Director of Engineering



» Routine Maintenance

- » Roadway: Minor pavement repairs, crack seal, sweeping
- » Roadside: Mowing, litter, drainage, landscaping, slopes
- » Bridges: Impact damage, cleaning, erosion
- » Walls: Retaining and sound wall
- » Traffic: Barrier, attenuators, striping, markers, signs, signals, illumination
- » Other: Graffiti, SUPs, trailheads, buildings

» Incident Response & Hazardous Material Cleanup

» Snow and Ice Control



» Contract Exclusions

- » Rehabilitation and replacement projects
- » Pavement ride quality
- » Intelligent Transportation System (ITS) devices
- » Traffic Incident Management (TIM) Center software, hardware and associated equipment
- » Executing agreements and permits
- » Clean up of encampment areas



» **Initial Notice to Proceed (NTP)**

- » 5-year term
- » Begin services: July 1, 2020
- » Expires: June 30, 2025

» **Mobilization**

- » 30 Days

» **Optional Terms**

- » Two 5-year options
- » Executed per the Authority's discretion



Roadway Maintenance Contract Limits



- » **Limits (Open):** 183A Toll, 290 Toll, Express 1 Toll, 71 Toll, 45 Toll
- » **Limits (Future):** 183 Toll, 183A Phase III, 183 North, MoPac South
- » **Excluded:** Projects in early development (i.e. 290E Phase IV)

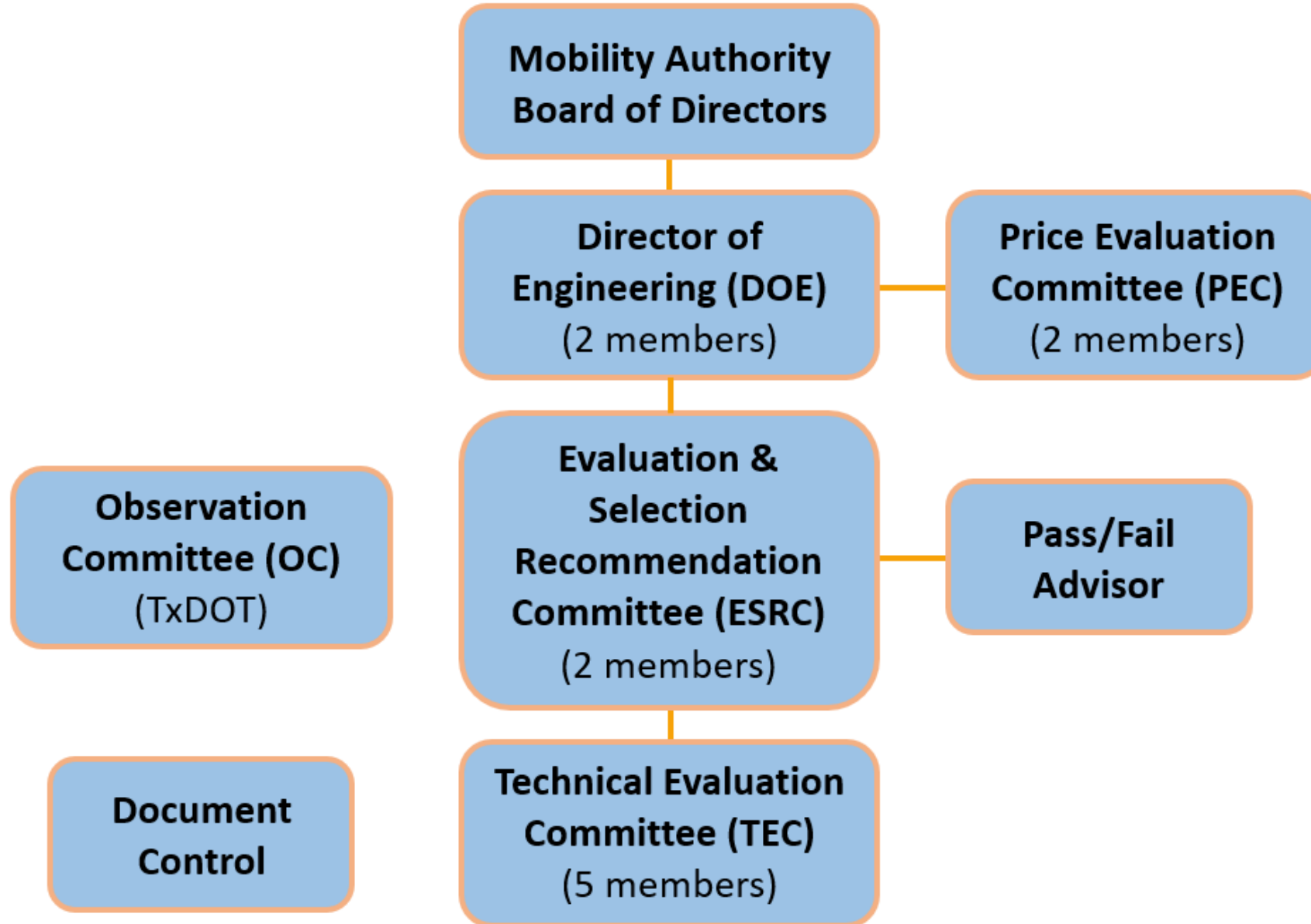


Procurement Schedule

- » Issue RFP: January 28, 2020
- » Prequalification Deadline: February 10, 2020
- » One on One Meetings: February 13, 2020
- » Proposal Due Date: March 16, 2020
- » Anticipated Notice to Proceed: June 1, 2020
- » Begin Maintenance Services: July 1, 2020



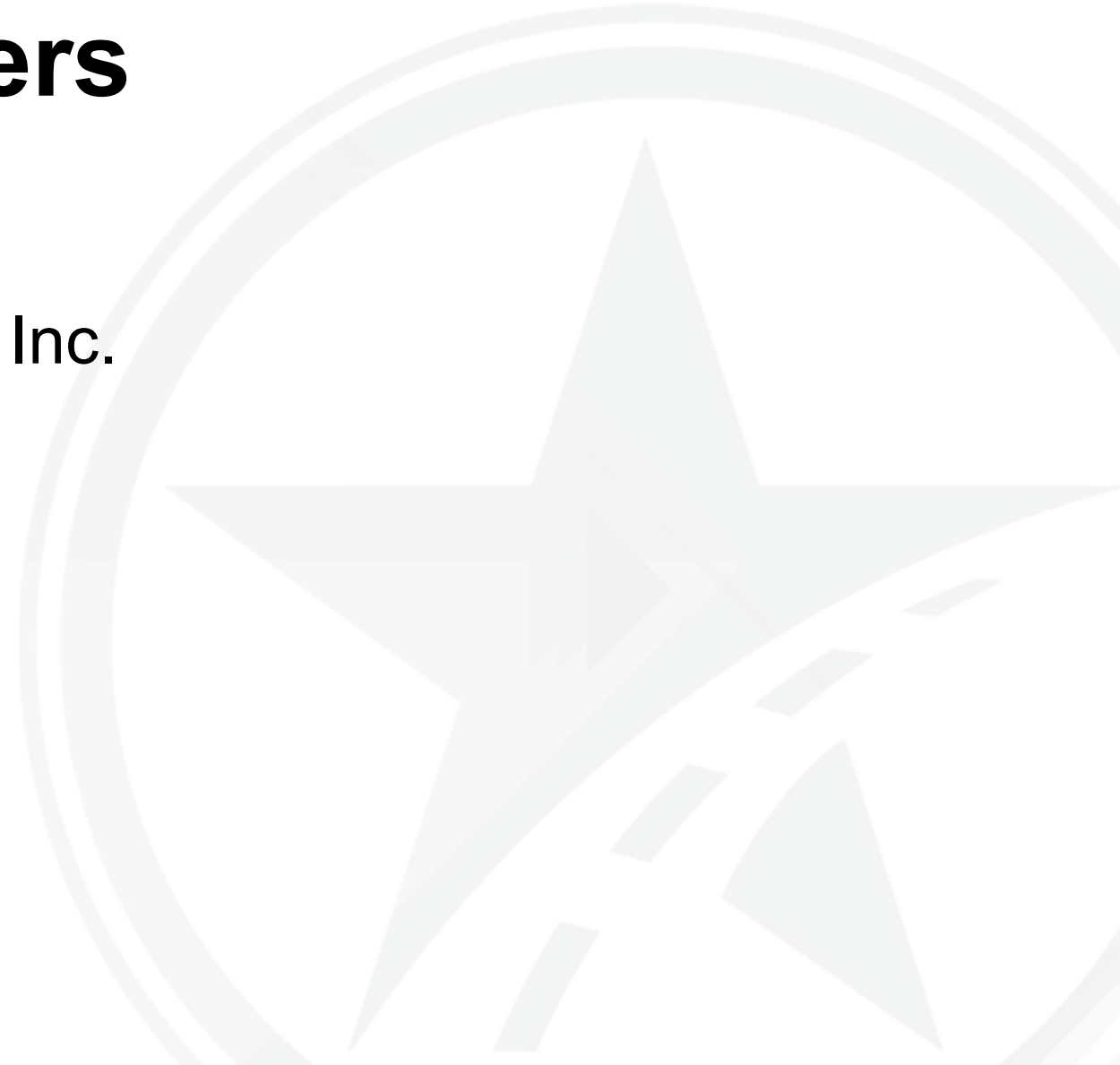
Roadway Maintenance Proposal Evaluation Process





Prequalified Proposers

- » DBi Services, LLC
- » Ferrovia Services Infrastructure, Inc.
- » Roy Jorgenson Associates, Inc.





Price Proposal

- » Two Responsive and Responsible Proposals Received
- » Engineer's Estimate: \$66.2 million

Contractor	Price Proposal
DBi Services, LLC	\$50,426,072
Roy Jorgensen Associates, Inc.	\$68,774,500



Proposal Evaluation Scores

Contractor	Technical Score	Price Score	Best Value	Rank
DBi Services, LLC	62	95	81.8	1
Roy Jorgensen Associates, Inc.	53	69.7	63	2

Best Value Analysis

- » Technical Score: 40%
- » Price Score: 60%
- » Final Total Proposal Score = 100%



- » **Maintenance of Shared ROW:** The Mobility Authority maintains shared right of way with TxDOT for efficiency
- » **Coordination:** Development of contract scope and procurement process
- » **Cost Sharing:** Future Interlocal Agreement with TxDOT to define Agency cost allocation

Item	Mobility Authority	TxDOT
Cost Sharing %	70%	30%
Total Distribution	\$35,455,664.21	\$14,970,407.79
Total Contract Value	\$50,426,072.00	



- » Staff recommends award of the contract and authorization for the Executive Director to negotiate and execute an agreement with DBi Services, LLC
 - » Contract value of \$50,426,072.00
 - » \$1,000,000.00 in contingency funds for change orders
 - » Not to exceed value of \$51,426,072.00

183 South Project update



8

Justin Word, P.E.
Director of Engineering



183 South Project Status

» Current Project Status

- » Overall Project is 90% Complete

» Projected Project Completion

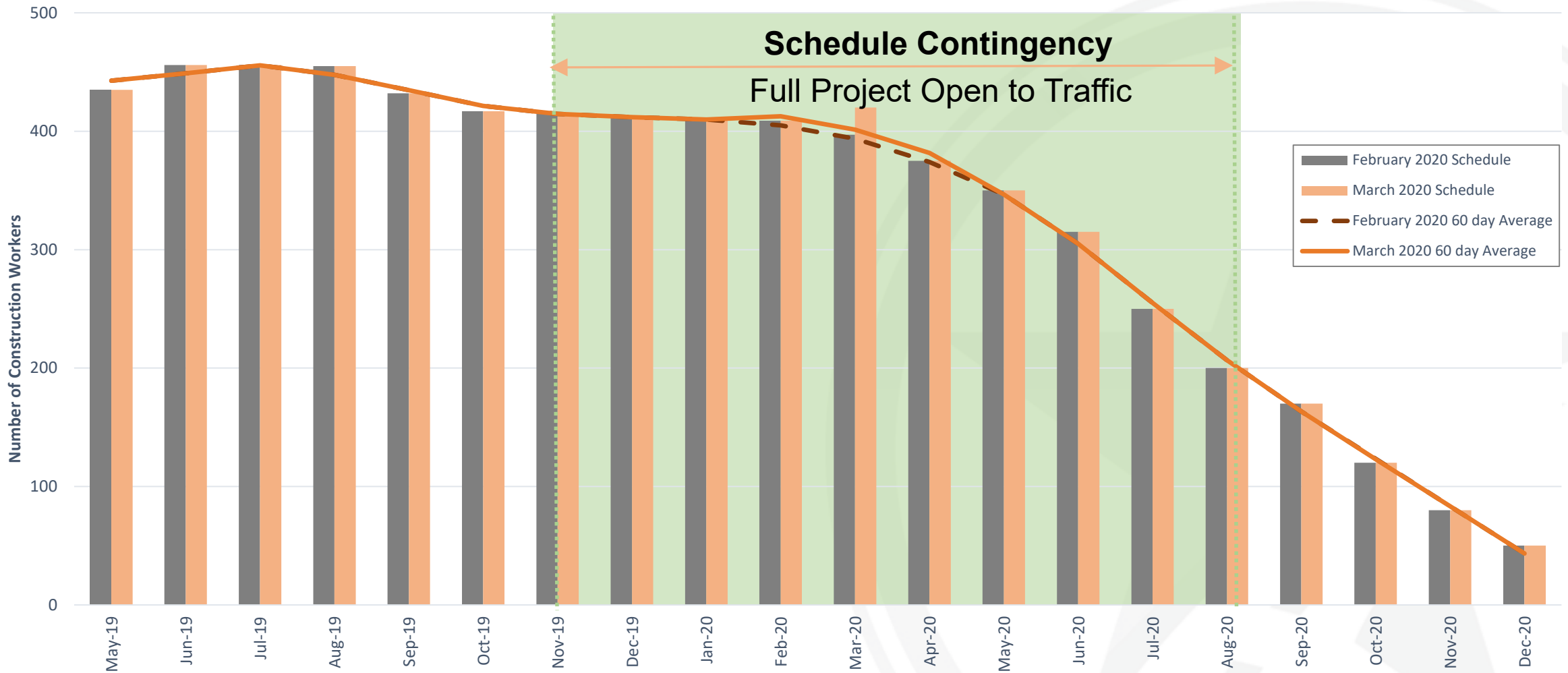
- » Latest CRC Schedule indicates January 2021 Completion
- » Team is working on traffic shifts that would adjust schedule forward approximately 1 months (December 2020)

» Schedule Drivers

- » Boggy Creek Bridges, Colorado River Bridge, SH 71 Direct Connector
- » (Critical path will change when traffic shifts are incorporated)



183 South Project Scope





Construction Activities: Techni Center Drive



January 2020



April 2020



Construction Activities: Bolm Road



January 2020



April 2020



Construction Activities: Colorado River



January 2020



April 2020



Construction Activities: Thompson Lane



January 2020



April 2020



Construction Activities: SH 71 Interchange



January 2020



April 2020

FY 2021 Budget – Process, Preliminary Draft

9

Robert Goode - Deputy Executive Director
William Chapman – Chief Financial Officer
Mary Temple - Controller



Context for this year's Budget



- » Gas/Oil Prices will affect Texas economy and State revenues
- » Recession... Texas Comptroller, Glenn Hegar: “I know that we are unfortunately in a recession. I just don’t know how deep or wide it’s going to be.”
- » When will social distancing be lifted? When will we begin to see increases in transactions?
- » Will revenues return to pre-COVID levels?
- » All these issues lead to a challenging time to craft our Operating Budget.



- » **Budget Development/Adoption Process**
- » **Operating Budget Guiding Influences**
 - » Conservative Revenue and Expense projections
 - » 2nd Quarter Budget report in January, 2021 - consider a mid-year Budget Amendment
 - » Cost Drivers
- » **Operating Budget Overview – Revenues, Expenses**
 - » Existing Financial Condition – Bond Ratings, Cash Reserves
 - » Revenue Projections
 - » Expense Projections
- » **Background –**
 - » Adopted FY 2020 Budget, Historical Budget Trends
 - » Preliminary FY 2021 Operating Budget - details



Budget Development Process

Staff available for meetings with Board Members anytime throughout the process

April – 3rd Quarter Budget Report, Regional Context, Preliminary Budget

May –Refine Revenue, Current Year Estimates, Board Input/Direction

June - Final Review/ Adoption

Tasks for Staff after April Preliminary Budget for the May Board Meeting:

- Refine Revenues for actuals
- Operating Expenditures broken out by Roadway
- Departmental Narratives and Overview
- Provide details of changes since April Preliminary Budget

Tasks for Staff after May Board Meeting:

- Provide Updated Current Year Estimates (CYE)
- Refinements identified by Staff
- Revisions per Board or Executive Director

June Board Meeting:

- Provide details of changes since May, take additional inputs and review with Exec Director
- Opportunity for amendments - Impacts TBD
- Adopt FY 2021 Budget

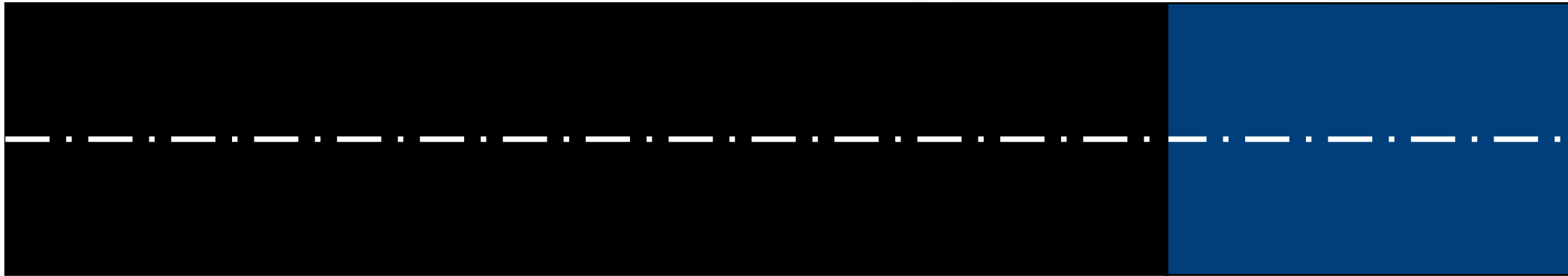
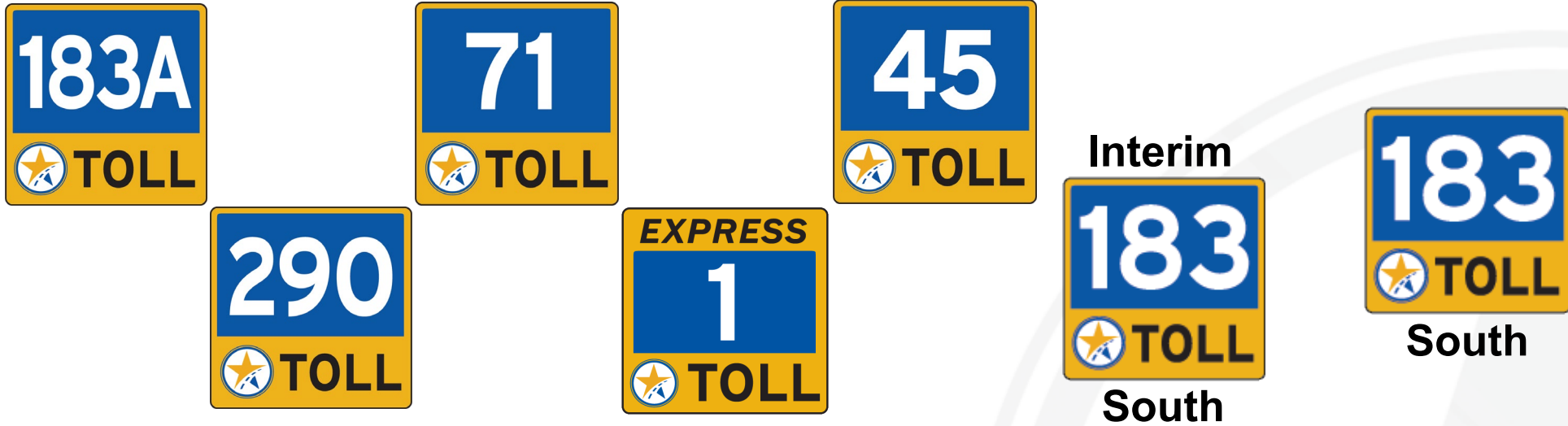


- » **Maintenance of Shared ROW:** The Mobility Authority maintains shared right of way with TxDOT for efficiency
- » **Coordination:** Development of contract scope and procurement process
- » **Cost Sharing:** Future Interlocal Agreement with TxDOT to define Agency cost allocation

Item	Mobility Authority	TxDOT
Cost Sharing %	70%	30%
Total Distribution	\$35,455,664.21	\$14,970,407.79
Total Contract Value	\$50,426,072.00	



Cost Drivers - Growing our Roadway Network



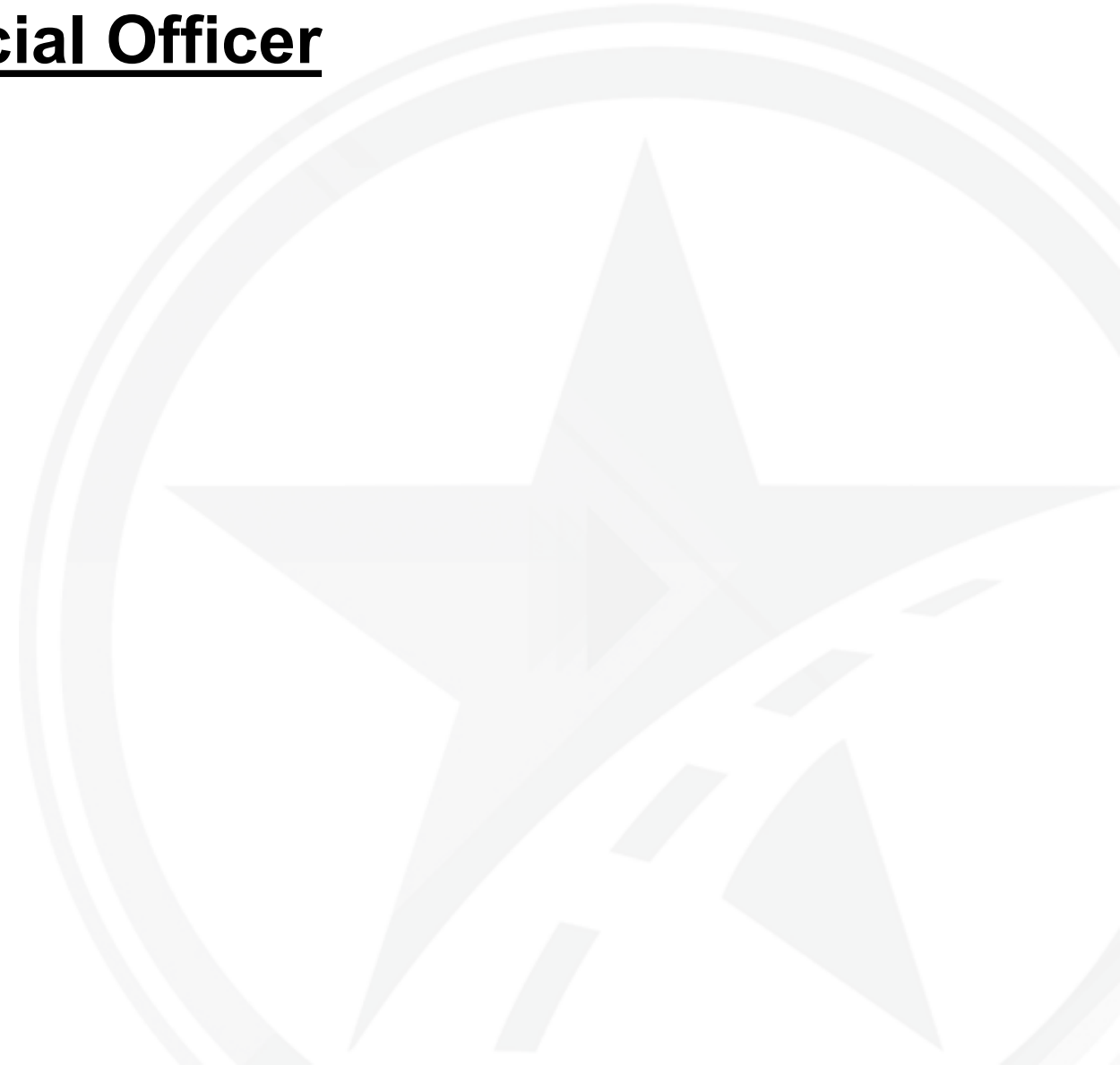
245 Lane Miles	+ 37 Lane Miles
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New Total = 282 Lane Miles, 15% increase to Inventory



William Chapman – Chief Financial Officer

- » Monthly Cash Flow Analysis
- » Debt Service Schedule FY 21






Projected FY 2021 Revenue - Preliminary

FY 2021 Revenue Projections

REVENUES	Adopted FY 2020 Budget	Projected FY 2020 Year End Revenue	Preliminary FY 2021 Revenue
Tag Revenue	\$97,816,954	\$78,500,000	\$83,100,000
Video Tolls	\$24,963,459	\$20,000,000	\$20,900,000
Fee Revenue	<u>\$7,589,784</u>	<u>\$9,000,000</u>	<u>\$9,500,000</u>
Total Operating Revenue	\$130,370,198	\$107,500,000	\$113,500,000
Interest Income	\$4,000,000	\$5,200,000	\$2,500,000
Grant Revenue (Rider 42 funds)	\$5,541,945	\$1,800,000	\$3,000,000
Misc. Revenue	\$2,000	\$4,111	\$3,000
Gain on sale of asset		<u>\$11,117</u>	<u>\$0</u>
Total Other Revenue	\$9,543,945	\$7,000,000	\$5,500,000
TOTAL REVENUE	\$139,914,143	\$114,500,000	\$119,000,000

- Monthly Operating System Revenue projected at 50% of historical revenue for July and Aug, 60% for Sept, 70% for Oct, 80% for Dec, and 90% for remainder of the Fiscal Year.
- Assumed 183 South toll revenue will increase at full opening in January, 2021.




CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

2021
FISCAL YEAR 2021
**OPERATING BUDGET
DRAFT**

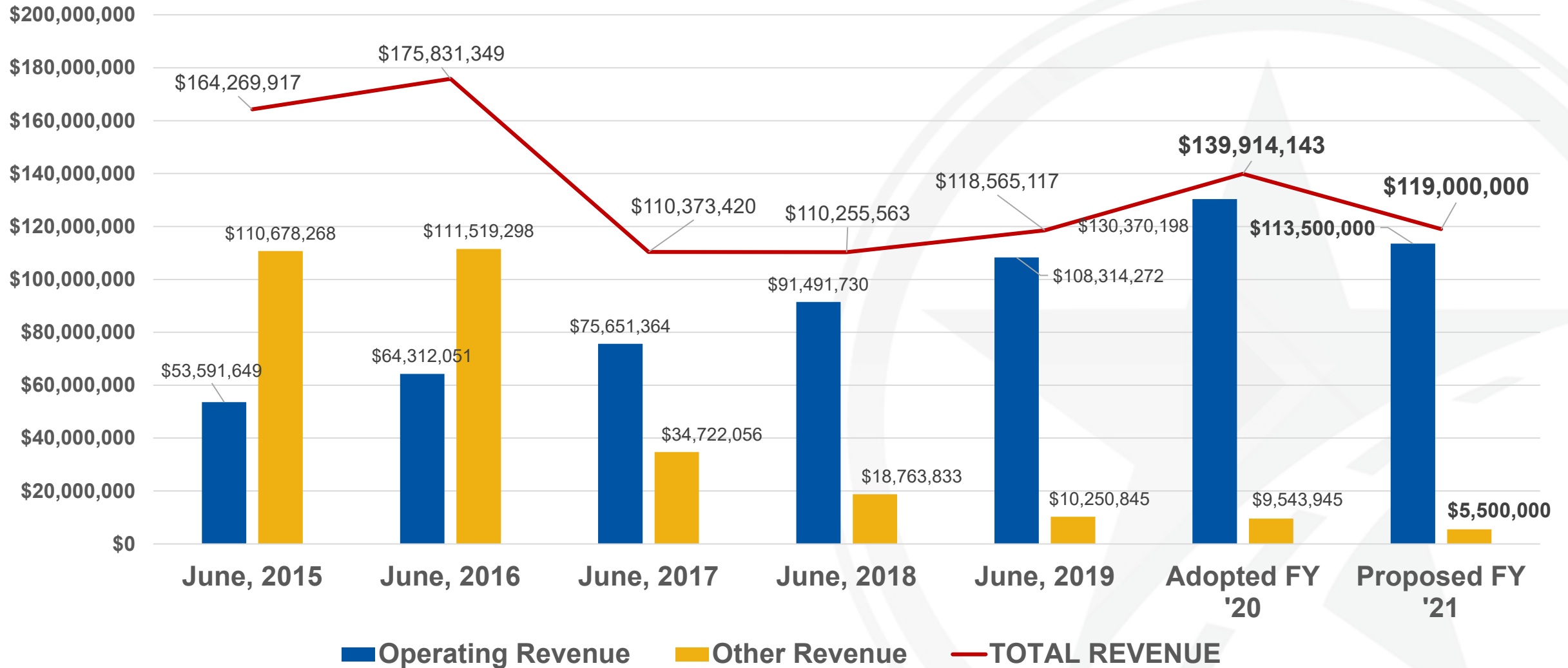
APRIL 29, 2020

Background Slides – Historical Trends





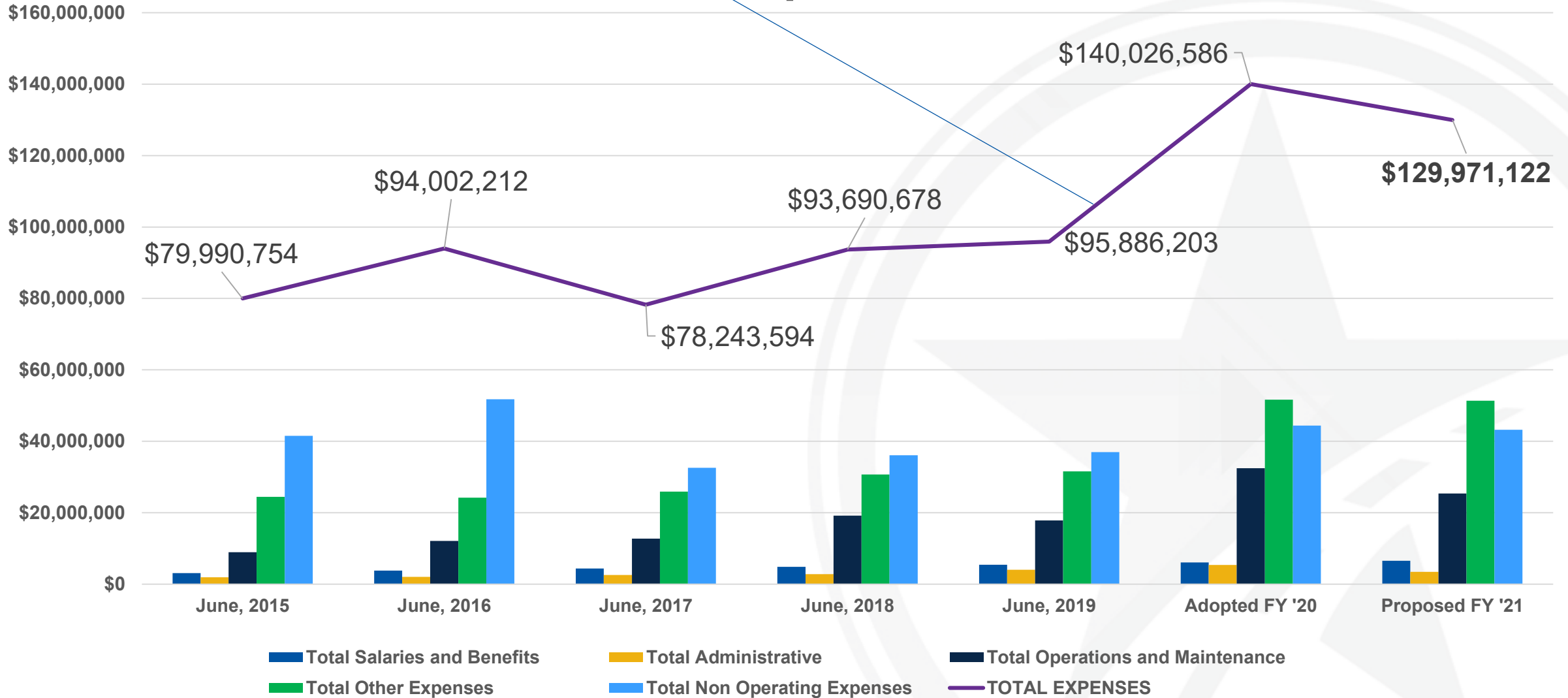
Total Revenue





TOTAL Expenses

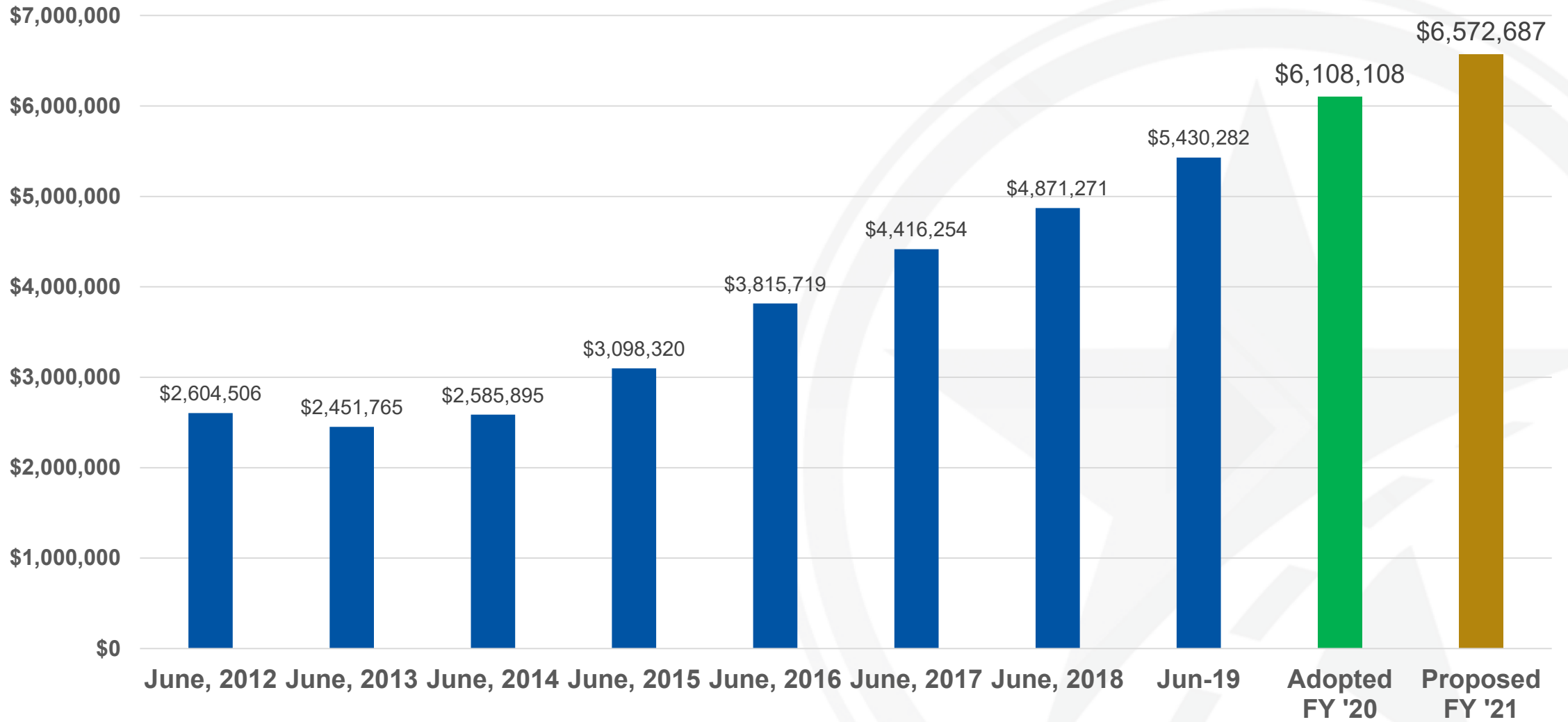
Total Expenses





Expenses – Salaries and Benefits

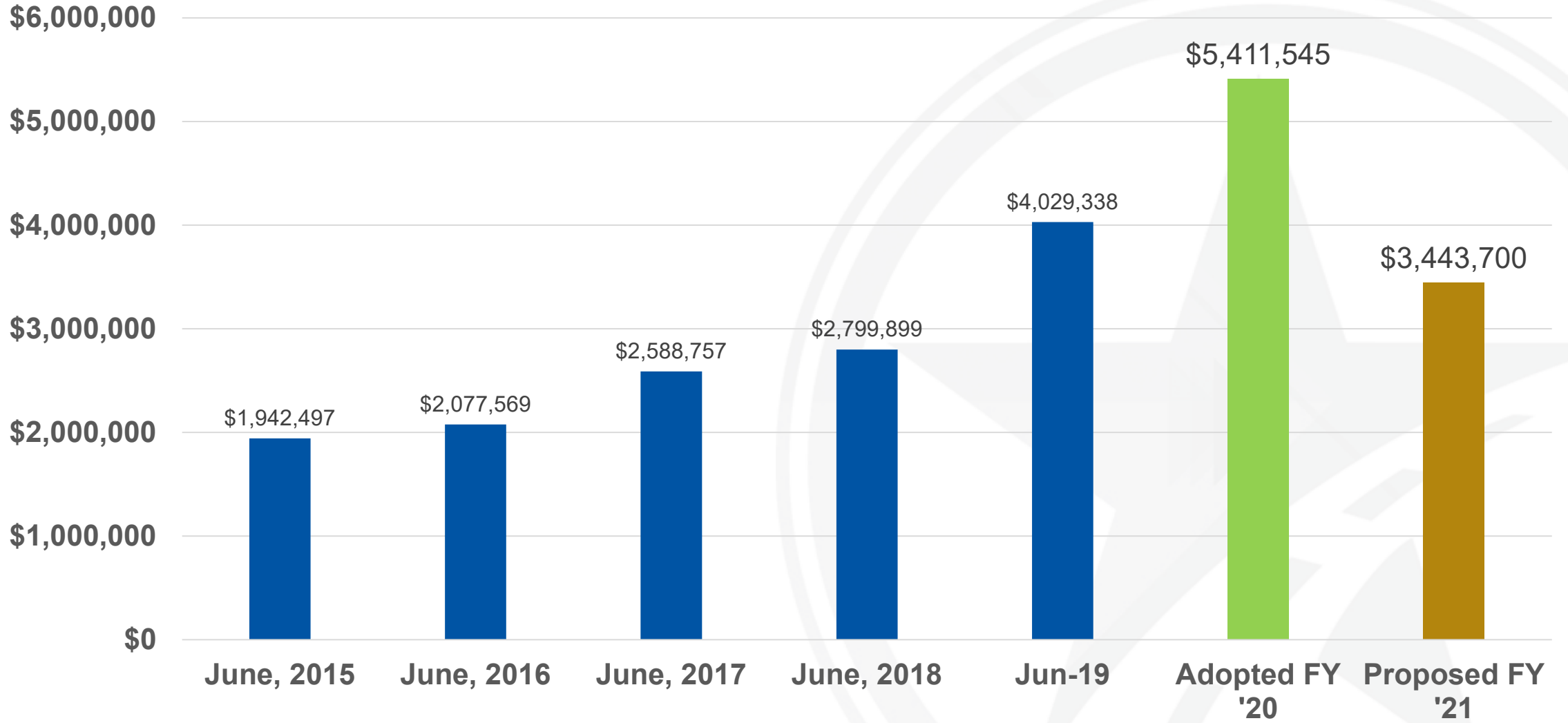
Total Salaries and Benefits





Expenses – Administrative

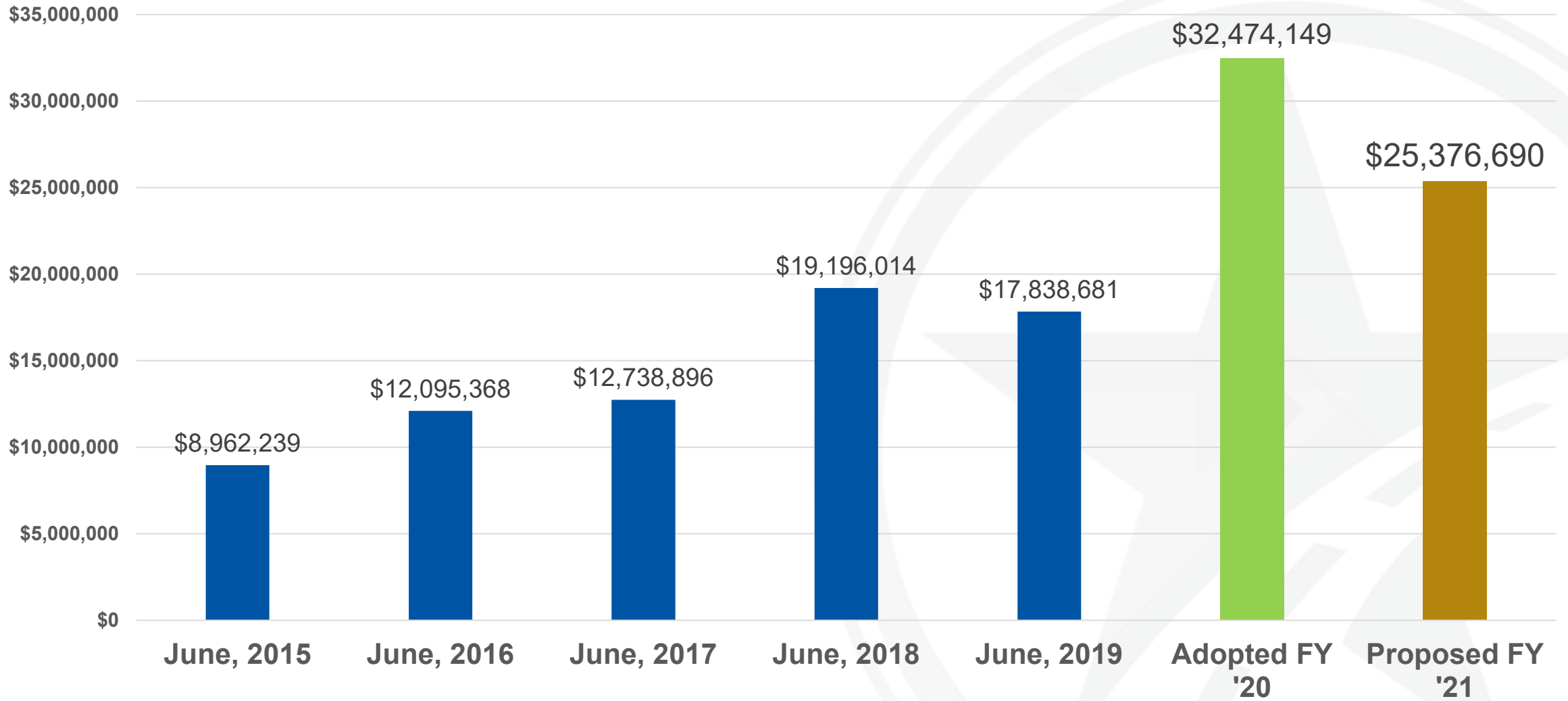
Total Administrative





Expenses – Operations and Maintenance

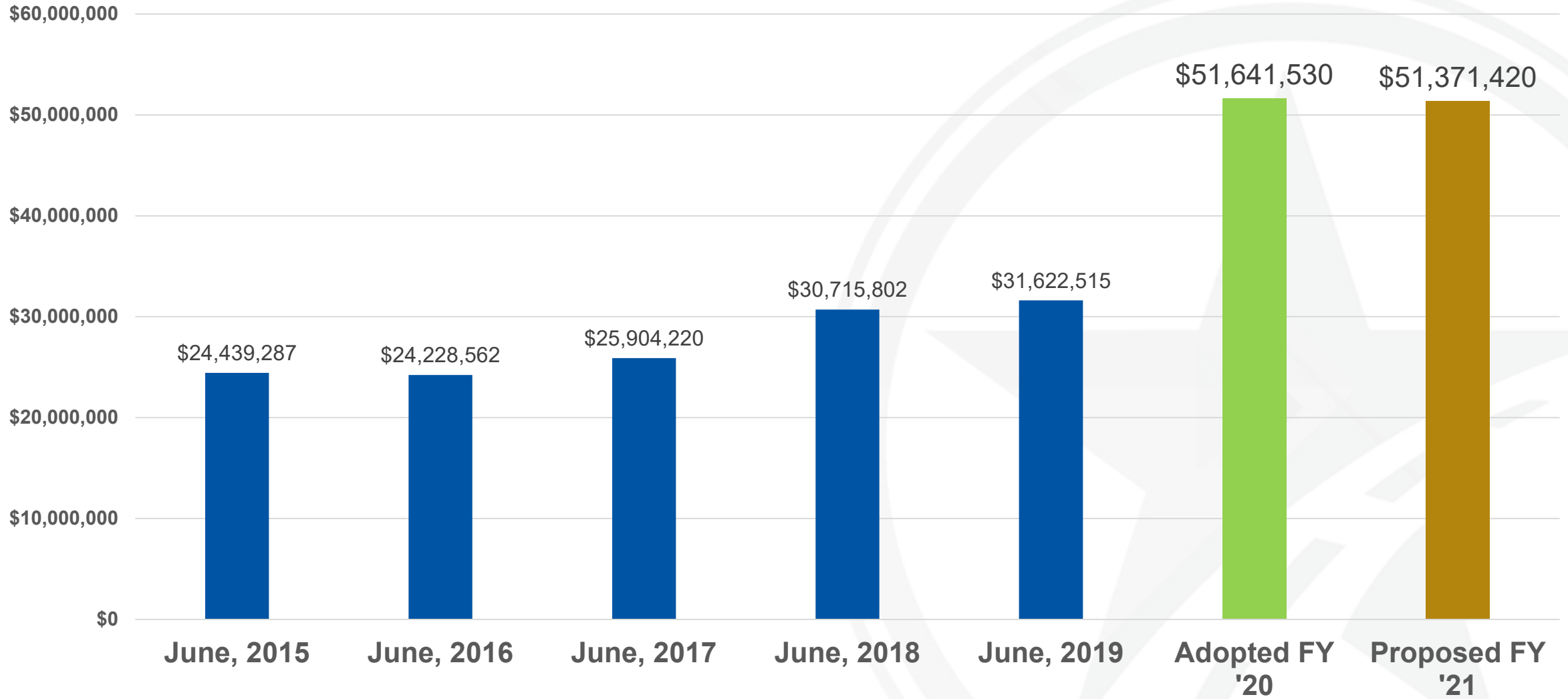
Total Operations and Maintenance





Expenses – Other

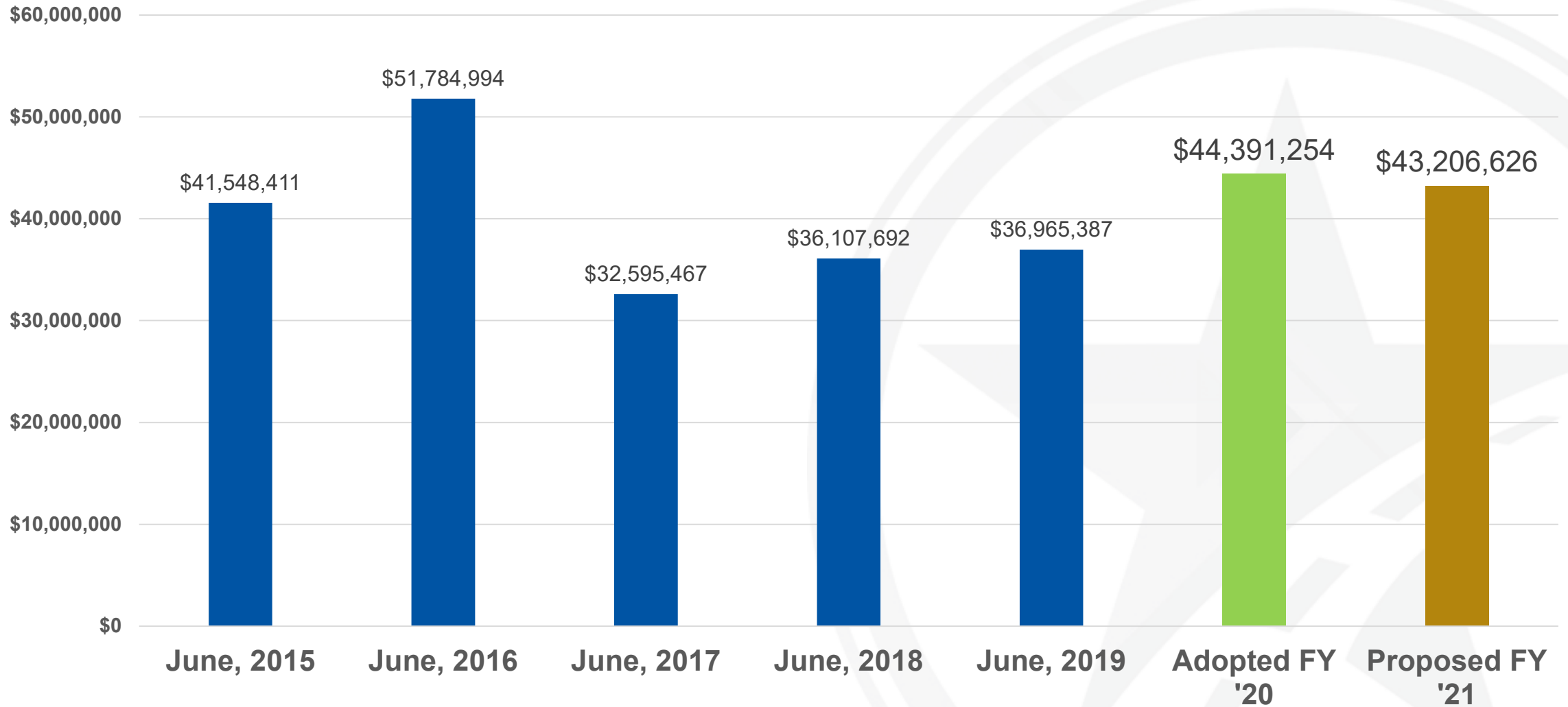
Total Other Expenses





Expenses – Non Operating

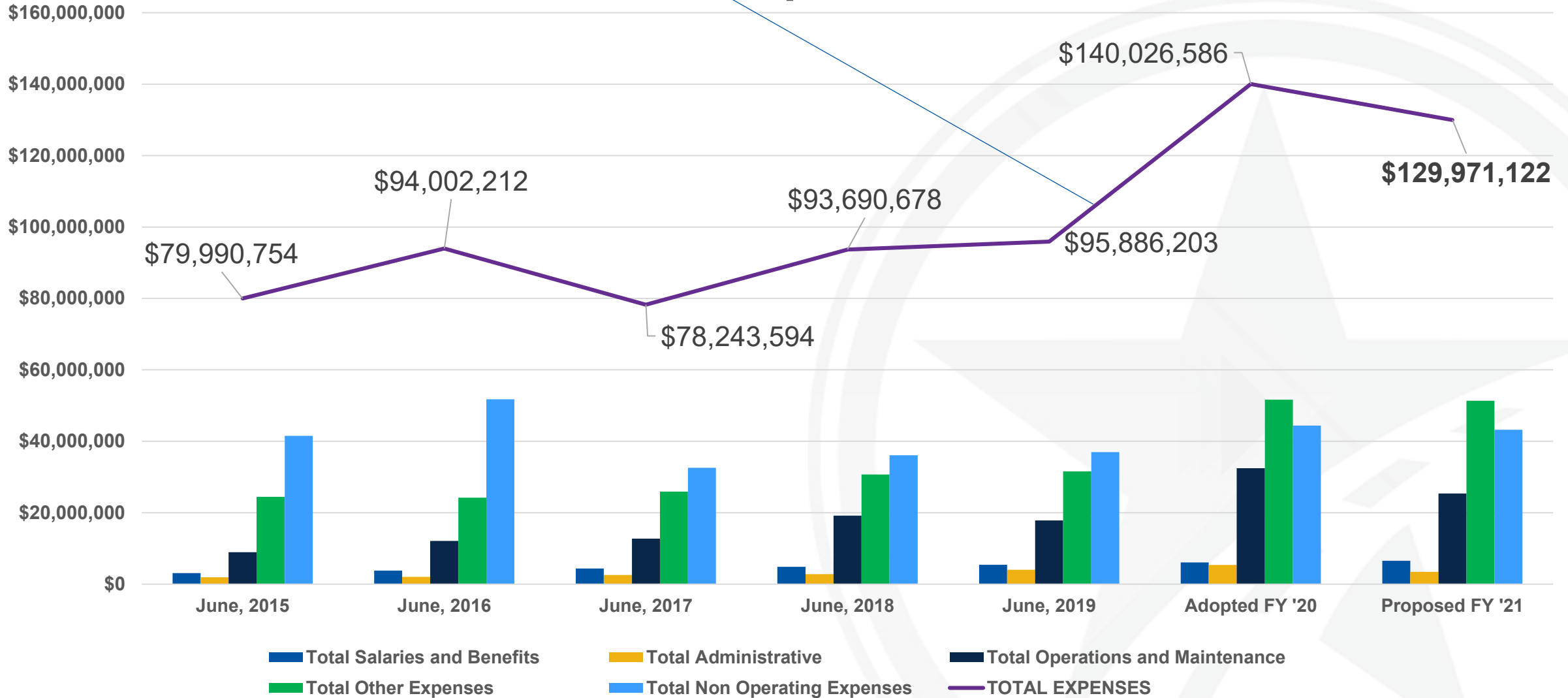
Total Non Operating Expenses





TOTAL Expenses

Total Expenses



Executive Director Report

- A. A. Effect of COVID-19 on the agency's Pay By Mail operations and recommendations for moving forward
- B. 290E frontage road repair & rehabilitation
- C. 183 North procurement status

10

Mike Heiligenstein

Executive Director

COVID-19 Operational Impact Update



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

Tracie Brown
Director of Operations

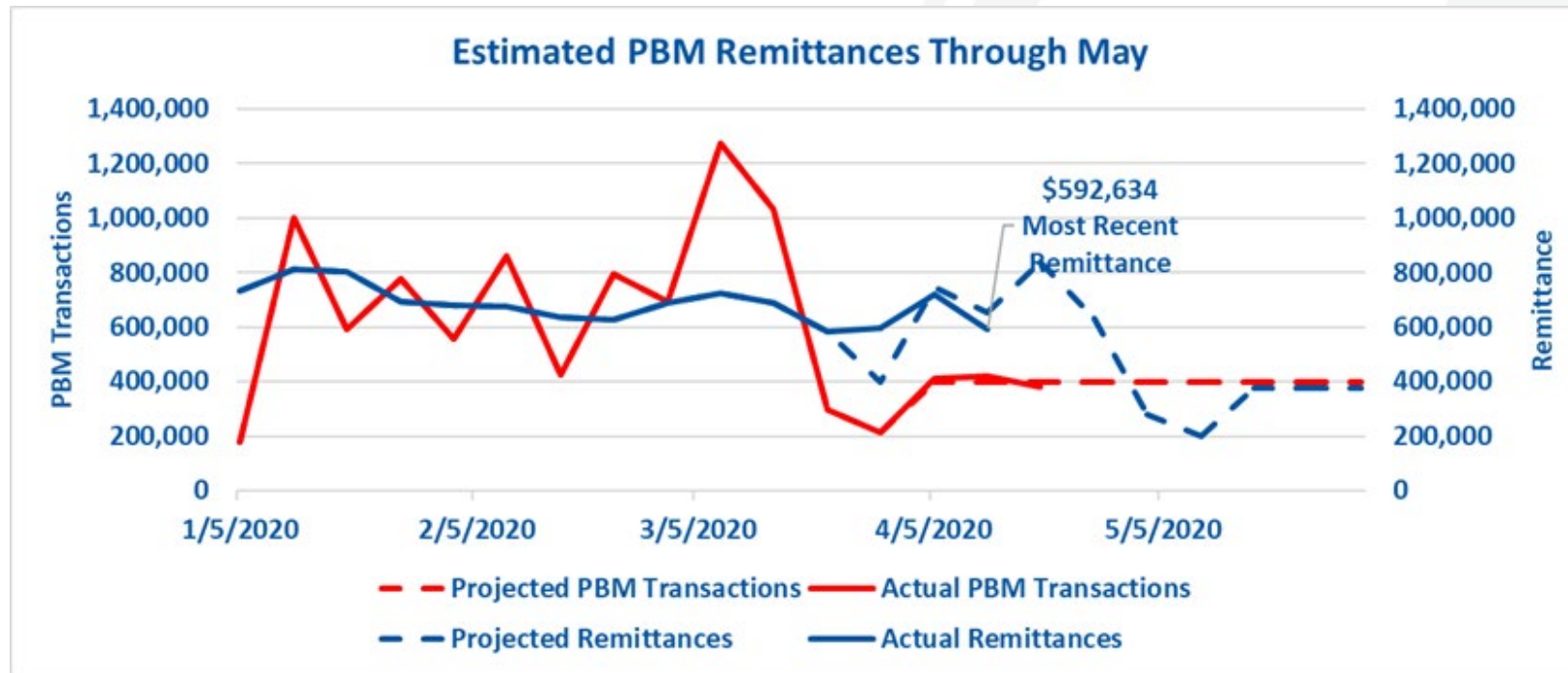


- » Approximately 85% of the Cofiroute call center and support teams are working from home
- » Call volume is averaging 1,200 / calls per weekday and dropping as expected due to lower traffic
- » The average speed of answer is 67 seconds which is less than our goal of 90 seconds
- » The percentage of people calling to make payments has remained consistent at 43% of call volume



Pay By Mail Payments & Remittances

- » The overall impact to payments and remittances has been minimal through March and into April due to time lag from usage to invoice
- » PBM remittances are expected to decline in May due to lower transaction volumes



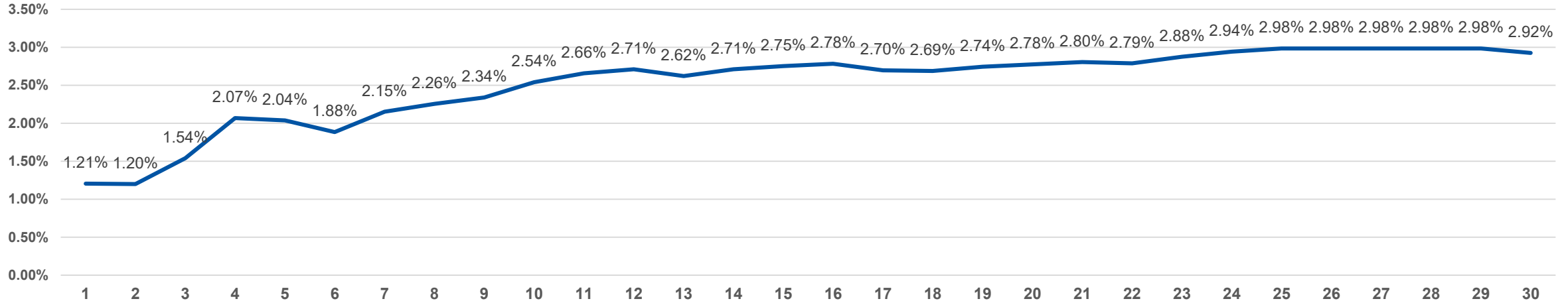


- » Close all walk-up payment centers
- » Pause all outbound collection activity
- » Extend the one-time courtesy waiver program
- » Allow call center representatives to negotiate late fees before escalating to supervisor
- » Grant holds on unpaid invoices to allow more time for payment
- » Prevent the escalation of invoices more than 90 days past due
- » Halt habitual violator program letters and registration blocks



COVID-19 Customer Service Approach Results

COVID-19 Reason as % of Total Calls Since March 26th



- » Agent call quality and customer satisfaction scores have increased
- » Inquiries related to COVID-19 currently account for less than 3% of all calls
- » Escalations to supervisors have accounted for less than 1% of call volume
- » Late payment fees are being actively waived due to COVID-19 impacts; the top reason cited has been financial constraints



- » Expect a decrease in invoices as a result of the lower Pay By Mail transaction volumes
- » Anticipate a decrease in call volumes and diminished payment activity due to the lower number of invoices as well as an increase in hardship related requests
- » Anticipate impacts to Cofiroute's ability to respond to customer calls and inquiries in a timely manner due to a hiring freeze



- » Monitor customer concerns to determine the adequacy of the customer accommodations outlined on slide #4
- » Work with customers and violators that are dealing with direct impacts of COVID-19
- » Continue to assess the external landscape to determine when it is appropriate to return to normal billing and enforcement processes
- » Provide an update to the Board at its May 27th meeting

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Mike Heiligenstein

Executive Director

Executive Director Report

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Mike Heiligenstein
Executive Director

Executive Session

Please remain seated and quiet while the Executive Session agenda is read into the record.

11. Discuss the acquisition of one or more parcels or interests in real property needed for the 183A Phase III Project and related issues, pursuant to §551.072 (Deliberation Regarding Real Property) and §551.071 (Consultation with Attorney).
12. 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).
13. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation with Attorney).
14. Discuss personnel matters as authorized by §551.074 (Personnel Matters)



11-14

Bobby Jenkins

Chairman

Approve the purchase of the following described real property for the 183A Phase III Project:

15

- A. A 0.3325-acre parcel owned by Lawrence Jordan Gabel Jr., located at 987 N. 183, Liberty Hill, Williamson County, Texas

Geoff Petrov

General Counsel

Adjourn Meeting

16

Bobby Jenkins
Chairman

Regular Meeting of the Board of Directors



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

April 29, 2020

CONSENT AGENDA BACKUP MATERIALS



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

Discuss and consider approving an agreement with Ford Audio-Visual Systems, LLC for conference room technology updates

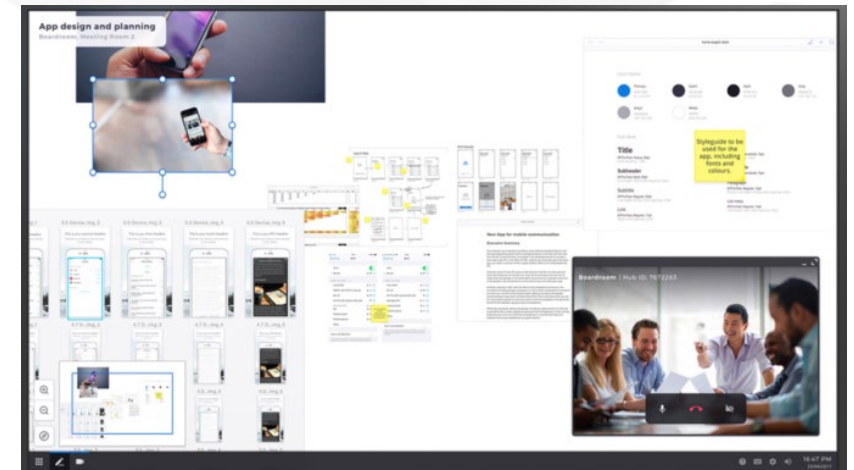


CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

Greg Mack
Assistant Director of Toll Systems & IT



- » Installation of upgraded audio, phone and video equipment in the Board Room and all conference rooms.
- » Includes wireless audio & presentation equipment
- » Large format displays with touchscreen, video and digital whiteboard capability





» Project Cost

» Hardware	\$ 92,131.00
» Integration	\$ 60,839.08
» TOTAL	\$152,970.08

» Project Schedule

- » Prepare system drawings, purchase equipment, assemble equipment, program control software and in-shop testing (*10-12 weeks*)
- » On-site installation, testing and commission (*4 weeks*)

Approve agreements with the Southwest Research Institute for a Lonestar sublicense and for the implementation of the Lonestar ActiveITS™ advanced traffic management system to support regional incident response coordination

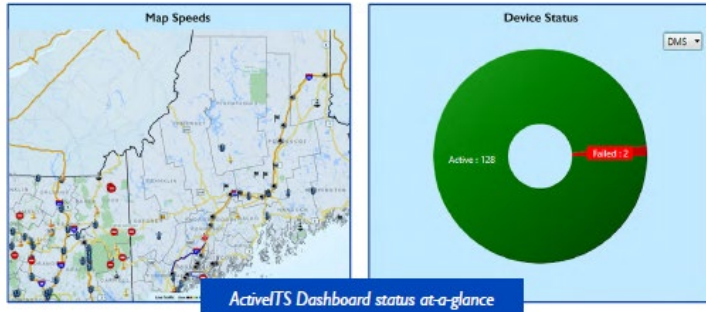
Greg Mack
Assistant Director of Toll Systems & IT



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

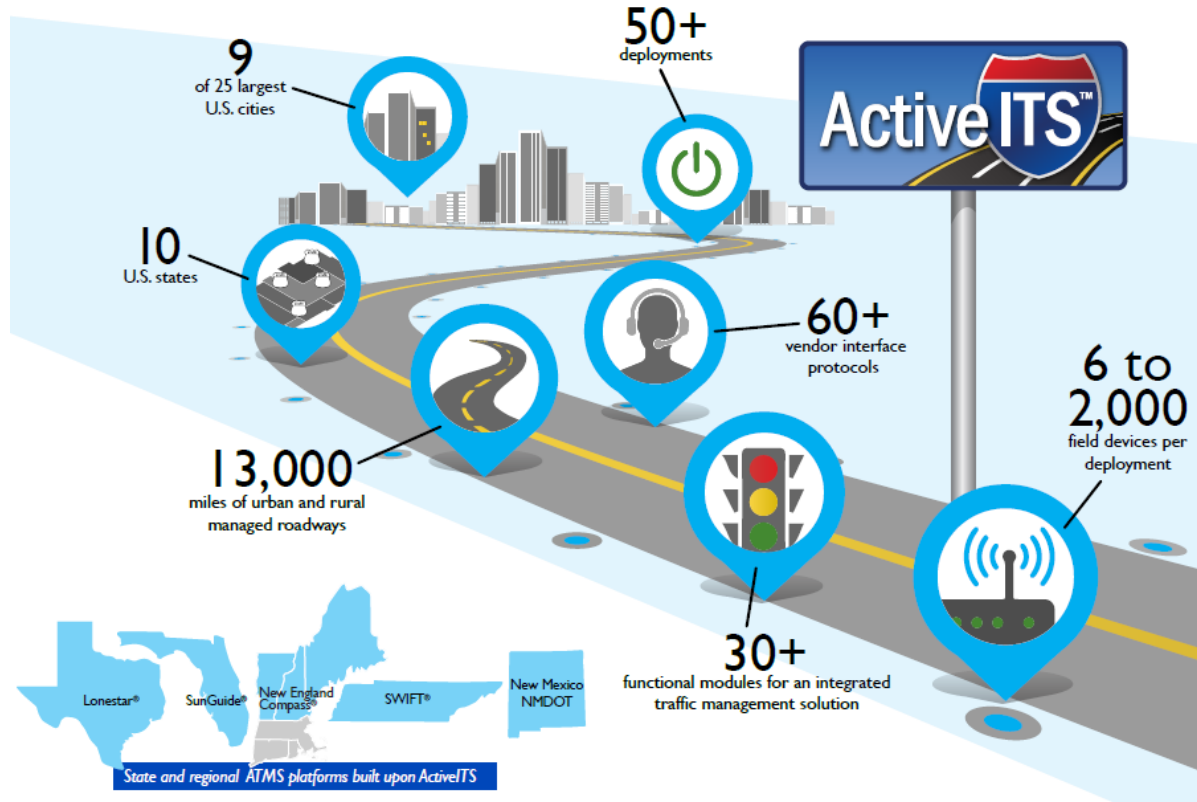


- » Interface with the Lonestar ActiveITS™ advanced traffic management system used by the TxDOT Austin District to facilitate better incident response coordination
- » Integrates Mobility Authority's current dynamic message signs and pan-tilt-zoom (PTZ) cameras into Lonestar
- » Allows TxDOT to access Mobility Authority assets during incidents or when the Authority's TIM Center is not staffed (*Mon-Fri 8pm-5am, weekends and holidays*)



» The Lonestar ActiveITS™ platform is an open-source software, developed and owned by TxDOT and the Florida DOT that is made commercially available to other transportation agencies

» Boasts more than 20 years of proven reliability with 50+ deployments across the United States





- » One of the oldest and largest independent, nonprofit, applied research and development organizations in the US
- » Offers multidisciplinary, problem services in a variety of areas in the engineering and physical sciences
- » Provides government agencies with traffic management control center software solutions and support the automotive industry and defense sector with intelligent vehicles systems
- » Heavily involved in the development and deployment of intelligent transportation system (ITS) software and standards throughout the country





» Project Cost

» Sublicense Agreement	\$ 0
» Integration / Testing / Training	\$ 107,000
» Web hosting service	\$ 68,000
» Project Contingency (10%)	\$ 17,500
» TOTAL COST (<i>not to exceed</i>)	\$ 192,500

» Project Schedule

- » Technical documentation development and database conversion / migration (*4 weeks*)
- » Deployment, testing and training (*8 weeks*)