



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

Regular Meeting of the Board of Directors

8:00 a.m.

Wednesday, December 16, 2020

Lowell H. Lebermann, Jr., Board Room
3300 N. IH-35, Suite 300
Austin, Texas 78705

*A live video stream of this meeting may be viewed on the internet at
www.mobilityauthority.com*

SPECIAL NOTE TO MEMBERS OF THE PUBLIC: Pursuant to the March 16, 2020 proclamation issued by Governor Abbott, this meeting will be held by videoconference in order to advance the public health goal of limiting face-to-face meetings (also called "social distancing") to slow the spread of COVID-19. Some Board Members may be present in the Lebermann Board Room while others may attend the meeting via videoconferencing. In order to maintain safe social distancing, members of the public will not be permitted to attend in person. Instead, we ask that you view the Board Meeting online via the live stream link on our website. Members of the public that wish to join the videoconference to provide comments during the Board Meeting must register at least 30 minutes prior to the scheduled start time by contacting the Central Texas Regional Mobility Authority at (844) 287-6220.

AGENDA

No action on the following:

1. Welcome and opportunity for public comment – See **Notes** at the end of this agenda.

Consent Agenda

See Notes at the end of this agenda.

2. Approve the minutes from the November 9, 2020 Special Called Board Meeting and the November 18, 2020 Regular Board Meeting.

3. Renew an interlocal agreement to provide transponder transaction processing services to the Cameron County Regional Mobility Authority.
4. Amend board approved Work Authorization No. 17 with Kapsch TrafficComm USA, Inc. for the installation of intelligent transportation system hardware on the 183A corridor.
5. Approve an agreement with Motorola Solutions, Inc. for the purchase (as provided in the State Department of Information Resources Program) of additional automatic license plate reader technology for the Mobility Authority's habitual violator enforcement program.
6. Authorize the Executive Director to execute an amended interlocal agreement with Williamson County for Habitual Violator road enforcement services.
7. Authorize Mischler Financial Group, Inc. to provide investment services and engage in investment transactions with the Mobility Authority.
8. Authorize the Executive Director to contract with Data Transfer Solutions LLC to perform data collection on the 183 South corridor to add the infrastructure into the Mobility Authority's Geographic Information System in order to utilize the asset management work order tracking system.

Regular Items

Items to discuss, consider, and take appropriate action.

9. Accept the financial statements through October 2020 and consider the monthly budget update.

Briefings and Reports

Items for briefing and discussion only. No action will be taken by the Board.

10. Executive Director Board Report.
 - A. 183 South (Bergstrom Expressway) Project Opening
 - B. Barton Skyway Ramp Relief Project Update
 - C. 183 North Project Procurement Update

Executive Session

Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item

will be deliberated in executive session and identifies the section or sections of Chapter 551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.

The Board may deliberate the following items in executive session if announced by the Chairman:

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).

Reconvene in Open Session.

Regular Items

Items to discuss, consider, and take appropriate action.

15. Authorize the negotiation and execution of a contract to purchase each of the following described parcels or property interests for the 183A Phase III Project:
 - A. Parcel 2E of the 183A Phase III Project, a permanent easement taking of 1,771 square feet of real estate, **owned by C. Craig Carlton and Curtis Griffin**, and located at Hwy 183, Leander, TX 78641.
16. Adjourn Meeting.

Notes

Opportunity for Public Comment. At the beginning of the meeting, the Board provides a period of up to one hour for public comment on any matter subject to the Mobility Authority's jurisdiction. Each speaker is allowed a maximum of three minutes. A person who wishes to address the Board must register in advance and provide the speaker's name, address, phone number and email, as well as the agenda item number and whether you wish to speak during the public comment period or during the agenda item. If a speaker's topic is not listed on this agenda, the Board may not deliberate the speaker's topic or question the speaker during the open comment period, but may direct staff to investigate the matter or propose that an item be placed on a subsequent agenda for deliberation and possible action by the Board. The Board may not deliberate or act on an item that is not listed on this agenda.

Consent Agenda. The Consent Agenda includes routine or recurring items for Board action with a single vote. The Chairman or any Board Member may defer action on a Consent Agenda item for discussion and consideration by the Board with the other Regular Items.

*Mobility Authority Board Meeting Agenda
Wednesday, December 16, 2020*

Public Comment on Agenda Items. A member of the public may offer comments on a specific agenda item in open session if he or she signs the speaker registration sheet for that item before the Board takes up consideration of the item. The Chairman may limit the amount of time allowed for each speaker. Public comment unrelated to a specific agenda item must be offered during the open comment period.

Meeting Procedures. The order and numbering of agenda items is for ease of reference only. After the meeting is convened, the Chairman may rearrange the order in which agenda items are considered, and the Board may consider items on the agenda in any order or at any time during the meeting.

Persons with disabilities. If you plan to attend this meeting and may need auxiliary aids or services, such as an interpreter for those who are deaf or hearing impaired, or if you are a reader of large print or Braille, please contact Laura Bohl at (512) 996-9778 at least two days before the meeting so that appropriate arrangements can be made.

Español. Si desea recibir asistencia gratuita para traducir esta información, llame al (512) 996-9778.

Participation by Telephone Conference Call. One or more members of the Board of Directors may participate in this meeting through a telephone conference call, as authorized by Sec. 370.262, Texas Transportation Code (*see below*). Under that law, each part of the telephone conference call meeting law must be open to the public, shall be audible to the public at the meeting location, and will be tape-recorded. On conclusion of the meeting, the tape recording of the meeting will be made available to the public.

Sec. 370.262. MEETINGS BY TELEPHONE CONFERENCE CALL.

(a) Chapter 551, Government Code, does not prohibit any open or closed meeting of the board, a committee of the board, or the staff, or any combination of the board or staff, from being held by telephone conference call. The board may hold an open or closed meeting by telephone conference call subject to the requirements of Sections 551.125(c)-(f), Government Code, but is not subject to the requirements of Subsection (b) of that section.

(b) A telephone conference call meeting is subject to the notice requirements applicable to other meetings.

(c) Notice of a telephone conference call meeting that by law must be open to the public must specify the location of the meeting. The location must be a conference room of the authority or other facility in a county of the authority that is accessible to the public.

(d) Each part of the telephone conference call meeting that by law must be open to the public shall be audible to the public at the location specified in the notice and shall be tape-recorded or documented by written minutes. On conclusion of the meeting, the tape recording or the written minutes of the meeting shall be made available to the public.

Sec. 551.125. OTHER GOVERNMENTAL BODY. (a) Except as otherwise provided by this subchapter, this chapter does not prohibit a governmental body from holding an open or closed meeting by telephone conference call.

~~(b) A meeting held by telephone conference call may be held only if:~~

~~(1) an emergency or public necessity exists within the meaning of Section 551.045 of this chapter; and~~

~~(2) the convening at one location of a quorum of the governmental body is difficult or impossible; or~~

~~(3) the meeting is held by an advisory board.~~

(c) The telephone conference call meeting is subject to the notice requirements applicable to other meetings.

(d) The notice of the telephone conference call meeting must specify as the location of the meeting the location where meetings of the governmental body are usually held.

(e) Each part of the telephone conference call meeting that is required to be open to the public shall be audible to the public at the location specified in the notice of the meeting as the location of the meeting and shall be tape-recorded. The tape recording shall be made available to the public.

(f) The location designated in the notice as the location of the meeting shall provide two-way communication during the entire telephone conference call meeting and the identification of each party to the telephone conference shall be clearly stated prior to speaking.

Español. Si desea recibir asistencia gratuita para traducir esta información, llame al (512) 996-9778.



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #1

Welcome and opportunity for
public comment

Welcome and opportunity for public comment.

Board Action Required: No



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #2

Approve the minutes from the
November 9, 2020 Special Called Board
Meeting and the November 18, 2020 Regular
Board Meeting

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

Summary:

Approve the attached draft minutes for the November 9, 2020 Special Called Board Meeting and the November 18, 2020 Regular Board Meeting.

Backup provided: Draft minutes, November 9, 2020 Special Called Board Meeting & November 18, 2020 Regular Board Meeting

MINUTES

Special Called Meeting of the Board of

Directors of the

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Monday, November 9, 2020

This was a video conference meeting. Notice of the meeting was posted November 6, 2020 online on the website of the Mobility Authority and in the Mobility Authority's office lobby at 3300 N. Interstate 35, #300, Austin, Texas 78705-1849. Chairman Jenkins and Vice Chair Meade, board members David Singleton, Mark Ayotte, John Langmore and Mike Doss were present on the video conference.

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

<https://mobilityauthority.swagit.com/play/11102020-644>

1. Welcome and opportunity for public comment.

After noting that a quorum of the Board was present, Chairman Jenkins called the meeting to order at 3:46 p.m. and had each Board Member who attended via video conference state their name for the record and confirm that they could both hear and be heard by all other attendees that were present in-person or live streaming.

Regular Items

2. Authorize the Executive Director to take all actions necessary to amend the drainage easement on the CTRMA 290E maintenance yard property at 8824 Old Manor Road, Austin, TX, 78724.

Presentation by Robert Goode, Deputy Executive Director.

MOTION:	Authorize the Executive Director to take all actions necessary to amend the drainage easement on the CTRMA 290E maintenance yard property at 8824 Old Manor Road, Austin, TX, 78724
RESULT:	Approved 6-0;
MOTION:	David Singleton
SECONDED BY:	Nikelle Meade
AYE:	Ayotte, Doss, Jenkins, Langmore, Meade, Singleton

NAY: None.

After confirming that no member of the public wished to address the Board, Chairman Jenkins declared the meeting adjourned at 3:56 p.m.

3. Adjourn meeting.

MINUTES

Regular Meeting of the Board of

Directors of the

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Wednesday, November 18, 2020

9:00 a.m.

This was a video conference meeting. Notice of the meeting was posted November 13, 2020 online on the website of the Mobility Authority and in the Mobility Authority's office lobby at 3300 N. Interstate 35, #300, Austin, Texas 78705-1849. Chairman Jenkins was present at the Lebermann Board room and on the video conference meeting were Vice Chair Meade, Board Members David Armbrust, Mark Ayotte, John Langmore and Mike Doss.*

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

<https://mobilityauthority.swagit.com/play/11182020-721>

After noting that a quorum of the Board was present, Chairman Jenkins called the meeting to order at 9:02 a.m. and had each Board Member who attended via video conference state their name for the record and confirm that they could both hear and be heard by all other attendees that were present in-person or live streaming.

1. Welcome and opportunity for public comment.

Chairman Jenkins welcomed Eboni Bond to address the Board during the open comment period. However, due to technical difficulties, Ms. Bond spoke immediately following Item No. 13.**

Consent Agenda

NOTE: John Langmore requested that Item No. 6 be moved to Regular Items for discussion.

2. Approve the minutes from the October 28, 2020 Regular Board Meeting.
3. Prohibit the operation of certain vehicles on Mobility Authority toll facilities pursuant to the Habitual Violator Program.

ADOPTED AS: RESOLUTION NO. 20-075

4. Approve an interlocal agreement with the Texas Department of Transportation for sharing intelligent transportation systems data.

ADOPTED AS: RESOLUTION NO. 20-076

5. Approve Amendment No. 1 to the First Amended and Restated Maintenance Contract with Kapsch TrafficCom USA, Inc. to change the hours of operations for the Traffic & Incident Management (TIM) Center.

ADOPTED AS: RESOLUTION NO. 20-077

7. Approve Work Authorization No. 2 with Cofiroute USA, LLC for toll bill and website changes.

ADOPTED AS: RESOLUTION NO. 20-078

8. Amend Chapter 4, Article 23 of the Mobility Authority Policy Code regarding the disposition of salvage or surplus property.

ADOPTED AS: RESOLUTION NO. 20-079

9. Amend Chapter 4, Article 15 of the Mobility Authority Policy Code regarding the use of Texas Department of Information Resources (DIR) Cooperative Contracts Services.

ADOPTED AS: RESOLUTION NO. 20-080

10. Approve Amendment No. 2 to the contract with RS&H, Inc. to extend the termination date for construction inspection services for the 183 South Project.

ADOPTED AS: RESOLUTION NO. 20-081

11. Approve Supplemental Work Authorization No. 2 to Work Authorization No. 2 with Rodriguez Engineering Laboratories, LLC to extend the termination date for material acceptance testing services for the 183 South Project.

ADOPTED AS: RESOLUTION NO. 20-082

12. Approve Amendment No. 2 to the contract with McGray & McGray Land Surveyors, Inc. to extend the termination date for survey quality assurance services for the 183 South Project.

ADOPTED AS: RESOLUTION NO. 20-083

MOTION: Approve Item Nos. 3 thru 12 under except for Item No. 6 under the consent agenda
RESULT: Approved 6-0;
MOTION: John Langmore
SECONDED BY: Nikelle Meade
AYE: Armbrust, Ayotte, Jenkins, Langmore, Meade, Singleton
NAY: None.

Regular Items

*NOTE: Mike Doss joined the Board Meeting via video conference at 9:12 a.m.

6. Approve Work Authorization No. 2 under the First Amended and Restated Maintenance Contract with Kapsch TrafficCom USA Inc. for the replacement of toll equipment cameras on the 183A and 290E toll facilities.

Presentation by Greg Mack, Assistant Director of IT & Toll Systems

MOTION: Approve Work authorization No. 2 under the First Amended and Restated Maintenance Contract with Kapsch TrafficCom USA Inc. for the replacement of toll equipment cameras on the 183A and 290E toll facilities
RESULT: Approved 7-0;
MOTION: Mark Ayotte
SECONDED BY: Mike Doss
AYE: Armbrust, Ayotte, Doss, Jenkins, Langmore, Meade, Singleton
NAY: None.

ADOPTED AS: RESOLUTION NO. 20-084

13. Authorize the Issuance, Sale and Delivery of a Central Texas Regional Mobility Authority Subordinate Lien Revenue Bonds (TIFIA Bonds), in accordance with specified parameters for the refunding of TIFIA bonds on 183A Phase III, 290E Direct Connectors, and 183 South.

Presentation by Bill Chapman, Chief Financial Officer.

MOTION: Authorize the Issuance, Sale and Delivery of a Central Texas Regional Mobility Authority Subordinate Lien Revenue Bonds (TIFIA Bonds), in accordance with specified parameters for the refunding of TIFIA bonds on 183A Phase III, 290E Direct Connectors, and 183 South.

RESULT: Approved 7-0;
MOTION: John Langmore
SECONDED BY: David Armbrust
AYE: Armbrust, Ayotte, Doss, Jenkins, Langmore, Meade, Singleton
NAY: None.

ADOPTED AS: RESOLUTION NO. 20-085

****PUBLIC COMMENT:** Ms. Eboni Bond suggested that the Board consider a flat monthly fee for unlimited toll road use.

- 14.** Discuss and consider approving a contract with RS&H Inc. for construction engineering and inspection services for the 183A Phase III Project.

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

MOTION: Approve Work a contract with RS&H Inc. for construction engineering and inspection services for the 183A Phase III Project.
RESULT: Approved 7-0;
MOTION: Mike Doss
SECONDED BY: Nikelle Meade
AYE: Armbrust, Ayotte, Doss, Jenkins, Langmore, Meade, Singleton
NAY: None.

ADOPTED AS: RESOLUTION NO. 20-086

- 15.** Discuss and consider approving Work Authorization No. 16 with Atkins North America, Inc. for general engineering consultant services to provide project management and construction oversight on the 183A Phase III Project.

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

MOTION: Approve Work Authorization No. 16 with Atkins North America, Inc. for general engineering consultant services to provide project management and construction oversight on the 183A Phase III Project.
RESULT: Approved 7-0;
MOTION: Mike Doss
SECONDED BY: John Langmore
AYE: Armbrust, Ayotte, Doss, Jenkins, Langmore, Meade,

NAY: Singleton
None.

ADOPTED AS: RESOLUTION NO. 20-087

Briefings and Reports

16. Report on the Mobility Authority's Qualified Veteran Toll Discount Program

Presentation by Tracie Brown, Director of Operations

17. Executive Director Report

Presentation by Mike Heiligenstein, Executive Director

B. 183 South Project – Change Order #21b, Wall 125 Differing Site Condition

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

A. Effect of COVID-19 on agency operations

Executive Session

Chairman Jenkins announced in open session at 10:08 a.m. that the Board would recess the meeting and reconvene in Executive Session to deliberate the following item:

20. Discuss personnel matters as authorized by §551.074 (Personnel Matters).

After completing the executive session, the Board reconvened in open meeting at 10:26 a.m.

Regular Items

After confirming that no member of the public wished to address the Board, Chairman Jenkins declared the meeting adjourned at 10:28 a.m.

21. Adjourn.



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #3

Renew an Interlocal Agreement to provide
transponder transaction processing services to
the Cameron County Regional Mobility
Authority

Strategic Plan Relevance: Employ a Collaborative Approach to Implementing
Mobility Solutions

Department: Operations

Contact: Tracie Brown, Director of Operations

Associated Costs: None

Funding Source: N / A

Action Requested: Consider and act on draft resolution

Summary:

Background: As the first regional mobility authority established in Texas, the Central Texas Regional Mobility Authority has always sought to assist other regional mobility authorities in achieving their mission. In keeping with this sentiment, the CTRMA Board of Directors approved interlocal agreements with the Cameron County Regional Mobility Authority (“CCRMA”), the Camino Real Regional Mobility Authority and the North East Texas Regional Mobility Authority to facilitate their toll tag transactions through the interoperability hub and reconcile payment. The agreement also allowed the RMAs to process their video toll transactions through CTRMA’s third-party vendor, then Municipal Services Bureau (MSB). This approach allowed the Mobility Authority to keep their initial operational costs down as they ramped up their operations.

Current Action: CCRMA assumed responsibility for its own video toll collection program in 2017, and requested that the Mobility Authority continue to provide tag transaction processing services through a new Interlocal Agreement. The new Interlocal Agreement sets forth the terms and conditions under which the Mobility Authority will provide the requested services.

Compensation for the services performed will be made on a pass-through basis, resulting in a zero cost to the Mobility Authority. In addition, CCRMA will pay its proportionate share of the annual interoperability hub software and hardware maintenance costs

required by CTRMA as a part of the Central United States Interoperability (CUSIOP) Agreement.

The initial term of the ILA will conclude on August 31, 2023. The term of the ILA may be extended by written agreement by both parties or terminated upon ninety (90) days written notice.

Previous Action: In December 2011 to provide electronic toll transaction processing and video toll collection services through the Mobility Authority's third-party vendors. This agreement was extended in November 2015 to a new termination date of June 30, 2020.

Staff Recommendation: Staff recommends approval of a new interlocal agreement with the Cameron County Regional Mobility Authority.

Backup Provided: Draft Resolution
CTRMA - NET RMA Interlocal Agreement
CCRMA Board Meeting Minutes

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 20-0XX

**APPROVING AN INTERLOCAL AGREEMENT TO PROVIDE
TRANSPONDER TRANSACTION PROCESSING SERVICES TO THE
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

WHEREAS, by Resolution No. 11-137, dated on December 7, 2011, the Board approved an interlocal agreement with the Cameron County Regional Mobility Authority (“CCRMA”) under Chapter 791 of the Texas Government Code and Section 370.033 of the Transportation Code by which the Mobility Authority provided toll processing and collection services to CCRMA; and

WHEREAS, the current interlocal agreement with CCRMA expired on June 30, 2020; and

WHEREAS, CCRMA has requested that the Mobility Authority continue providing them transponder transaction processing services; and

WHEREAS, the Executive Director and CCRMA have negotiated a new interlocal agreement whereby the Mobility Authority would continue providing transponder transaction processing services to CCRMA with all costs associated with the services to be borne by CCRMA, including a proportionate share of the annual interoperability hub software and hardware maintenance costs; and

WHEREAS, the Executive Director recommends that the Board approve the proposed interlocal agreement with CCRMA in the form or substantially the same form attached hereto as Exhibit A.

NOW THEREFORE, BE IT RESOLVED that the Board hereby approves the proposed interlocal agreement with CCRMA to continue providing transponder transaction processing services and authorizes the Executive Director to finalize and execute the interlocal agreement on behalf of the Mobility Authority in the form or substantially the same form as Exhibit A hereto.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 16th day of December 2020.

Submitted and reviewed by:

Approved:

Geoffrey Petrov, General Counsel

Robert W. Jenkins, Jr.
Chairman, Board of Directors

Exhibit A

INTERLOCAL AGREEMENT

THIS INTERLOCAL AGREEMENT (the “Agreement”) is made and entered into effective as of the 1st day of July 2020, by and between the CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY (“CTRMA”) and the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY (“CCRMA”), political subdivisions of the State of Texas (collectively, the “Parties”).

WITNESSETH:

WHEREAS, the CTRMA is a regional mobility authority created pursuant to the request of Travis and Williamson Counties and operating pursuant to Chapter 370 of the Texas Transportation Code (the “RMA Act”) and 43 TEX. ADMIN. CODE §§ 26.1 *et seq.* (the “RMA Rules”); and

WHEREAS, the CCRMA is a regional mobility authority created pursuant to the request of Cameron County and operating pursuant to the RMA Act and the RMA Rules; and

WHEREAS, Chapter 791 of the Texas Government Code provides that any one or more public agencies may contract with each other for the performance of governmental functions or services in which the contracting parties are mutually interested; and

WHEREAS, Section 370.033 of the RMA Act provides that a regional mobility authority may enter into contracts or agreements with another governmental entity; and

WHEREAS, the CCRMA currently operates the SH 550 Toll Project in Cameron County, Texas; and

WHEREAS, the CCRMA is in need of transponder-based toll transaction processing services related to the SH 550 Toll Project and other future transportation projects that may need transponder-based toll transaction processing services; and

WHEREAS, the CTRMA is a party to the Central United States Interoperability Agreement (the “Interoperability Agreement”), through which toll transactions on various tolled facilities throughout the state are processed and credited to the operator of the facility on which the transaction occurred; and

WHEREAS, CTRMA entered into an “Agreement for Transponder-Based Transaction Processing” with Kapsch TrafficCom USA, Inc. (“Kapsch”) dated April 27, 2005 to perform transponder-based transaction processing (the “Kapsch Agreement”) which was subsequently amended to allow for the provision of services to other regional mobility authorities; and

WHEREAS, CCRMA has requested that the transponder-based transaction processing performed for CTRMA under the Kapsch Agreement also be performed for CCRMA; and

WHEREAS, in addition to securing performance of transponder-based transaction processing for its benefit under the Kapsch Agreement the CCRMA desires that electronic toll

collection transactions related to use of CCRMA facilities be processed through the Interoperability Agreement through CTRMA; and

WHEREAS, the Parties have agreed that it would be to their mutual benefit for the CTRMA to seek performance under the Kapsch Agreement for the benefit of the CCRMA and to provide for processing of CCRMA's transactions through the Interoperability Agreement;

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the undersigned Parties agree as follows:

I. FINDINGS

Recitals. The recitals set forth above are incorporated herein for all purposes and are found by the Parties to be true and correct. It is further found and determined that the Parties have authorized and approved the Agreement by resolution or order adopted by their respective governing bodies, and that this Agreement will be in full force and effect when approved by each party.

II. ACTIONS

1. Provision of Services. Subject to the terms of this Agreement, the CTRMA and/or its consultants shall facilitate the CCRMA's utilization of the resources and services provided under (i) the Kapsch Agreement; (ii) the Central United States Interoperability Agreement; and (iii) any amendments or successor agreements, in connection with the provision of transponder-based transaction processing for the SH 550 Toll Project and any other CCRMA transportation projects.

2. Enforcement of Kapsch Agreement and Transponder-Based Transaction Processing. The CTRMA has the right to seek performance under the Kapsch Agreement as it relates to transponder-based transaction processing services and enforce the terms of the agreement as it relates to CCRMA transactions. If at any time during the term of this Agreement CCRMA finds that Kapsch is not complying with the terms of the Kapsch Agreement as it relates to CCRMA transponder-based transaction processing, the CCRMA may provide written notification to CTRMA of the nature of the non-compliance and the necessary corrective action. Upon receipt of such notification, CTRMA shall, on CCRMA's behalf and in a timely manner, use the remedies available in the Kapsch Agreement to enforce the agreement and to demand that Kapsch take corrective action. In the event CCRMA believes it has been damaged and is owed compensation or other relief by Kapsch, CTRMA shall cooperate with CCRMA to assert such claims on CCRMA's behalf. To the extent there are any third-party expenses associated with the pursuit of claims or remedial action for the benefit of CCRMA, CCRMA shall pay such expenses provided that such expenses and/or the retention of third parties in connection with such efforts is approved by CCRMA, in writing. It is CCRMA's obligation to monitor Kapsch's performance under the Kapsch Agreement as it relates to CCRMA transponder-based transaction processing, and CTRMA shall have no liability for lost revenue or other losses due to Kapsch's failure to perform.

3. Transponder-based Transactions . CTRMA shall submit transponder-based transactions on CCRMA facilities to the Central United States Interoperable Hub (or any subsequent hub established for transaction processing). The Scope of Services associated with transponder-based transaction processing provided for hereunder is set forth on Attachment “A”; and the fees for such services are set forth on Attachment “B”.

Payments due to CCRMA under this Agreement shall be made to the CCRMA via wiring instructions provided by the CCRMA to CTRMA Finance department.

4. Associated Expenses. CTRMA is periodically assessed certain maintenance, hardware, and software costs, third party audit costs, required testing costs and host server processing enhancements costs as a party to the Interoperability Agreement. Such costs are borne by all of the parties to that agreement based on the relative volume of transactions processed for each party in relation to the total volume of transactions processed by the Central United States Interoperable Hub. Because costs are charged to CTRMA as a result of CCRMA’s transactions, CCRMA shall reimburse CTRMA for the portion of CTRMA’s costs that are attributable to the proportional volume of CCRMA’s transactions. The calculation will be based on CCRMA transactions for the previous calendar year.

In the event CCRMA becomes a direct party to the Interoperability Agreement or the Central United States Interoperable Hub, the parties agree to amend this Agreement as necessary to accommodate the change.

III.

GENERAL AND MISCELLANEOUS

1. Term and Termination. Subject to the following, this Agreement shall be effective as of the date first written above and shall continue in force and effect until August 31, 2023. The term of the Agreement may be extended by written agreement of the Parties. Notwithstanding the foregoing:

- a. if the Kapsch Agreement is terminated, this Agreement shall terminate on the same day that the Kapsch Agreement terminates. CTRMA shall give the CCRMA written notice of the termination within five (5) business days of the termination;
 - i. Notwithstanding Article III, Section 1(a), in the event that CTRMA enters into a substantially similar agreement with another vendor, CTRMA agrees in principle with entering into a new agreement to continue providing services to the CCRMA, if possible.
- b. either party may terminate this Agreement in the event of a material breach of its terms, which may include, but is not limited to, failure to make timely payments of amounts owed and failure of the Services to be provided in accordance with this Agreement, provided that the party seeking to terminate the Agreement has provided written notice to the other of the alleged default and the default has not been cured within thirty (30) days of receipt of such notice; or

- c. either party may terminate this Agreement upon ninety (90) days written notice to the other.

2. Prior Written Agreements. This Agreement is without regard to any and all prior written contracts or agreements between the Parties regarding any other subject matter and does not modify, amend, ratify, confirm, or renew any such other prior contract or agreement between the Parties.

3. Other Services. Nothing in this Agreement shall be deemed to create, by implication or otherwise, any duty or responsibility of either of the Parties to undertake or not to undertake any other service, or to provide or not to provide any service, except as specifically set forth in this Agreement or in a separate written instrument executed by both Parties.

4. Governmental Immunity. Nothing in this Agreement shall be deemed to waive, modify, or amend any legal defense available at law or in equity to either of the Parties nor to create any legal rights or claims on behalf of any third party. Neither of the Parties waives, modifies, or alters to any extent whatsoever the availability of the defense of governmental immunity under the laws of the State of Texas and of the United States.

5. Amendments and Modifications. This Agreement may not be amended or modified except in writing and executed by both Parties to this Agreement and authorized by their respective governing bodies.

6. Severability. If any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof, but rather this entire Agreement will be construed as if not containing the particular invalid or unenforceable provision(s), and the rights and obligations of the Parties shall be construed and enforced in accordance therewith. The Parties acknowledge that if any provision of this Agreement is determined to be invalid or unenforceable, it is their desire and intention that such provision be reformed and construed in such a manner that it will, to the maximum extent practicable, give effect to the intent of this Agreement and be deemed to be validated and enforceable.

7. Execution in Counterparts. This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall be considered fully executed as of the date first written above, when both Parties have executed an identical counterpart, notwithstanding that all signatures may not appear on the same counterpart.

IN WITNESS WHEREOF, the Parties have executed and attested this Agreement by their officers thereunto duly authorized.

**CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY**

By: _____
Mike Heiligenstein
Executive Director

**CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY**

By: _____
Pete Sepulveda, Jr.
Executive Director

ATTACHMENT “A”

SCOPE OF SERVICES-TRANSPONDER TRANSACTIONS

The Scope of Services may include, but not be limited to, the following tasks on behalf of the CCRMA:

1. The CTRMA shall submit transponder-based transactions to the Central United States Interoperable Hub, in accordance with the approved interoperable business rules and interface control documents.
2. The CTRMA shall process all transactions subject to this Agreement and from specified in-lane toll collection systems in Cameron County, Texas, and such transactions shall be processed in accordance with the agreed to business rules, policies, and procedures.
3. The CTRMA shall collect and distribute to the CCRMA toll funds collected on behalf of the CCRMA within two weeks after the CTRMA has received funds due from the last of the other toll agencies remitting funds for CTRMA and/or CCRMA transactions for the preceding month.
4. The CTRMA shall provide timely assistance to the CCRMA in properly reconciling the payments from CTRMA to CCRMA.
5. The CTRMA shall make a good faith effort to include the CCRMA in the review of toll transaction processing agreements that affect the processing of CCRMA transactions or may result in a change to the toll transaction fee structure or performance measures.
6. Either directly or through access to consultant-provided systems and reports, the CTRMA shall make all reasonable efforts to provide to the CCRMA the same access to information and reports that the CTRMA requires to audit, reconcile, or resolve customer service or financial related matters related to electronic toll transactions.
7. CTRMA shall make all reasonable efforts to provide to the CCRMA the same ownership of toll transaction related information that the CTRMA is afforded through their consultant agreements.
8. Per Article II.3 (Transponder-Based Transactions) and II.4 (Associated Expenses) of the Agreement, CCRMA will reimburse CTRMA for a proportional share of certain actual costs incurred as a party to the Interoperability Agreement.

ATTACHMENT “B”

TRANSPONDER-BASED TRANSACTION FEE SCHEDULE

Transactions submitted to the Central United States Interoperable Hub through CTRMA shall be processed at a cost of \$0.05 + 3% of the toll for each transaction or a minimum of \$0.08 as prescribed in the Central United States Interoperability Agreement. These fees will be deducted from the amounts due to CCRMA.

THE STATE OF TEXAS §
COUNTY OF CAMERON §

BE IT REMEMBERED on the 20th day of August, 2020, there was conducted a Regular Meeting of the Cameron County Regional Mobility Authority via a Telephonic /Audio Zoom Meeting due to the COVID – 19 health Emergency as authorized by V.T.C.A., 551.125, Texas Government Code for the purpose of transacting any and all business that may lawfully be brought before the same.

THE BOARD MET AT:

12:00 Noon

PRESENT:

FRANK PARKER, JR.
CHAIRPERSON

MICHAEL F. SCAIEF
DIRECTOR

ARTURO A. NELSON
DIRECTOR

DR. MARIA VILLEGAS, MD
DIRECTOR

MARK ESPARZA
DIRECTOR

LEO R. GARZA
DIRECTOR

Al Villarreal
ABSENT



The Meeting was called to order by Chairman Parker, at 12:00 Noon. At this time, the Board considered the following matters as per CCRMA Agenda posted on the CCRMA’s website and physically at 3470 Carmen Avenue, Suite 5, Rancho Viejo, Texas. on this 17th day of August 2020.



PUBLIC COMMENTS

1 PUBLIC COMMENTS

None.

ACTION ITEMS



IMPROVING MORE THAN JUST ROADS

AGENDA
Regular Meeting of the Board of Directors
of the
Cameron County Regional Mobility Authority
3470 Carmen Avenue, Suite 5
Rancho Viejo, Texas 78575
August 20, 2020
12:00 Noon

THIS MEETING WILL BE CONDUCTED AS A TELEPHONIC/AUDIO MEETING DUE TO THE COVID-19 HEALTH EMERGENCY AS AUTHORIZED BY V.T.C.A. 551.121-126, TEXAS GOVERNMENT CODE.

IF YOU WOULD LIKE TO COMMENT DURING THE PUBLIC COMMENT PERIOD, YOU MAY DO SO BY CALLING THE TOLL-FREE NUMBER 877.853.5257, MEETING I.D. NO. 933 9300 6275, PASSWORD: 744541. YOU MUST SUBMIT YOUR REQUEST NO LATER THAN 11:15 A.M. ELECTRONICALLY TO psepulveda@ccrma.org BECAUSE THE NUMBER OF DIAL-IN PARTICIPANTS IS LIMITED, PLEASE USE THE TOLL FREE NUMBER ONLY IF YOU ARE MAKING A COMMENT ON AN AGENDA ITEM.

PUBLIC COMMENTS:

- 1. Public Comments.**

ITEMS FOR DISCUSSION AND ACTION:

- 2. Action Items.**
 - A. Consideration and Approval of the July 30, 2020 Regular Meeting Minutes.**
 - B. Acknowledgement of Claims.**
 - C. Approval of Claims.**
 - D. Consideration and Approval of the Financial Statements and Budget Amendments for the Month of July 2020.**
 - E. Consideration and Approval of Recommendation of highest ranked Firm Proposal for the Dana Road Project for PS&E Solicitation and Authorize Staff to Enter into Contract Negotiations.**

- F. Consideration and Approval of Interlocal Agreement between the Cameron County Regional Mobility Authority and the Central Texas Regional Mobility Authority.**
- G. Consideration and Approval of Agreement between the Cameron County Regional Mobility Authority and ROL Consulting, LLC.**
- H. Consideration and Approval of Amendment Number Two to Master Services Agreement for Toll System Maintenance between Kapsch TrafficCom USA, Inc., and the Cameron County Regional Mobility Authority**
- I. Discussion and Possible Action Regarding the Fiscal Year 2020-2021 Annual Budget.**

ADJOURNMENT:

Signed this 17th day of August 2020.

A handwritten signature in blue ink, appearing to read "Frank Parker, Jr.", is written over a horizontal line.

**Frank Parker, Jr.
Chairman**

2-A Consideration and Approval of the July 30, 2020 Regular Meeting Minutes

Director Esparza moved to approve the Minutes of the July 30, 2020 Regular Meeting. The motion was seconded by Vice Chairman Scaief and carried unanimously.

2-B Acknowledgement of Claims

Mr. Victor Barron, RMA Controller went over the Claims and presented into the record.

Director Garza moved to acknowledge the Claims as presented. The motion was seconded by Director Villegas and carried unanimously.

2-C Approval of Claims.

Mr. Victor Barron, RMA Controller went over the Claims and presented into the record.

Secretary Nelson moved to approve the Claims as presented. The motion was seconded by Director Esparza and carried unanimously.

The Claims are as follows:

2-D Consideration and Approval of the Financial Statements and Budget Amendments for the Month of July 2020.

Mr. Victor Barron, RMA Controller went over the Financial Statements for June 2020 with the Board. Staff provided an update on revenues and toll collections.

Director Esparza moved to approve the Financial Statements for July 2020 as presented. The motion was seconded by Director Garza and carried unanimously.

The Financial Statements are as follows:

2-E Consideration and Approval of Recommendation of highest ranked Firm Proposal for the Dana Road Project for PS&E Solicitation and Authorize Staff to Enter into Contract Negotiations.

Mr. Pete Sepulveda, Jr., RMA Executive Director recommended that the item be tabled.

Director Esparza moved to table the item. The motion was seconded by Director Garza and carried unanimously.

2-F Consideration and Approval of Interlocal Agreement between the Cameron County Regional Mobility Authority and the Central Texas Regional Mobility Authority.

Mr. Pete Sepulveda, Jr., CCRMA Executive Director introduced the item and the need for the interlocal agreement. Mr. Sepulveda recommended that the Board approve the Interlocal Agreement subject to final legal approval.

Director Esparza moved to approve the Interlocal Agreement subject to final legal approval. The motion was seconded by Director Villegas and carried unanimously.

2-G Consideration and Approval of Agreement between the Cameron County Regional Mobility Authority and ROL Consulting.

Mr. Pete Sepulveda, Jr., RMA Executive Director advised the board about the need for this Agreement. Mr. Sepulveda went over the scope of this agreement and the benefits to the CCRMA.

Vice Chairman Scaief moved to approve the Agreement with ROL Consulting, LLC. The motion was seconded by Director Villegas and carried unanimously.

The Agreement is as follows:

2-H Consideration and Approval of Amendment Number Two to Master Services Agreement for Toll System Maintenance between Kapsch TrafficCom USA, Inc., and the Cameron County Regional Mobility Authority.

Mr. Pete Sepulveda, Jr., RMA Executive Director went over with the Board the need for this Amendment to the Master Services Agreement. Mr. Sepulveda advised the Board that Staff is still negotiating a long-term Maintenance Agreement with Kapsch TrafficCom USA, Inc.

Director Esparza moved to approve Amendment Number Two to the Master Services Agreement subject to final legal approval. The motion was seconded by Director Villegas and carried unanimously.

2-I Discussion and Possible Action Regarding the Fiscal Year 2020-2021 Annual Budget.

Mr. Pete Sepulveda, Jr., introduced the item and advised the Board of the number of projects that will be included in the upcoming years budget and also advised the Board about the Texas Transportation Commission meeting on August 27th where they will consider the 2021 UTP. Mr. Sepulveda asked Txdot District Engineer Pete Alvarez to comment. Mr. Alvarez addressed the Board and advised them that the Comptroller will provide the funding allocations later in the year but in all likelihood the funding will be lower than this year. Mr. Alvarez mentioned that the UTP will be considered during the August and September meetings of the Texas Transportation Commission. Mr. Alvarez noted the importance of submitting letters of support for projects. Chairman Parker asked about a plan to move the SPI 2nd Access project forward. Mr. Sepulveda turned it over to Mr. Barron so that he could provide an explanation on the proposed FY 2020-2021 Annual Budget.

Mr. Victor Barron, CCRMA Controller went over the Administration budget and Tolls budget. Mr. Barron advised the Board that we are budgeting a lower amount of toll revenues and that we had shifted some administrative expenses from the Tolls budget to the Administration budget. Mr. Barron advised the Board that there was a savings of \$215,000 through a reduction of force. Staff will work on some modifications to the budget and bring back to the Board in September for final approval.

Director Esparza moved to acknowledge discussion regarding the Fiscal Year 2020-2021 Annual Budget. The motion was seconded by Secretary Nelson and carried unanimously.

ADJOURNMENT

There being no further business to come before the Board and upon motion by Director Villegas and seconded by Director Garza and carried unanimously the meeting was **ADJOURNED** at 12:46 P.M.

APPROVED this 17th day of September 2020.



CHAIRMAN FRANK PARKER, JR.

ATTESTED: 

ARTURO A. NELSON, SECRETARY



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #4

Amend Board approved Work Authorization
No. 17 with Kapsch TrafficCom USA, Inc. for the
installation of Intelligent transportation system
hardware on the 183A corridor

Strategic Plan Relevance: Regional Mobility
Department: Operations
Contact: Tracie Brown, Director of Operations
Associated Costs: not to exceed \$548,195.78
Funding Source: Capital Improvement Project - 183A Phase III
Action Requested: Consider and act on draft resolution
Summary:

Background - The 183A Intelligent Transportation System (ITS) Retrofit Project will update 183A Phases I and II with technology that is consistent with the 290 East, MoPac North, SH 71 and SH 45SW corridors, allowing for better traffic management, incident response and communication with area stakeholders. The approximate limits of the retrofit project are from SH 45N / RM 620 in northwest Austin to Hero Way in Leander.

Current Action - Under this proposed supplemental work authorization, Kapsch TrafficCom USA will procure, install, test, and integrate two (2) dynamic message signs (DMS) and an advanced incident detection (AID) system, inclusive of thirty-nine (39) DVAS cameras and TrafficVision Software, on the existing 183A Phases I & II corridor. These additional technology improvements will increase communication with 183A customers and provide enhanced detection of incidents on the roadway.

The cost of this Supplemental Work Authorization is \$548,195.78, bringing the total project cost to \$926,807.92 Funding for this additional work was anticipated and budgeted in the FY21 Operating Budget under CIP-183A.

Previous Action - In March 2019 the CTRMA Board authorized Work Authorization No. 17 with Kapsch TrafficCom USA to design, furnish, install, test, integrate and maintain nine (9) pan-tilt-zoom cameras and ten (10) microwave vehicle detectors on the existing 183A corridor as part of the 183A Intelligent Transportation System (ITS) Retrofit Project. The backup information for this item contemplated the addition of other technology enhancements such as incident detection, wrong way driver detection, and other remote sensing units. The approved cost was not to exceed \$378,612.14.

Four of the proposed nine cameras have been installed. Live video was integrated into the TIM Center on November 9th for the cameras located at the southbound Lakeline gantry, the northbound Brushy Creek off ramp, Crystal Falls Mainline and Crystal Falls northbound on-ramp. The remaining five CCTV cameras require additional infrastructure to include power, communication lines and lighting protection. Design of such infrastructure is nearing completion.

Regarding the traffic sensors, five have been installed and will be logging live traffic by December 7th. The remaining traffic sensors will be installed on December 11th. These will be calibrated and logged into the traffic sensor buffer but will not be accessible remotely until all civil work is completed. Staff anticipates that a civil construction contract will be let in the Spring of 2021 and that construction will start shortly thereafter. A separate item will be submitted for board consideration in the coming months related to the project's construction and oversight.

Staff Recommendation – Staff recommends approving Supplement No. 1 to Work Authorization #17 with Kapsch TrafficCom USA for the installation of additional hardware for the 183A Phase Intelligent Transportation System

Backup Provided - Kapsch Statement of Work
Draft Resolution

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 20-0XX

**APPROVING SUPPLEMENT NO. 1 TO WORK AUTHORIZATION NO. 17 WITH
KAPSCH TRAFFICOM USA, INC. FOR THE INSTALLATION OF ADDITIONAL
HARDWARE FOR THE 183A INTELLIGENT TRANSPORTATION SYSTEM RETROFIT
PROJECT**

WHEREAS, by Resolution No. 19-012, dated March 27, 2019, the Board approved Work Authorization No. 17 with Kapsch TrafficCom USA Inc. (Kapsch) to retrofit the intelligent transportation system (ITS) on 183A Phases I & II consistent with technology on the 290 East, MoPac North, SH 71 and SH 45SW corridors in order to provide better traffic management, incident response and communication with area stakeholders; and

WHEREAS, the Mobility Authority requires the installation of additional hardware including additional cameras and microwave vehicle detectors for the 183A ITS Retrofit Project; and

WHEREAS, the Executive Director has developed proposed Supplement No. 1 to Work Authorization No. 17 with Kapsch in an amount not to exceed \$548,195.78 for the installation of additional ITS hardware, including two (2) dynamic message signs and an advanced incident detection system on the 183A corridor; and

WHEREAS, the Executive Director recommends that the Board approve Supplement No. 1 to Work Authorization No. 17 with Kapsch TrafficCom USA Inc. in the form or substantially the same form attached hereto as Exhibit A.

NOW THEREFORE, BE IT RESOLVED, that the Board approves Supplement No. 1 to Work Authorization No. 17 in an amount not to exceed \$548,195.78 for the installation of additional ITS hardware on the 183A corridor; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director to finalize and execute Supplement No. 1 to Work Authorization No. 17 with Kapsch TrafficCom USA Inc. on behalf of the Mobility Authority and in the form or in substantially the same form attached hereto as Exhibit A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 16th day of December 2020.

Submitted and reviewed by:

Approved:

Geoffrey Petrov, General Counsel

Robert W. Jenkins, Jr.
Chairman, Board of Directors

Exhibit A

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

SUPPLEMENTAL WORK AUTHORIZATION NO. 1

to

WORK AUTHORIZATION NO.17

INTELLIGENT TRANSPORTATION SYSTEM (ITS) RETROFIT IMPLEMENTATION

183A ITS RETROFIT PROJECT

THIS SUPPLEMENTAL WORK AUTHORIZATION NO. 1 (“SWA No. 1”) TO WORK AUTHORIZATION NO. 17 (“WA No. 17”) is made pursuant to the terms and conditions of Article 1 of the GENERAL PROVISIONS, Attachment A, to the original Contract for Toll System Implementation, dated April 27, 2005 (the Contract) entered into by and between the Central Texas Regional Mobility Authority (the “Authority” or “CTRMA”), and Kapsch TrafficCom USA, Inc. (the “Contractor,” also referred to in attachments to this SWA No. 1 and WA No. 17 as the “System Integrator” or “SI”).

Pursuant to this SWA No. 1, PARTS I and II of WA No. 17 are modified as follows:

PART I. The Scope of Work attached to WA No. 17 as **Attachment A** is amended to include the following additional services:

- All work required to coordinate with the Authority, General Engineering Consultant, third-party manufactures and subcontractors, and the Roadway Contractor to design, procure (e.g. system hardware and software), install, configure, and test two (2) dynamic message signs (DMS); procure, install, configure test and integrate an advanced incident detection (AID) system, inclusive of thirty-nine (39) Video Detection Fixed Cameras (VDFC) cameras and TrafficVision Software, on Phases 1 and 2 of the 183A corridor.
- All work required to coordinate with the Authority, General Engineering Consultant, third-party manufactures and subcontractors, and the Roadway Contractor to construct and install any necessary civil infrastructure (e.g. installation of poles for the system, structures for DMS, new conduit for power and/or fiber optic communications and installation of fiber optic cable and/or power cables) needed to implement the additional ITS technologies.

PART II. This SWA No. 1 increases the maximum amount payable under this WA No. 17 by FIVE HUNDRED FORTY-EIGHT THOUSAND ONE HUNDRED NINETY FIVE AND 78/100 DOLLARS (\$548,195.78). The revised maximum amount payable is NINE HUNDRED TWENTY-SIX THOUSAND EIGHT HUNDRED SEVEN AND 92/100 DOLLARS (\$926,807.92).

Intelligent Transportation System (ITS) Retrofit
Supplemental Work Authorization No. 1 to
Work Authorization No. 17

IN WITNESS WHEREOF, this Supplemental Work Authorization No. 1 to Work Authorization No. 17 is executed in duplicate counterparts and hereby accepted and acknowledged below.

THE CONTRACTOR: Kapsch TrafficCom USA, Inc.



Signature

December 9, 2020

Date

Peter Aczel, Vice President & General Manager, Central Region

Typed/Printed Name and Title

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Executed for and approved by the Central Texas Regional Mobility Authority for the purpose and effect of activating and/or carrying out the orders, established policies or work programs heretofore approved and authorized by the Texas Transportation Commission.

Signature

Date

Mike Heiligenstein, Executive Director

Typed/Printed Name and Title

LIST OF ATTACHMENTS

Attachment A WA-17 183A ITS Retrofit – Revision 1 (Scope of Work)

Central Texas Regional Mobility Authority
Tracie Brown, Director of Operations
3300 North IH-35, Suite 300
Austin, TX 78705 USA

Sender | Lisa Gauger
Phone | 512-435-9697
Email | Lisa.Gauger@kapsch.net
Date | 04-December-2020

Re: WA-17 183A ITS Retrofit – Revision 1

Dear Tracie Brown,

Kapsch TrafficCom USA, Inc. (“Kapsch”) is pleased to offer this proposal to furnish the Central Texas Regional Mobility Authority (“CTRMA”) and (“Customer”) for the above referenced project as detailed below in the “Work Included” section, and including referenced attachments.

This proposal and all related materials attached or appended hereto are proprietary and confidential to Kapsch, and submitted solely for the recipient’s internal evaluation purposes. Disclosure to any third parties is prohibited without the express written consent of Kapsch, as described further herein.

1. PRICING AND PAYMENT TERMS

The Kapsch price to provide the materials and services described in the ‘Work Included’ section of this proposal is as follows:

\$548,195.78 (not to exceed)

- A. The price quoted is valid for ninety (90) days and subject to Kapsch’s terms and conditions as expressed herein. No other terms and conditions apply unless expressly agreed to in writing by Kapsch.
- B. The above quoted price does not include any bonds, taxes, permits or duties that may be applicable to the proposed scope of work. Delivery is to the Met Center/TMC/work site.
- C. All pricing is in US Dollars.
- D. Net 30 days upon receipt of invoice from Kapsch

Payment Terms will be mutually agreed upon prior to contract execution and documented in writing. It is projected that payment terms will follow the project phasing as described in the Scope of Work below, in addition to mutually agreeable contract terms. Kapsch proposes the following payment milestones for the project:

- 10% Notice to Proceed (NTP)
- 25% Equipment Ordered and Received, excluding Corridor DMS
- 25% Equipment Ordered and Received, Corridor DMS
- 10% Start of Installation Activities
- 30% Final System Acceptance

2. WORK INCLUDED

Kapsch will design, furnish, install, configure, test, and integrate thirty nine (39) Video Detection Fixed Cameras (VDFC) cameras, TrafficVision Software, and two (2) DMS units on the 183A facility. Work includes provision of ITS hardware and software, fiber splice boxes, installing equipment on existing structures, and where applicable new structures.

A. General

The proposed scope of work is applicable to the following project sites:

- 183A Toll Facility for CTRMA in Austin, TX

B. Scope Description

1. Kapsch will design, furnish, install, configure, test, and integrate the stated quantities of ITS devices and infrastructure as stated on 183A.
2. See description below in Section C, Statement of Work.

C. Statement of Work

1. Procure and install 39 new VDFC cameras. The VDFC cameras will be configured, tested, and integrated into the CTRMA Traffic Management Center.
2. Procure, install, configure, and test 2 new DMS units. The DMS units will be integrated into the CTRMA Traffic Management Center.
3. Add Automatic Incident Detection (AID) hardware and software to corridor (includes cameras and Traffic Vision software/server & licensing) and integrate into the Traffic Management System.
4. Provide installation drawings for the new ITS components outlined above to be installed on this corridor.

D. Pricing Breakdown

Price Sheet
WA-17 183A ITS Retrofit – Revision 1
ITS System Installation/Integration

The below pricing is based on estimates and will be updated once the Purchase Orders are completed.

	Materials / Equipment	Unit Price	Quantity	Cost	10% Markup	Extended Price
1	DVAS/VDFC - CAMERA-HOUSING	\$1,160.00	39	\$45,240.00	\$4,524.00	\$49,764.00
2	VDFC: POE Injector/IR/Brackets/Pole/VI	\$11,356.00	1	\$11,356.00	\$1,135.60	\$12,491.60
3	PowerEdge R730 Server	\$13,793.00	1	\$13,793.00	\$1,379.30	\$15,172.30
4	AID Traffic Vision Software	\$28,400.00	1	\$28,400.00	\$2,840.00	\$31,240.00
5	DMS	\$53,850.00	2	\$107,700.00	\$10,770.00	\$118,470.00
6	CORRIDOR FIELD NETWORK	\$3,238.02	1	\$3,238.02	\$323.80	\$3,561.82
7	CORRIDOR POWER SUPPILES	\$97.50	1	\$97.50	\$9.75	\$107.25
8	ROADSIDE CABINET(S)	\$726.32	2	\$1,452.64	\$145.26	\$1,597.90
9	EQUIPMENT PANEL ASSESORIES	\$1,028.26	1	\$1,028.26	\$102.83	\$1,131.09
10		\$0.00	0	\$0.00	\$0.00	\$0.00
Total Hardware						\$233,535.96

	Labor	No. of Hours	Hr. Contract Rate	Total
1	Software Engineer	160.00	\$157.59	\$25,214.40
2	System/Hardware Engineer	364.00	\$172.52	\$62,797.28
3	Technician	180.00	\$120.90	\$21,762.00
4	Business Analyst	0.00	\$157.59	\$0.00
5	Database Administrator	0.00	\$224.14	\$0.00
6	Documentation Clerk	40.00	\$161.66	\$6,466.40
7	Testing Engineer	8.00	\$171.17	\$1,369.36
8	Network Engineer/Administrator	40.00	\$156.22	\$6,248.80
9	Project Manager	40.00	\$224.14	\$8,965.60
Total Hours:		832.00	Total Labor:	\$132,823.84

Subcontractor	Quantity	Cost	10% Markup	Extended Price
Fiber + Fiber install	1	\$20,000.00	\$2,000.00	\$22,000.00
COORIDOR DEVICE INSTALLATIONS	1	\$80,000.00	\$8,000.00	\$88,000.00
Traffic Control	1	\$20,000.00	\$2,000.00	\$22,000.00
0	0	\$0.00	\$0.00	\$0.00
0	0	\$0.00	\$0.00	\$0.00
0	0	\$0.00	\$0.00	\$0.00
0	0	\$0.00	\$0.00	\$0.00
0	0	\$0.00	\$0.00	\$0.00
Total Subcontractor				\$132,000.00

	ODCs / Travel	Quantity	Cost	10% Markup	Extended Price
1	Air Fare	0	\$0.00	\$0.00	\$0.00
2	Mileage	0	\$0.00	\$0.00	\$0.00
3	Lodging	0	\$0.00	\$0.00	\$0.00
4	Per Diem	0	\$0.00	\$0.00	\$0.00
5	Car Rental	0	\$0.00	\$0.00	\$0.00
6	PM - Other/Misc.	0	\$0.00	\$0.00	\$0.00
7	Warr/Maint - Other/Misc.	0	\$0.00	\$0.00	\$0.00
Total ODCs / Travel					\$0.00

PRICE SUMMARY: \$498,359.80
10% PRICING BUFFER: \$49,835.98
NOT TO EXCEED PRICING: \$548,195.78

E. Preliminary Schedule

1. At Notice to Proceed (NTP), or upon approval and authorization by the Authority, Kapsch will initiate the procurement process for the required materials and sensors.
2. It is estimated the amended work included in the project revision will be completed in 4-6 weeks after Civil work is completed as noted in the assumptions above, not accounting for weather delays, extended review cycles, or procurement lead time delays.
3. An install schedule will be provided for CTRMA's review and approval once a comprehensive civil turnover schedule and NTP are provided to Kapsch.

F. Assumptions for the design revisions:

Original assumptions:

1. Assumes the CTRMA Contractor will be responsible for all activities associated with utility relocates and service turn-ons.
2. Assumes the CTRMA Contractor will be responsible for all power drops.
3. Civil design work to be prepared by others but reviewed by Kapsch. Civil infrastructure included in the Civil Bid Set include:
 - a. All underground Conduit (Trench and Bore)
 - b. All RMC on Existing COSS and OSB that do not have an existing Toll System
 - c. All Ground Boxes
 - d. All Junction Boxes
 - e. Placement of an Existing 40' CCTV Pole onto a new drill shaft
 - f. All Drill Shafts
 - g. All Service Poles with Load Panels and Branch Breakers (as specified by SI)
 - h. All Branch Circuits off the Load Panels to locations that do not have access to existing Toll Power
 - i. Lightning Protection for the 40' CCTV Pole and DMS will be part or the Civil PS&E
4. SI will provide the 6' CCTV Poles. SI will provide lightning protection for all CCTV cameras mounted to 6' CCTV Pole

Change Order assumptions:

1. CTRMA Consultant added two (2) 3-Line DMS signs to project. Change Order to procure/install/configure/integrate/test. Kapsch will document testing/validation plan in agreement with CTRMA.
2. Change Order to add automatic incident detection to corridor (includes VDFC cameras and TrafficVision software/server & licensing).
3. Upon completion of testing and TMC integration, maintenance service, repair, and troubleshooting for these new devices will be added to the maintenance contract at an additional cost using the per-device pricing in the outlined in the maintenance contract.
4. CTRMA will pay for future recurring data/communication costs and fees associated with this device and software procurement.

3. WORK NOT INCLUDED

The following listing of "Work Not Included" is intended as further clarification regarding Kapsch's proposed offering.

- A. Excludes sealing the TXDOT Standards plan sets.
- B. Performing any configuration, programming and startup of any devices that are not specifically noted in WA #17 or above in the "Work Included" section, unless the additional scope and related fee has been agreed to by CTRMA and Kapsch.
- C. Furnishing any hardware or any additional software unless stated otherwise in the "Work Included" section, unless additional scope and related fee has been agreed to by CTRMA and Kapsch.
- D. Performing any services in the capacity of a licensed Professional Engineer unless specifically stated otherwise in the "Work Included" section.
- E. Providing any submittal data, drawings, manuals, reports, test data or record documentation other than the deliverables listed above in the Work Included section. Installation of any equipment unless stated otherwise in WA #17 or the Work Included section.
- F. Testing of any devices, subsystems, or systems not listed above in the Work Included section.
- G. Any other system not expressly stated in Work Included Section.

Kapsch appreciates this opportunity to submit this proposal. Should you have any questions regarding our proposal, please contact the undersigned at 202-341-2292 or by email at Peter.Aczel@kapsch.net.

Yours Truly,




Peter Aczel
Vice President & General Manager, Central Region
Kapsch TrafficCom USA, Inc.

cc: Lisa Gauger, PM; Tim Duke, MM; Don Hicks, VP Sales

Acceptance of Scope of Work:

Kapsch TrafficCom USA, Inc.

Central Texas Regional Mobility Authority

By:  _____

By: _____

Name: Peter Aczel

Name: Mike Heiligenstein

Title: Vice President Delivery & Operation, Central Region

Title: Executive Director

Date: December 10, 2020

Date: _____



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #5

Approve an agreement with Motorola Solutions, Inc. for the purchase (as provided in the State Department of Information resources Program) of additional automatic license plate reader technology for the Mobility Authority's habitual violator enforcement program

Strategic Plan Relevance: Regional Mobility
Department: Operations
Contact: Tracie Brown, Director of Operations
Associated Costs: not to exceed \$285,373.05
Funding Source: FY21 Capital Budget, 183S Capital Improvement Project, MoPac General Fund
Action Requested: Consider and act on draft resolution

Summary:

Background – The vast majority of Mobility Authority customers pay for their toll usage in a timely manner, either by electronic toll tag or through our courtesy Pay By Mail program. Non-payers undermine the ability of the Mobility Authority pay back its bonds and to finance future projects and is presents an unfair burden to its paying customers.

Chapter 372 of the Texas Transportation Code provides enforcement tools for egregious toll violators throughout Texas. This statute authorizes additional remedies for “habitual violators,” those who have accumulated 100 or more unpaid tolls in aggregate in a 12-month period and have been issued two notices of nonpayment. The remedies include publication of the toll scofflaw’s name, a vehicle registration block and a ban of the vehicle’s use of the entity’s toll facilities. Traffic citations and vehicle impoundment are possible for those who violate the vehicle prohibition. The Mobility Authority’s Board of Directors approved changes to its Policy Code in September 2018 adding the habitual violator remedies to the enforcement toolkit.

The ALPR Solution - In support of the Authority's habitual violator enforcement program, Mobility Authority staff and its consultants researched various enforcement technologies. License plate readers (ALPRs) are high-speed, computer-controlled camera systems that are typically mounted on street poles, streetlights, highway overpasses, mobile trailers, or attached to police squad cars. ALPRs automatically capture all license plate numbers that come into view, along with the location, date, and time. The data is then uploaded to a central server.

Fixed-position ALPRs are mounted on specific gantries and entrance/exit locations to monitor the license plates of passing vehicles. If a vehicle on the Authority's "hot list" is detected, the system sends an alert to law enforcement who then detains the prohibited vehicle. Staff's research led to the identification of fixed automated license plate readers (ALPRs) in conjunction with some mobile units as the best options to support the Authority's enforcement goals.

Authority staff and its consultants examined and compared three qualified vendors capable of fulfilling an ALPR solution for CTRMA. The vendors were evaluated on the basis of features, limitations, time to implement, and price. The Vigilant Reaper™ solution was identified as the product that met the most evaluation factors. Government Technology Solutions, Inc. (GTS) was identified as a provider of the Reaper solution. GTS was acquired by Motorola Solutions in 2020.

About Motorola Solutions - Motorola Solutions is an approved Texas Department of Information Resources (DIR) vendor for IT products and services including computer hardware, software, and temporary IT staffing services. DIR's Cooperative (Co-op) Contracts program is a streamlined cooperative purchasing program for state and local government, public education, and other public entities in Texas, as well as public entities outside the state. Motorola Solutions' contract with DIR, contract # DIR-TSO-4101, expires on April 24, 2023.

Current Action - The Statement of Work (SOW) between CTRMA and Trinity Innovative Solutions, a partner of Motorola Solutions, covers the equipment and services to be provided for the fixed ALPR project. The SOW contemplates the installation and configuration of 14 Vigilant Reaper fixed ALPR cameras. Kapsch TrafficCom will serve as a subcontractor to Motorola Solutions / Trinity to assist in the installation of this equipment at the identified tolling points.

Below are the proposed locations of the cameras to be installed:

Facility	Gantry / Direction	Gantry Type	Direction / No of Cameras
183S	MLK - SB	Mainline	4
	51st St - NB	Mainline	3
290	Parmer - EB	Mainline	2
	Parmer - WB	Mainline	4
MoPac	Far West - NB	Mainline	1
TOTAL			14

The total cost for the proposed work is \$271,783.86. A 5% project contingency has been added to cover any unforeseen expenses related to lane closures or telecommunications needs, bringing the total not to exceed project cost to \$285,373.05. It will take 10-12 weeks to complete the work once Notice to Proceed has been issued. Future phases and approvals may be brought before the Board for consideration to install this technology at additional locations.

Previous Actions – In July 2019 the CTRMA Board approved an agreement with the same vendor for the purchase and installation of license plate reader technology for the 183A and 290 corridors. Since its installation the system has detected 45,439 prohibited vehicles – 24,799 on 183A and 20,460 on 290. Between February and November 2020 – with a break from March to June due to COVID - contracted law enforcement personnel have detained 748 vehicles, a rough average of 130 stops per month.

Action Requested/Staff Recommendation – Staff recommends contracting with Motorola Solutions for the installation of automatic license plate reader (ALPR) technology in support of the Mobility Authority's habitual violator enforcement program through their contract with the Department of Information Resources (DIR). Pursuant to Texas Government Code Section 2054.0565 and the Mobility Authority's Policy Code, use of the DIR contract with Motorola Solutions, Inc. satisfies all competitive purchasing requirements.

Backup Provided - Draft Resolution
 Motorola Solutions Quote
 Trinity Innovative Solutions Statement of Work
 Kapsch TrafficCom Statement of Work
 Study by Fagan on Violator Enforcement

Violator
Enforcement Study



CENTRAL TEXAS
REGIONAL MOBILITY
AUTHORITY

Introduction

Senate Bill 1792 (SB 1792) grants toll authorities in Texas options to remedy the issue of chronic toll violators, also known as Habitual Violators (HV). The four options available today to toll entities include:

- Impounding the violator's vehicle
- Posting the names of chronic violators on the agency's website
- Flagging the vehicle renewal registration via the Department of Motor Vehicles, enforced by county Tax Assessor-Collectors
- Prohibiting the use of toll facilities

CTRMA is most interested in the fourth option, keeping HVs off the roadways. The approaches detailed in this study utilize advanced camera technology to detect HVs and notify the appropriate Law Enforcement (LE) agencies when prohibited vehicles use the roadways. These systems can notify patrolmen on duty or a LE command center about the vehicle's location and direction, as well as capture images that an agency may use to issue a citation if video evidence as enforcement is supported in their jurisdiction. Options include Mobile Automatic License Plate Recognition (ALPR), Fixed ALPR, as well as software plug-ins to existing toll systems.

Market Drivers

Unpaid tolls cost agencies millions of dollars each year. In the most extreme cases, an individual HV may accumulate tens-of-thousands of dollars, or more, in unpaid tolls and fees. This reality has motivated agencies to explore new ways of discouraging and preventing the chronic violators from using the roadways. Of course, to stop these users, they must be identified accurately and quickly, so that LE agencies can issue citations and/or prosecute HVs in a court of law.

Minimizing revenue leakage remains a key operational goal for tolling agencies. Unusually high revenue loss can create negative perceptions from paying customers, stakeholders, and financial rating agencies. As tolling approaches advance so should the methods of toll enforcement.

Despite harsher penalties, agencies across the nation remain frustrated with chronic violators creating large sums of unpaid tolls. While some revenue loss is typically part of operating toll facilities. There are additional solutions worth considering. The most direct, impactful approach is for LE to stop, cite, and force these individuals to address their unpaid accounts to a judge. Our study will explore technologies and vendors that help agencies and law enforcement to do just that.

Generic Overview

Mobile ALPR

Mobile ALPR is camera systems installed on police cruisers. The system continuously scans license plates as a LE officer patrols the roadway. These ALPR system references the plates against a database of HV vehicle license plate numbers for violator detection. The benefit of mobile ALPR systems is that the LE officer is within proximity of the offending vehicle when the ALPR database makes an identification. The ability to readily identify HV vehicles increases the likelihood that the officer can pursue and issue a citation. Mobile systems are also inexpensive, as little equipment is required to outfit a handful of vehicles. However, the flaw with this solution is that LE can only monitor vehicles driving within proximity of the police cruiser and only while that vehicle is on patrol. The probability that an officer on patrol will be in “the right place, at the right time” to catch a HV is low.

Fixed ALPR

Users mount these types of systems in a fixed position (typically on gantries and entrance/exit locations) to monitor the license plates of passing vehicles. The system sends an alert to LE. Again, the ALPR database hold the license plates of HV vehicles. The advantage to these systems over mobile ALPR is that they operate 24/7, scan the toll road in its entirety, and can immediately notify a LE command center if a violator is detected. Note that these systems are costlier because they require the procurement and installation of proprietary camera and roadside equipment at all toll points if the desire is to cover all roadways.

Existing Toll System Cameras Notify Law Enforcement

Back-office software solutions can integrate with and utilize existing tolling infrastructure to identify violators against a database once again. These systems are attractive to agencies because they do not require the procurement, installation, and maintenance of additional road-side equipment. The software runs on a hosted computer solution requiring zero hardware. It is essential to understand that these systems are not Commercial off the shelf (COTS) solutions. They need custom computer code to integrate with existing systems. As a result, these solutions take significantly longer to develop, test, and turn-up, compared to the packaged solutions previously mentioned. However, the cost savings of integrating with existing equipment is the attraction to such products.

Notes

If only one platform is to be selected, Fagan Consulting recommends a fixed ALPR system if CTRMA’s budget allows. Two of the three vendors we explored offer mobile enforcement solutions as part of their product line-up. However, we feel that there are too many limitations inherent in mobile systems to make them solely viable for identifying the majority of HVs. The always-watching, 24/7 nature, of fixed enforcement solutions will greatly increase the probability of catching these offenders. Additionally, publicizing the use of a fixed ALPR could serve as a strong deterrent to customers contemplating using the roadway once prohibited from doing so.

ALPR Specific Solutions/Vendors

In this section, we will examine and compare three qualified vendors capable of fulfilling an ALPR solution for CTRMA. We evaluated the vendors on the basis of features, limitations, time to implement, and price.

Vigilant Solutions

California-based, Vigilant Solutions, has implemented fixed and mobile ALPR solutions for dozens of law enforcement agencies in Texas, mostly local police and sheriff's departments. A few examples of Vigilant customers are Austin Police Department, Dallas Police Department, Dallas Fort Worth International Airport, FBI Dallas, and NTTA.



Features

Their Reaper product is a proprietary system of integrated camera and processor units installed at tolling points. The system is hosted in a private and secure data center, where a list of prohibited plates may be stored for HV detection. The system can alert LE via email, to a mobile application, or any Windows-based PC, thus eliminating the need for additional equipment in police cruisers or LE command centers.

Limitations

From a performance standpoint, there are no limitations. However, it is of note that the Reaper product is far more robust than what CTRMA requires to identify HVs. The system offers features, such as data sharing between law enforcement agencies and other police-related alerting services that are well outside the scope of the project.

Time to Implement

Due to the out-of-the-box nature of the Reaper product, it is possible that it may take as little as three months to implement.

Costs

Vigilant has quoted us a total cost of approximately \$550,000 for a hosted fixed ALPR system covering all CTRMA's roadways. This capital expenditure is independent of a \$17,000 per year hosting fee. Vigilant estimates a non-hosted system at \$615,000. The system includes a one-year warranty. Work permits, any related costs, and electrical usage would be the responsibility of CTRMA.

Leonardo

Leonardo is an Italian, high-tech defense and security firm with offices in North Carolina. The firm has been in business for nearly seventy years. They have provided ALPR solutions nationwide, most notably in Texas and Georgia.



Features

Their ELSAG ALPR product line features both fixed and mobile camera technologies. The ELSAG Plate Hunter F3 product is a proprietary solution that utilizes dedicated ELSAG cameras at tolling points. The system runs at the roadside, and the customer has the option of hosting the solution on local servers or in-the-cloud on an Amazon AWS platform. The system can reference either a “HOT list” of prohibited plates or a “WHITE list” of allowed plates and can alert LE as needed. Like Vigilant, the ELSAG system does not necessitate additional equipment in police cruisers or LE command centers. Only a computer or mobile device, as well as, an internet connection is required to receive alerts.

Limitations

There are no limitations, except cost.

Time to Implement

Due to the out-of-the-box nature of the ELSAG Plate Hunter product, it is possible that it may take as little as three months to implement.

Costs

Leonardo estimates that it would cost approximately \$867,000 to install and maintain a fixed ALPR Plate Hunter system for all toll points that CTRMA maintains. This capital expenditure includes a one-time hosting fee for the AWS solution. As with Vigilant, work permits, related costs, and electrical usage would be the responsibility of CTRMA.

Ace Applications

Florida-based, Ace Applications, is a relative newcomer to ALPR. Nevertheless, recently, they successfully developed an alert system for a large tolling agency in Florida.



Features

Their solution is a software package that integrates with an existing back office system. The software is hosted at the lane level and resides on the Microsoft Azure cloud, negating the need for additional roadside computing hardware and maintenance. Utilizing existing camera and roadside equipment, the software references, in real-time, incoming plate data against a database of offenders. Once a HV is identified, LE may be alerted via a desktop or mobile application, SMS text message, or email. The system gives real-time updates regarding the vehicle's direction and last known location, so that police officers on patrol have the opportunity to intercept and cite the violator.

Limitations

Due to the customized nature of Ace's software, such a solution will take far longer to implement than competitors' offerings. As this would be a one-off system, there are risks associated with delays in development due to unforeseen technical roadblocks. We recommend that if CTRMA is interested in Ace's offerings, a workshop be held between Ace, the back-office vendor, and roadside vendor to investigate any potential issues with integration before making any commitments.

Time to Implement

Five-to-six months of development time is required, as well as an additional one-to-two months for testing and turn-up. This solution will likely take twice the time (possibly more) to implement as compared to one of the COTS solutions from Vigilant or Leonardo.

Costs

Ace estimates that it would require a capital expenditure of approximately \$275,000 to implement such a system and roughly \$70,000 in annual maintenance. Maintenance covers all break-fix and updates/patches. Their Master Service Agreement is standard at one year, and a discount is available for multiple years.

ALPR Specific Solutions – Vendor Summary

The Vendor Summary table below summarizes the critical factors concerning each vendor researched.

Vendor Summary

Feature	Vigilant	Leonardo	Ace Applications
Fixed ALPR solution	X	X	X
Mobile ALPR solution	X	X	
Cloud based	X	X	X
Onsite	X	X	X
Implementation Time <3 months	X	X	
Implementation Time >3 months			X
Alerts provided via email, SMS	X	X	X

Next Steps

Any of these vendors can meet CTRMA’s roadside enforcement needs. As a next step, Fagan Consulting recommends that CTRMA have comprehensive discussions with these vendors to ascertain specific requirements and more exact pricing. It is important to note that the costs researched in this study are estimates for comparison purposes. Vendors’ contact information is in Appendix A.



Appendix A: Vendor Contacts

Vigilant Solutions

Chantell Tice
Client Success Manager, West Coast
chantell.tice@vigilantsolutions.com
(512) 983-8773

Leonardo

Craig Duncan
Southern Regional Field Operations Manager
craig.duncan@leonardocompany-us.com
(910) 986-0596

Ace Applications

Courtney Powell
Sales Manager, Ace Applications
cpowell@aceapplications.com
(407) 353-3748

Statement of Work For
Sub-Contractor Services to assist with the ALPR
Camera Install for Vigilant Solutions for
CTRMA – Central Texas Regional Mobility Authority
183S, MOPAC and 290 Toll Collection Systems



7701 Metropolis Dr.,

Building 14, Suite 100

Austin, TX 78744

Phone 512-450-6300

November 2020

1. PURPOSE

The purpose of this Statement of Work (“SOW”) is to Install ALPR Cameras at the Mainline ORT zones CTRMA is requesting. Kapsch to perform the installation and implementation of the ALPR cameras in support of Vigilant Solutions.

This SOW will require the successful contractor to perform the following services:

- Procure and install cat-6 cable from cameras located in the zone to each roadside cabinet.
- Mount and terminate each of these cameras.
- 14 Cameras total

2. SCOPE OF WORK

Provide Road closures for camera installation for these locations.

- **Parmer Mainline 290** – for 6 Cameras
- **51st Mainline NB 183S** – for 3 Cameras
- **MLK Mainline 183S** – for 4 Cameras
- **Farwest MOPAC** – for 2 Cameras

Pull in approximately 9,000’ Belden Cat-6 from Cameras to roadside cabinet.

Provide a separate Vlan for the cameras.

Assist with installation of Server in rack space at the TMC and at Parmer ILP.

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 20-0XX

**APPROVING AN AGREEMENT WITH MOTOROLA SOLUTIONS, INC.
FOR THE INSTALLATION OF AUTOMATIC LICENSE PLATE READER
TECHNOLOGY FOR THE MOBILITY AUTHORITY'S HABITUAL VIOLATOR
ENFORCEMENT PROGRAM**

WHEREAS, by Resolution No. 18-049 dated September 26, 2018, the Central Texas Regional Mobility Authority (Mobility Authority) Board of Directors (Board) amended the Mobility Authority Policy Code to include the additional level of habitual violator enforcement as prescribed by Chapter 372, Texas Transportation Code; and

WHEREAS, by Resolution No. 19-032 dated June 26, 2019, the Board authorized the Executive director to enter into an agreement with GTS Technology Solutions, Inc. for the installation of automated license plate reader technology on the 183A and 290E corridors to support the Mobility Authority's habitual violator enforcement goals; and

WHEREAS, the Mobility Authority now seeks to install additional automated license plate reader technology on the 183 South, 290E and MoPac corridors; and

WHEREAS, the Executive Director has negotiated a scope of work for the installation of automated license plate reader technology on Mobility Authority facilities based on the quote received from Motorola Solutions, Inc. which are attached hereto as Exhibit A and Exhibit B, respectively; and

WHEREAS, Motorola Solutions, Inc. currently provides services to the State of Texas through Texas Department of Information Resources (DIR) Contract No. DIR-TSO-4104; and

WHEREAS, pursuant to Texas Government Code Section 2054.0565, the Mobility Authority may use the DIR contract with Motorola Solutions, Inc. for the installation of automated license plate reader technology without the need to seek competitive bids; and

WHEREAS, the Executive Director recommends entering into an agreement with Motorola Solutions, Inc. for the installation of automatic license plate reader technology in an amount not to exceed \$285,373.05 through their DIR contract.

NOW THEREFORE BE IT RESOLVED that the Board of Directors hereby approves the scope of work and quote from Motorola Solutions, Inc. for the installation of automated license plate reader technology which are attached hereto as Exhibit A and Exhibit B, respectively; and

BE IT FURTHER RESOLVED, that the Executive Director is authorized to enter into an agreement with Motorola Solutions, Inc. in an amount not to exceed \$285,373.05 through their

contract with the Department of Information Resources for the installation of automatic license plate reader technology in support of the Mobility Authority's habitual violator enforcement program.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 16th day of December 2020.

Submitted and reviewed by:

Approved:

Geoffrey Petrov, General Counsel

Robert W. Jenkins, Jr.
Chairman, Board of Directors

Exhibit A



2385 Oak Grove Parkway
Little Elm, TX 75068
Ph: (972) 292-3993
www.tsmtexas.com

SOW #	TIS-VS-CTRMA-11252020
PROJECT	CTRMA Fixed LPR Project – Phase 2
CLIENT	Vigilant Solutions
CONTACT	Jason Cheshier
EMAIL	jason.cheshier@vigilantsolutions.com
PHONE	

STATEMENT OF WORK

I. INTRODUCTION

This Statement of Work (SOW) covers the equipment and services to be provided by Trinity Innovative Solutions, LLC. (TIS) for the CTRMA Fixed LPR Project.

All parties mutually agree that TIS has the experience, expertise, and capacity to deliver all equipment and services detailed in this SOW.

II. PURPOSE

TIS understands that the purpose of this project is to deploy multiple Vigilant Reaper fixed LPR cameras for the purpose of capturing license plates and alerting law enforcement to the passage of vehicles that are listed as having excessive toll violations or other criminal wants and/or warrants.

This document will identify the following:

- A. The equipment and services to be supplied by TIS as defined in this SOW.
- B. The proposed timeframe for equipment and services to be delivered.
- C. Specific items the client will be required provide or address to complete the project.

III. OVERVIEW OF WORK TO BE PERFORMED

TIS will be responsible for performing the following work:

- A. All work to be completed within 5 working days.
- B. Provide a project book.
- C. Install and configure 14 Vigilant Reaper fixed LPR cameras. Includes all mounting hardware.
- D. Install and configure 1 edge-of-network LPR processors. Includes installation of 2U NUC shelving units.
- E. Connect LPR cameras and edge server to client network infrastructure.
- F. Perform complete system testing. This includes:
 - 1. Power up.
 - 2. Network connection verification.
 - 3. Cameras are properly aimed.

4. Cameras are reading plates in a consistent manner.
5. Use test plates to verify system is sending alerts when a positive hit is detected.
6. Other testing as required.

IV. EQUIPMENT AND SERVICES LIST

See attached quote.

V. OTHER RESPONSIBILITIES

1. Client is responsible for pulling any required cable runs.
2. Client is responsible for providing a network infrastructure capable of consistent and reliable transmission of LPR data.
3. Client is responsible for providing a bucket truck and operator to support TIS personnel perform installation work.
4. Any required Traffic Control Plans or Maintenance of Traffic Plans.
5. TIS is responsible for delivery and installation of all equipment purchased by by the client for this project.

VI. OTHER PROVISIONS

If TIS, through no fault of their own, is required to perform services in excess of the allocated 10 working day schedule, the client will be billed at the rate of \$1,000.00 per day.

Exhibit B



Account Manager: Ben Zotyka
 2120 W Breaker Lane Suite P
 Austin Texas 78758

Date: 11/25/20
 Quote#: JAS-1270-01
 Contract Number: TX DIR TSO-4101

Prepared For: Greg Mack	Ship to Address: TBD	Bill to Address: TBD
Phone Number:		
Email :		
Agency: Central Texas Reg Mobility Authority		
Customer #:		

Item	Qty	Description	Model	List Price	Contract Price	Extended
14		ReaperXD Fixed LPR Camera System VSF-100-RXD Vigilant Solutions REAPER XD Fixed LPR Camera Varifocal lens for capture up to 120'	DDN2841A	\$ 6,240.00	\$ 5,200.00	\$ 72,800.00
1		Vigilant LPR Standard Service Package for Hosted/Managed LPR Deployments VSBSCSVC-03	DDN2844A	\$ 30,800.00	\$ 28,000.00	\$ 28,000.00
1		Target Alert Svc- LPR Alert Del Software TAS-UL	DDN2844A	\$ -	\$ -	\$ -
14		Vigilant Start Up and Commissioning "In Field System"	DDN2842A	\$ 880.00	\$ 800.00	\$ 11,200.00
14		Extended Warranty years 2-5	DDN2843A	\$ 23,100.00	\$ 21,000.00	\$ 21,000.00
1		Installation At Toll Zones	DDN2842A	\$ 110,000.00	\$ 100,000.00	\$ 100,000.00
1		All Additional Hardware - Server, Ethernet Switches(qty 5), power supplies (Qty 5), Server Racks (Qty 5), Cabling, Clamps, block Assemblies	DDN2841A	\$ 22,456.63	\$ 18,713.86	\$ 18,713.86
1		Additional Services including Engineering, Fixed Cameras(qty 14) and Edge Server Installation	DDN2842A	\$ 22,077.00	\$ 20,070.00	\$ 20,070.00
EQUIPMENT TOTAL						\$ 271,783.86

Quote Notes:

1. All prices are quoted in USD and will remain firm and in effect for 60 days.
2. Orders requiring immediate shipment may be subject to a 15% QuickShip fee.



Quote for:

CTRMA (Central TX Regional Mobile Authority)

Attn:

Greg Mack

Reference:

Phase 2 (Qty 14 Cameras)

Quote By:

Jason Cheshier

Date:

11-25-20



		Vigilant Solutions, LLC 1152 Stealth Street Livermore, California 94551 (P) 925-398-2079 (F) 925-398-2113			
Issued To:	CTRMA (Central TX Regional Mobile Authority) Attention: Greg Mack			Date:	11-25-20
Project Name:	Phase 2 (Qty 14 Cameras)			Quote ID:	JAS-1270-02

PROJECT QUOTATION

We at Vigilant Solutions, LLC are pleased to quote the following systems for the above referenced project:

Qty	Item #	Description
(14)	VSF-100-RXD	ReaperXD Fixed LPR Camera System <ul style="list-style-type: none"> • Vigilant Solutions High Definition Fixed LPR camera (standard wavelength) • Varifocal lens for capture up to 120' • Requires Vigilant Intel Box, sold separately • Includes Vigilant Solutions Pole Mount
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(5)	VSBSVC-03	Vigilant LPR Basic Service Package for Hosted/Managed LPR Deployments <ul style="list-style-type: none"> • Managed/hosted server account services by Vigilant <ul style="list-style-type: none"> ◦ Includes access to all LEARN or Client Portal and CarDetector software updates • Priced per camera per year for 31-60 total camera units • Requires new/existing Enterprise Service Agreement (ESA)
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(1)	TAS-UL	Target Alert Service - LPR Alert Delivery Software - Unlimited User <ul style="list-style-type: none"> • Real Time LPR notification and mapping software sends LPR alerts to any in-network PC • Send Alerts over any communication protocol including LAN, WAN, internet wireless, etc. • Server Client software compatible with all Vigilant CDFS applications
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(14)	SSUPSYS-COM	Vigilant System Start Up & Commissioning of 'In Field' LPR system <ul style="list-style-type: none"> • Vigilant technician to visit customer site • Includes system start up, configuration and commissioning of LPR system • Applies to mobile (1 System) and fixed (1 Camera) LPR systems
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(14)	VS-SHP-02	Vigilant Shipping Charges <ul style="list-style-type: none"> • Applies to each fixed camera LPR System • Shipping Method is FOB Shipping
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(1)	KAP_SCVS	Installation of License Plate Recognition (LPR) Cameras at Toll Zones, on the 290E, MOPAC and 183S Roadways for Central Texas Regional Mobility Authority (CTRMA) <ul style="list-style-type: none"> • • Procure and install no more than 9,000 feet of Belden Cat-6 cable , from the ALPR cameras that will be located in the toll zone to each roadside cabinet, and install in existing conduit(s). • Provision of a separate Vlan for the cameras • Assist and support the installation of the new server into existing rack space at the TMC • Provide for the Maintenance of Traffic (MOT) or lane closures, for the camera installation at the toll zone locations listed below:
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(1)	SERVER-2U RACKMOUNT AMD EPYC	2U AMD EPYC Server. 32-core AMD proc., 64GB RAM, 2 X M.2 1TB NVM SSD, 4-port GbE Intel I350 LAN adapter, 700W power supply, Windows 10 IoT Ent. 2019 High End, 2 yr Warranty
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(5)	SWITCH-5PORT-POE	5-Port Industrial Unmanaged PoE Ethernet Switch.
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(5)	CONS-PS-120-12	DIN Rail Mounted 10A 12VDC Power Supply
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(5)	TIS-2U-RACK-SHELF	TIS 2U Server Rack Shelf 22.83 x 19.8 x 4.72 inches
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(6)	COM-CBL-ETH-STP-BLU-14FT	SlimRun Cat6A Ethernet Patch Cable - Snagless RJ45, Stranded, S/STP, Pure Bare Copper Wire, 36AW...
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(14)	TIS-CLC-KIT	TIS Camera Locking Clamp Assy. Includes Camera Locking Clamp, Thumb Screw and Cap Screw
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(14)	ASM-CMB	TIS Camera Mounting Block Assembly
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(14)	SVC-LPR-INSTALL	Fixed LPR camera installation. Per camera.
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(1)	SCV-FIELD-LVL2	Installation and testing of edge server.
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(1)	SVC-ENGINEERING	Solution Engineering Services.
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(1)	TRVL	Travel and Expenses - 5 days on-site for 2 field technicians.
Subtotal Price (Excluding sales tax)		TBD

Qty	Item #	Description
(14)	CDFS-4HWW	Fixed Camera LPR System - Extended Hardware Warranty - Year 2 through 5 <ul style="list-style-type: none"> • Fixed LPR System LPR hardware component replacement warranty • Applies to 1-Channel hardware system kit • Valid for 4 years from standard warranty expiration
Subtotal Price (Excluding sales tax)		TBD

Quote Notes:

1. All prices are quoted in USD and will remain firm and in effect for 60 days.
2. Returns or exchanges will incur a 15% restocking fee.
3. Orders requiring immediate shipment may be subject to a 15% QuickShip fee.
4. 5 year warranty on cameras is an additional \$21,000
5. 5 year CLK's on all 14 cameras is an additional \$22,400

Quoted by: Jason Cheshier - 214-505-1138 - jason.cheshier@vigilantsolutions.com



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #6

Authorize the Executive Director to execute an interlocal agreement with Williamson County for habitual violator road enforcement services

Strategic Plan Relevance: Deliver Responsible Mobility Solutions that Respect the Communities We Serve: Deliver on Commitments to Our Customers and Our Investors; Employ a Collaborative Approach to Implementing Mobility Solutions

Department: Operations

Contact: Tracie Brown, Director of Operations

Associated Costs: not to exceed \$300,000

Funding Source: Toll Revenues

Action Requested: Consider and act on draft resolution

Summary:

Background - The vast majority of Mobility Authority customers pay for their toll usage in a timely manner, either by electronic toll tag or through our courtesy Pay By Mail program. Non-payers undermine the ability of the Mobility Authority pay back its bonds and to finance future projects. It also presents an unfair burden to its paying customers.

Chapter 372 of the Texas Transportation Code provides enforcement tools for egregious toll violators throughout Texas. This statute authorizes additional remedies for "habitual violators," those who have accumulated 100 or more unpaid tolls in aggregate in a 12-month period and have been issued two notices of nonpayment. The remedies include publication of the toll scofflaw's name, a vehicle registration block and a ban of the vehicle's use of the entity's toll facilities. Traffic citations and vehicle impoundment are possible for those who violate the vehicle prohibition.

Current Action - Through an agreement with Williamson County, the Authority will contract for marked law enforcement vehicles, uniformed law enforcement officer, and all vehicular equipment necessary to identify offenders and enforce Texas Transportation Code Section 372 violation of an order prohibiting the operation of motor vehicles on CTRMA-operated toll facilities within Williamson County or adjacent counties as permitted when the following criteria are met:

- i) the registered owner of the vehicle has been finally determined to be a habitual violator; and
- ii) the toll project entity has provided notice of the prohibition order to the registered owner.

Specific operations include active law enforcement, identifying and stopping certain vehicles via the use of license plate information provided by CTRMA, issuing a citation for violation of a prohibition order, issuing verbal and written notification to the violator of possible action to be taken if violator continues to use the facility, and directing the impoundment of the prohibited vehicle under the appropriate circumstances. Additional active law enforcement may include citations, warnings, arrests, perpetrator transportation, impounding of vehicles, etc. The law enforcement officers will be required to provide written monthly reports noting their enforcement hours and a summary of the violations issued during the targeted enforcement period.

The term of the proposed ILA shall begin after full execution and terminate on September 30, 2021. The ILA will have two one (1) year automatic renewals if both parties are in concurrence. The Agreement may be terminated by mutual written agreement, or 30 days after either party gives notice to the other party, whichever occurs first.

Previous Actions – In July 2019 the Mobility Authority’s Board of Directors authorized the Executive Director to negotiate agreements with Travis and Williamson Counties for habitual violator enforcement services. The Williamson County Commissioner’s Court approved a standard agreement for off-duty contracting of county constable deputies in December 2019.

Active on-road enforcement with the Williamson County Constable Deputies began February 2020. Enforcement was briefly halted in March 2020 for a 3-month period as the Deputies were required to focus on COVID-related matters for the county. Enforcement resumed in June 2020. To date, the Deputies have performed over 400 vehicle stops on 183A and assisted in the collection of \$300,000 in unpaid tolls and administrative fees from egregious violators.

The election of a new Constable in Precinct #1 necessitates the execution of a new ILA with Williamson County to continue these services.

Staff Recommendation - Staff recommends granting authority to the Executive Director to negotiate and execute a new ILA for habitual violation road enforcement services.

Backup Provided - Draft Resolution
Draft Interlocal Agreement

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 20-0XX

**AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND EXECUTE
AN INTERLOCAL AGREEMENT WITH WILLIAMSON COUNTY FOR
HABITUAL VIOLATOR ROAD ENFORCEMENT SERVICES**

WHEREAS, by Resolution No. 18-059 dated October 31, 2018, the Central Texas Regional Mobility Authority (Mobility Authority) Board of Directors (Board) amended the Mobility Authority Policy Code to include the additional level of habitual violator enforcement as prescribed by Chapter 372 of the Texas Transportation Code; and

WHEREAS, Chapter 791 of the Texas Government Code and Chapter 370 of the Texas Transportation Code authorize a regional mobility authority to enter into an agreement with a governmental entity for the performance of governmental functions and services, including administrative functions; and

WHEREAS, by Resolution No. 19-035, dated June 26, 2019, the Board of Directors authorized the Executive Director to negotiate and execute an interlocal agreement with Williamson County to retain the services of law enforcement officers for habitual violator road enforcement on Mobility Authority facilities; and

WHEREAS, the election of a new Constable in Williamson County Precinct #1 necessitates the execution of a new interlocal agreement with Williamson County to continue these services; and

WHEREAS, the Executive Director requests authorization to negotiate and execute an interlocal agreement with Williamson County for a term of up to three (3) years and in an amount not to exceed \$300,000 to retain the services of law enforcement officers for habitual violator road enforcement on Mobility Authority facilities.

NOW THEREFORE, BE IT RESOLVED that the Board hereby authorizes the Executive Director to negotiate and execute an interlocal agreement with Williamson County for a term of up to three (3) years and in an amount not to exceed \$300,000 on behalf of the Mobility Authority in order to retain the services of law enforcement officers for habitual violator road enforcement on Mobility Authority facilities; and

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 16th day of December 2020.

Submitted and reviewed by:

Approved:

Geoffrey Petrov, General Counsel

Robert W. Jenkins, Jr.
Chairman, Board of Directors

STATE OF TEXAS § **STANDARD AGREEMENT WITH**
 § **THE CENTRAL TEXAS REGIONAL**
 § **MOBILITY AUTHORITY**
 § **REGARDING OFF-DUTY**
 COUNTY OF WILLIAMSON § **CONTRACTING OF COUNTY**
 § **CONSTABLE DEPUTIES**

This interlocal agreement (hereinafter, the “AGREEMENT”) is entered into by and between the Central Texas Regional Mobility Authority set forth on the signature page below (hereinafter, “CTRMA”) in the State of Texas, and Williamson County, Texas (hereinafter, “COUNTY”) a political subdivision of the State of Texas, and the Williamson County Constable’s Office set forth on the signature page below (hereinafter, “CONSTABLE’S OFFICE”).

For and in consideration of the permission given by COUNTY for the CTRMA to contract in a private capacity DEPUTIES of the CONSTABLE’S OFFICE (hereinafter “DEPUTIES”), while DEPUTIES are not on duty with and for the COUNTY, it is hereby agreed as follows:

1. It is mutually agreed that while the DEPUTIES are working for the CTRMA, the DEPUTIES’ primary responsibility is the enforcement of Federal and State laws and COUNTY Ordinances or Regulations to protect life and property and to keep the peace. The DEPUTIES cannot enforce CTRMA’s policies, rules or regulations. The DEPUTIES shall enforce Texas Transportation Code Section 372.110 regarding operation of a prohibited motor vehicle on a toll project and 372.112 regarding the impoundment of a motor vehicle. DEPUTIES are at all times subject to the rules and policies of the CONSTABLE’S OFFICE. ***CTRMA expressly acknowledges and agrees that such DEPUTIES are at all times independent contractors of CTRMA when contracted by the CTRMA.***
2. It is mutually agreed that the COUNTY may withdraw its permission for any individual deputy of the CONSTABLE'S OFFICE to work in a private capacity by written notice to the CTRMA at any time, and may withdraw its permission for all DEPUTIES to work in a private capacity upon 30-days written notice to the CTRMA. If the COUNTY withdraws its permission for all DEPUTIES to work in a private capacity, the CTRMA agrees to terminate its contractor relationships with the DEPUTIES.
3. Prior to the beginning of DEPUTIES employment with the CTRMA, the CTRMA shall obtain a comprehensive general liability insurance policy from a company authorized to do business in the State of Texas with minimum amounts of Ten Thousand Dollars (\$10,000) per occurrence for property damage, One Hundred Thousand Dollars (\$100,000) per person, and Three Hundred Thousand Dollars (\$300,000) per occurrence for personal injury. COUNTY SHALL BE NAMED AS AN ADDITIONAL INSURED UNDER THIS COVERAGE.

4. The term of this AGREEMENT shall begin on the _____, 2020 and shall terminate on September 30, 2021, and will have two one (1) year automatic renewals. If both parties are in concurrence, the AGREEMENT will automatically renew on October 1, 2021 and October 1, 2022. It must be revisited with proper approvals from the applicable governing bodies and elected official(s) for FY 2022.
5. State law requires that law enforcement personnel conducting “off-duty” work must be both “full time” and “entitled” to fringe benefits. Tex. Occup. Code Sec. 1702.322(A) & (B)(i). Thus, part-time deputies and “reserve” officers may not conduct “off-duty” work.
6. The COUNTY agrees that each of the DEPUTIES will be properly insured with automobile liability insurance while operating the patrol vehicle in accordance with Section 612.005(b) of the Texas Government Code, and any other applicable laws.
7. COUNTY agrees to invoice CTRMA for the reimbursement amounts for DEPUTIES’ vehicle usage at the rate of \$8.00 per hour per vehicle (to cover CTRMA's fair share of costs for fuel, maintenance, and yearly premiums on automobile insurance). The CTRMA acknowledges that the above described reimbursement rate will not totally cover the entire costs incurred by COUNTY for the fully equipped patrol vehicle that is being utilized by such DEPUTIES in the CTRMA Area; provided, however, COUNTY deems such unrecovered costs for the fully equipped patrol vehicle to be of a public benefit to the citizens of Williamson County.
8. CTRMA agrees to log and maintain all times that vehicles are allotted to off-duty work, whether actually used or parked, for each vehicle used by DEPUTIES on a monthly basis. CTRMA shall provide such vehicle time records to COUNTY and CONSTABLE’S OFFICE no later than the end of each quarter (end of month for each of the following: March, June, September, and December). COUNTY will invoice based on the total usage and rate, as set forth in Paragraph 7, and CTRMA will pay such invoice pursuant Chapter 2251 of the Texas Government Code (“Texas Prompt Payment Act”). Reporting must be submitted to:

CONSTABLE’S OFFICE: At the address set forth on the signature page below.

COUNTY: Williamson County Auditor’s Office
Attn: Finance Director
710 Main Street, Suite 301
Georgetown, Texas 78626

9. CTRMA agrees that it shall pay deputies directly and file 1099 forms with the Internal Revenue Service.
10. This AGREEMENT terminates at the end of the term specified in paragraph 4, by mutual written agreement of the parties, or 30 days after either party gives written notice of termination to the other party, whichever occurs first.
11. Each party to this AGREEMENT, in the performance of this AGREEMENT, shall act in an individual capacity and not as agents, employees, partners, joint ventures or associates of one another.
12. Nothing in this AGREEMENT shall be deemed to waive, modify or amend any legal defense available at law or in equity to either party, their past or present officers, employees, or agents, nor to create any legal rights or claim on behalf of any third party. Both parties do not waive, modify, or alter to any extent whatsoever the availability of the defense of governmental immunity under the laws of the State of Texas and of the United States.

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY:

Printed Name: _____

Title: _____

Date: _____, 20____

WILLIAMSON COUNTY CONSTABLE'S OFFICE:

Williamson County Constable Precinct No. _____

Printed Name of Official: _____

Signature of Official: _____

Date: _____, 20____

Address of Office: _____

COUNTERPART SIGNATURE PAGE TO STANDARD AGREEMENT WITH
LOCAL GOVERNMENTAL ENTITY REGARDING OFF-DUTY SERVICES OF
COUNTY DEPTUIES

TO BE EXECUTED BY COUNTY COMMISSIONERS COURT FOR
CONFIRMATION OF BUDGETARY AUTHORIZATION
RELATED TO USE OF
VEHICLES FOR OFF-DUTY WORK¹

WILLIAMSON COUNTY COMMISSIONERS COURT:

By: Hon. Bill Gravell,
Williamson County Judge &
Presiding Officer, Williamson County Commissioners Court
710 Main Street, Suite 105
Georgetown, Texas 78626

¹ Including, but not limited to fuel, insurance, and maintenance of county-owned assets.



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #7

Authorize Mischler Financial Group, Inc. to
provide investment services and engage in
investment transactions with the Mobility
Authority

Strategic Plan Relevance: Regional Mobility
Department: Finance
Contact: Bill Chapman, Chief Financial Officer
Associated Costs: N/A
Funding Source: N/A
Action Requested: Consider and act on draft resolution

Background -In April 2020, the Board conducted its annual review of the financial institutions and qualified brokers authorized to provide investment services and engage in investment transactions with the Mobility Authority. In November 2020, the Mischler Financial Group, Inc. submitted an application to be added to the Mobility Authority's list of authorized financial institutions and investment brokers.

Action requested/Staff Recommendation - Staff recommends approving the addition of one new firm, the Mischler Financial Group, Inc., to the list of authorized financial institutions and investment brokers included in the backup.

Backup provided: Draft Resolution
List of authorized financial institutions and investment brokers

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 20-0XX

**AUTHORIZING MISCHLER FINANCIAL GROUP, INC. TO PROVIDE
INVESTMENT SERVICES AND ENGAGE IN INVESTMENT TRANSACTIONS
WITH THE MOBILITY AUTHORITY**

WHEREAS, on or about November 18, 2020, Mischler Financial Group, Inc. submitted an application to the Chief Financial Officer to be added to the list of firms authorized to provide investment services and engage in investment transactions with the Central Texas Mobility Authority (Mobility Authority); and

WHEREAS, Section 201.011(a) of the Mobility Authority Policy Code (Policy Code) provides that financial institutions and qualified brokers authorized to provide investment services and engage in investment transactions with the Mobility Authority shall be approved by a separate resolution adopted by the Board; and

WHEREAS, Section 201.011(b) – (d) of the Policy Code sets forth the requirements to become authorized to provide investment services and engage in investment transactions with the Mobility Authority; and

WHEREAS, the Executive Director and Chief Financial Officer have reviewed Mischler Financial Group, Inc.'s application, and have concluded that the firm meets the requirements of Policy Code 201.011 and is qualified to provide such services; and

WHEREAS, the Executive Director and Chief Financial Officer recommend that Mischler Financial Group, Inc. be authorized to provide investment services and engage in investment transactions with the Mobility Authority.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby authorizes Mischler Financial Group, Inc. to provide investment services and engage in investment transactions with the Mobility Authority.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 16th day of December 2020.

Submitted and reviewed by:

Approved:

Geoff Petrov, General Counsel

Robert W. Jenkins, Jr.
Chair, Board of Directors

Exhibit A

Authorized Investment Broker Dealers and Financial Institutions

Alamo Capital (Wes Hall)
201 N. Civic Dr, Suite 145
Walnut Creek, CA 94596

FHN Financial Capital Markets (John Saragusa)
206 Wild Basin Road, Suite 109
Austin, Texas 78746

Great Pacific Securities (Garrett NG)
151 Kalmus Drive, Suite H-8
Costa Mesa, CA 92626

Ladenburg Thalmann & Co.
2020 Main Street, Suite 650
Irvine, California 92614

Oppenheimer & Co. Inc. (Paul Sullivan/Chris Sullivan)
85 Broad Street, 22nd Floor
New York, NY 10004

Rice Financial Products company (Jared Fragin)
55 Broad Street, 27th Floor
New York, NY 10004

Vining Sparks IBG, L.P. (Josh Gorham)
775 Ridge Lake Boulevard
Memphis, TN 38120

Mischler Financial Group, Inc. (Steve Neri)
1111 Bayside Drive, Suite 100
Corona del Mar, CA 92625



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #8

Authorize the Executive Director to contract with Data Transfer Solutions, LLC to perform data collection on the 183 South corridor to add the infrastructure into the Mobility Authority's Geographic Information System in order to utilize the asset management work order tracking system

Strategic Plan Relevance: Regional Mobility
Department: Engineering
Contact: Mike Sexton, P.E., Acting Director of Engineering
Associated Costs: \$50,850
Funding Source: Project Funds
Action Requested: Consider and act on draft resolution

Background – The Mobility Authority assumes maintenance on projects when the facility opens to tolling. The system-wide Performance Based Maintenance Contract (PBMC) is integrated with VUEWorks, the Mobility Authority's web-enabled Integrated GIS, Enterprise Asset Management software.

With the opening of the 183 South Project, we need to collect data to add this corridor into the GIS inventory. The PBMC Contractor will then be able to utilize the asset management work order tracking system in VUEWorks.

The Houston-Galveston Area Council Cooperative Purchasing Program, known as HGACBuy, was established pursuant to Texas Interlocal Cooperation Act which allows local governments and certain non-profits to contract or agree under the terms of the Act to make purchases or provide purchasing services and other administrative functions appropriately established by another government entity. This contract with DTS will be through HGACBuy.

Previous Actions – Assets for the interim portion of the 183 South Project tolled lanes

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 20-0XX

**AUTHORIZING THE EXECUTIVE DIRECTOR TO CONTRACT WITH
DATA TRANSFER SOLUTIONS, LLC FOR DATA COLLECTION SERVICES ON
THE 183 SOUTH CORRIDOR**

WHEREAS, the Mobility Authority has established a Transportation Asset Management Program to collect and record asset and pavement condition data on Mobility Authority facilities to be utilized in evaluating routine maintenance and restoration and replacement needs;

WHEREAS, it is necessary to collect asset and pavement condition data for the newly constructed portions of the 183 South corridor which will become fully operational in the near future; and

WHEREAS, the asset and pavement condition data is maintained in VUEWorks, a web-enabled Integrated Graphic Information System, Enterprise Asset Management software program; and

WHEREAS, Data Transfer Solutions, LLC, the company that manages and updates VUEWorks, participates in the Houston-Galveston Area Council Cooperative Purchasing Program (HGACbuy); and

WHEREAS, in accordance with Article 15 of the Mobility Authority Policy Code, purchases made through a cooperative program such as HGACbuy are deemed to have satisfied Mobility Authority procurement requirements; and

WHEREAS, the Executive Director requests authorization to contract with Data Transfer Solutions, LLC through HGACbuy in the amount of \$37,650 and with a contingency amount of \$13,200 for a total amount not to exceed \$50,850, for the collection of asset and pavement condition data on the 183 South corridor; and

WHEREAS, the Executive Director also requests the authority to issue any needed change orders so long as the total expenditure remains \$50,850 or less.

NOW THEREFORE BE IT RESOLVED that the Board of Directors hereby authorizes the Executive Director to contract with Data Transfer Solutions, LLC through HGACbuy in an amount not to exceed \$50,850 to collect asset and pavement condition data for the 183 South corridor; and

BE IT FURTHER RESOLVED that the Board hereby authorizes the Executive Director to issue any needed change orders so long as the total expenditure remains \$50,850 or less

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 16th day of December 2020.

Submitted and reviewed by:

Approved:

Geoffrey Petrov, General Counsel

Robert W. Jenkins, Jr.
Chairman, Board of Directors



Data Transfer Solutions, LLC
3680 Avalon Park Blvd E, Suite 200
Orlando, FL 32828
Tel: +1 407-382-5222
Fax: +1 407-382-5420

dtsgis.com
snclavalin.com

Central Texas Regional Mobility Authority
300 N. IH 35, Suite 300
Austin, TX 78705

Attn: Lisa Pohlmeier
Senior Project Manager – Asset Management
Central Texas Regional Mobility Authority

December 4, 2020

Subject: Central Texas Regional Mobility Authority
HGACBuy Contract (No. HP10-17) for Asset Data Collection Services

Dear Ms. Pohlmeier:

This is an Agreement between DATA TRANSFER SOLUTIONS, LLC, a Florida corporation, having offices at 3680 Avalon Park Blvd, Suite 200, Orlando, FL 32828 (DTS), and the CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY, having offices at 3300 North IH35, Suite 300, Austin, TX 78705 (CTRMA) for 2020 Asset Data Collection Services. DTS shall provide to Client the requested services as described herein the following documents, attached for your information:

Task Order 2: 183S Project
Attachment A HGACBuy Contract Pricing Worksheet (No. HP10-17)
Attachment B Contract Scope of Work

The Mobility Authority will execute separate purchase orders through the HGACBuy Cooperative Program consistent with the Pricing Worksheet in Attachment A for each referenced Exhibit for the applicable scope of work.

Compensation to be paid based on percentage complete on each task to DTS for providing the requested services shall be in accordance with the Attachments.

DTS requests your signature to execute this Agreement on page 3 of 3 of this document.



Data Transfer Solutions, LLC
3680 Avalon Park Blvd E, Suite 200
Orlando, FL 32828
Tel: +1 407-382-5222
Fax: +1 407-382-5420

dtsgis.com
snclavalin.com

If you have any questions or need additional information, please contact Allen Ibaugh at (407)382-5222 or email at aibaugh@dtsgis.com.

Sincerely,

A handwritten signature in blue ink that reads "Allen Ibaugh".

Allen Ibaugh, AICP, GISP
Business Unit Director




Data Transfer Solutions, LLC
3680 Avalon Park Blvd E, Suite 200
Orlando, FL 32828
Tel: +1 407-382-5222
Fax: +1 407-382-5420

dtsgis.com
snclavalin.com

HGACBuy Contract (No. HP10-17)
Central Texas Regional Mobility Authority
Member Number 18-6487
Asset Data Collection Services

Data Transfer Solutions, LLC

By: 
Name: Allen Ibaugh, AICP, GISP
Title: Business Unit Director

December 4, 2020
Date

Central Texas Regional Mobility Authority

By: _____
Name: Mike Heiligenstein
Title: Executive Director

Date

Task Order No. 2

183 South Project Data Collection

Data Transfer Solutions, LLC (DTS)

HGACBuy Contract (No. HP10-17)



CONTRACT PRICING WORKSHEET
For Catalog & Price Sheet Type Purchases

Contract No.: HP10-17

Date Prepared: 11/30/2020

This Worksheet is prepared by Contractor and given to End User. If a PO is issued, both documents MUST be faxed to H-GAC @ 713-993-4548. Therefore please type or print legibly.

Buying Agency:	Central Texas Regional Mobility Authority	Contractor:	Data Transfer Solutions, LLC
Contact Person:	Lisa Pohlmeier	Prepared By:	Kathy Anamisis
Phone:	(512) 996-9778	Phone:	407-587-4019
Fax:	(512) 996-9784	Fax:	
Email:	lpohlmeier@ctrma.org	Email:	kanamisis@dtsqjs.com

Catalog / Price Sheet Name:

General Description of Product:

A. Catalog / Price Sheet Items being purchased - Itemize Below - Attach Additional Sheet If Necessary

Quan	Description	Unit Pr	Total
1	Centerline Identification	1600	1600
1	Field Set-up & GPS Network Creation	5000	5000
1	Project Calibration Site Survey	1500	1500
96	Street Centerline Network Driven in Both Directions (Units = Lane Miles)	60	5760
57	Street Signs Inventory (Units = Lane Miles)	40	2280
96	Pavement Markings Inventory (Units = Lane Miles)	30	2880
96	Pavement Striping Inventory (Units = Lane Miles)	40	3840
57	Street Lights Inventory (Units = Lane Miles)	30	1710
1	GIS and Metadata Documentation	10200	10200
Total From Other Sheets, If Any:			
DTS will bill lump sum based on percent complete for each task item.			Subtotal A: 34770

B. Unpublished Options.

Quan	Description	Unit Pr	Total
96	Raised Pavement Marking Inventory (Units = Lane Miles)	30	2880
			0
Total From Other Sheets, If Any:			
DTS will bill lump sum based on percent complete for each task item.			Subtotal B: 2880
Check: Total cost of Unpublished Options (B) cannot exceed 25% of the total of the Base Unit Price plus Published Options (A+B). For this transaction the percentage is:			8%

C. Other Allowances, Discounts, Trade-Ins, Freight, Make Ready or Miscellaneous Charges

			Subtotal C: 0
--	--	--	----------------------

Delivery Date: **D. Total Purchase Price (A+B+C):** 37650

Asset Data Collection Services
Corridor: 183S Project
Central Texas Regional Mobility Authority
Contract Scope of Work



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

Prepared by:
Data Transfer Solutions, LLC
3680 Avalon Park East Blvd., Suite 200
Orlando, FL 32828
www.dtsgis.com

Central Texas Regional Mobility Authority (CTRMA)
Asset Data Collection Services
Contract Scope of Work

Task 1 - Project Setup

1.1 *Project Initiation*

Upon notice to proceed the CONSULTANT will arrange a kick-off meeting to confirm the project requirements and scheduling. The kick-off meeting will include proposed key personnel and the OWNER's project members. During the meeting, CONSULTANT will present the proposed Project Approach, which includes project equipment, software, methodology, schedules and deliverables. The proposed approach will be finalized based on the OWNER requirements and decisions during the meeting. CONSULTANT will request that the OWNER provide any existing database, roadbeds, centerlines, Linear Referencing System (LRS) for project use, Geographic Information System (GIS) layers as currently configured in VUEWorks® and aerial imagery for project use. Project communication protocol, documentation, accounting methodologies, data format and standards will be confirmed during the meeting. It is essential that the OWNER provide prompt and efficient communication in order that workflow continues as planned in the schedule. Changes to data model may contribute to workflow disruptions and result in a change to the project schedule and cost estimate. Deliverables will be transmitted to CTRMA's Project Manager for review. Asset extraction will be managed by Kathy Anamisis.

1.2 *GIS Centerline/Data Import and Data Preparation*

OWNER will provide a geodatabase and shape file for the assets to be collected. CONSULTANT will use the files provided by the OWNER to collect data. Once data has been validated through the QC process, it will be published in VUEWorks by the OWNER.

The project schedule and cost estimate may be impacted if a timely response is not received from the OWNER and/or changes are made to the centerline after data collection and processing has been initiated.

CONSULTANT will provide the OWNER with a GPS "breadcrumb" file of data collection routes and image locations containing X, Y, and Z in WGS-84 Coordinates.

1.3 *Project Management*

CONSULTANT will provide project management for the duration of the project, including coordinating and attending meetings via web meetings or in person with OWNER, data research and collection efforts as required, preparing weekly progress reports and schedule updates. CONSULTANT's Asset Management Services Project Manager will review project progress on a weekly basis and be involved with any changes to the daily schedule to increase efficiency and accuracy in data collection. Project management will also oversee implementation of the data

and coordination with the OWNER's GIS support.

Task 1 – Deliverables

- Meeting minutes and project schedule.
- Weekly progress reports and schedule updates.

Task 2 - Image Capture

The CONSULTANT will collect data and images for the OWNER's assets using a Mobile Asset Collection (MAC) data collection vehicle.

2.1 System Setup, Mobilization and Pilot Project

CONSULTANT will set up the data collection system so that all GIS and database system data are integrated and properly configured.

CONSULTANT will mobilize one or more Mobile Asset Collection (MAC) Laser Road Imaging Systems (LRIS) vehicles to OWNER site.

2.2 Field Data and Image Capture

CONSULTANT's Mobile Asset Collection (MAC) vehicles will collect right-of-way asset inventories. The vehicles will capture images at an interval of approximately 10 to 15 feet for both forward and side-facing directions and geo-referenced to the shapefile by segment. The CONSULTANT will collect data by driving our MAC vehicle in the project area. CONSULTANT proposes to use its MAC LRIS vehicle line scan camera with laser illumination and four right-of-way cameras to capture ROW images.



Mobile Asset Collection (MAC) Vehicle

The CONSULTANT Mobile Asset Collection vehicle is equipped with:

- High-resolution right-of-way digital cameras – Allied Vision Prosilica GX1920C GigE, frame rate of 15 images per second and 1936 x 1456 color resolution

- Laser Road Imaging System (LRIS) pavement imaging system – collects high-definition pavement images used to extract distress type severity and extent measurements. 4096 pixel/line, 28,000 lines/sec, 1mm resolution
- ApplanixPOS220V inertial measuring unit (IMU) – centimeter-level positioning of MAC van during collection
- DMI equipment – distance measuring instrument used for system integration
- GPS equipment – used for mapping level positioning of the vehicle, heading information and positional tagging of images. 2 positional units, 1 differential unit
- Servers – on board servers for storing data, processing images and storing profiler, GPS, DMI and IMU data
- Surface (road) profiler – used for precise pavement ride and rut measurement

The MAC system collects all pavement and right-of-way images, IMU, DMI and profiler data concurrently. The CONSULTANT'S MAC LRIS vehicles will collect imagery for roadway assets as noted herein.

Task 2 – Deliverables

- CONSULTANT will provide right-of-way imagery for all segments collected in a JPEG format.
- CONSULTANT will deliver an inventory with attributes identified in a geodatabase.

Task 3 - Pavement Striping (Line Feature) Per CTRMA Geodatabase

Feature class name – StripingYellow & StripingWhite

- POSTED_CORRIDOR_NAME
- CROSS_ST_NAME
- TRAVEL_DIRECTION
- CONNECT_DIRECTION
- LANE_TYPE
- STRIPING_TYPE
- STRIPING_COLOR
- STRIPING_WIDTH
- BEGIN_RM
- END_RM

Task 4 – Raised Pavement Markers Attributes (Point Feature) per CTRMA Geodatabase

Feature class name – RaisedPvmtMarkers

- POSTED_CORRIDOR_NAME
- CROSS_ST_NAME
- TRAVEL_DIRECTION
- CONNECT_DIRECTION
- RM

Task 5 - Pavement Markings & Graphics Attributes (Point Feature) Per CTRMA Geodatabase

Feature class name – Graphics

- POSTED_CORRIDOR_NAME
- CROSS_ST_NAME
- TRAVEL_DIRECTION
- CONNECT_DIRECTION
- LANE_TYPE
- GRAPHIC_TYPE
- GRAPHIC_COLOR
- RM

Task 6 – Traffic Sign and Support Attributes (Point Feature) Per CTRMA Geodatabase

Feature class name - SignPanel

- POSTED_CORRIDOR_NAME
- CROSS_ST_NAME
- TRAVEL_DIRECTION
- CONNECT_DIRECTION
- LANE_TYPE
- PANEL_MUTCD_CAT
- PANEL_MUTCD_CODE
- PANEL_SUPPORT_STRUCT
- PANEL_ORIENTATION
- PANEL_TEXT
- PANEL_PHOTO
- RM

Feature class name - GndSignStructure

- POSTED_CORRIDOR_NAME
- CROSS_ST_NAME
- TRAVEL_DIRECTION
- CONNECT_DIRECTION
- LANE_TYPE
- POST_QTY

- RM

Task 7 - Street Light (illumination structure) Attributes (Point Feature) Per CTRMA Geodatabase

Feature class name - Illum_Post

- POSTED_CORRIDOR_NAME
- CROSS_ST_NAME
- TRAVEL_DIRECTION
- CONNECT_DIRECTION
- LANE_TYPE
- I_POST_TYPE
- RM
- I_POST_PHOTO

Task 8 - Quality Assurance and Quality Control

The CONSULTANT will perform quality assurance and quality control on all data collected.

CONSULTANT has a proven Quality Assurance (QA)/Quality Control (QC) procedure for all MAC image collection projects. CONSULTANT'S QC procedures begin with MAC vehicle collection process. For the OWNER, a MAC calibration site(s) will be established that consists of up to 10 point locations nailed, painted and surveyed in a location easily accessible to the MAC LRIS vehicle. This calibration site will be recorded in at least two perpendicular directions at the beginning and end of each collection day.

The MAC technician will check each camera's exposure rate, image quality and GPS and IMU operation to ensure the MAC system is recording the image, GPS, DMI and IMU data and that the GPS location is within the stated project tolerance. Each collection day's calibration collection will be documented in the MAC collection log book. The MAC collection log book also contains information such as date, location, technician, driver, any issue that developed during the collection day and DMI calibration runs. CONSULTANT will maintain a Microsoft Access database of any collection or other project issues. All project team personnel including OWNER personnel will have access to the database to log comments, check the status of issues and have one central repository to track project issues and resolutions.

During image collection, the MAC technician reviews the images collected on-screen as they are collected and any issue with image clarity requires the collection run to end and the image quality issue to be resolved. Once resolved, the collection run begins from the beginning for the road segment collected. The MAC technician also monitors GPS reception during collection. If GPS reception is lost (measured using PDOP – positional dilution of precision), the MAC technician stops the collection and resolves the GPS reception issue. Collection begins again once the GPS reception issue is resolved. All issues resulting in the collection run being stopped will be recorded in the MAC collection log book along with the resolution.

With a completed collection drive delivered to CONSULTANT headquarters in Orlando, images are post processed and provided to the image QC Officer who will perform quality control checks on each delivery provided. The QC Officer will visually review the collection routes for image quality. All collection runs that are considered of low quality will be marked for recollection before the MAC vehicle(s) is allowed to leave the CTRMA.

Additionally, CONSULTANT will provide independent quality checks via field verification to confirm accuracy of automated data collection. CONSULTANT's QA methodology is outlined in Task 8 at the end of this document.

CONSULTANT will verify use of domains included in CTRMA geodatabase where provided for the extraction attributes.

TASK 8 – Deliverables

- CONSULTANT will perform field verification and resolve discrepancies in data and field observations.

ACCEPTANCE CRITERIA

The results of the data collection shall be quality checked for rating consistency by CONSULTANT to ensure the accuracy and quality of deliverables. Notes from field validations will be implemented to make any corrections. Additionally, deliverables will be checked for missing and/or duplicate assets and anomalies. A 97% accuracy rate is expected and Quality Control checks will be based on the batch/sample size of the delivery (see Table A below to determine sample size for the appropriate accuracy rate).

For any measurement that is needed, it must be accurate to the nearest foot. If the data has more errors than allowable the set of data will be corrected. This process will be repeated until each set of data is within the allowable limits.

Line work will be checked to ensure it was created with the correct direction from decreasing to increasing reference markers established within the LRS.

Method of measurement of acceptable quality level (AQL)

Each attribute captured for an asset counts as one unit of measure. Each physical measurement required for an asset location counts as one attribute or unit of measure. The following location information also counts as an attribute or unit of measure for each asset: Physical presence (when captured as per source = correct, not captured or missed = incorrect) In the event of a duplicate capture of an asset, the total number of attributes or units of measure for the duplicate asset(s) will be deducted from the total units of the sample set, and one error or unit of measure (incorrect physical presence) is charged.

TABLE A

Batch size			Sample Size (Normal)	Acceptance Rate (%)				
				99.0	98.5	97.5	96.0	93.5
2	to	8	2	≤ 0	≤ 0	≤ 0	≤ 0	≤ 0
9	to	15	3	≤ 0	≤ 0	≤ 0	≤ 0	≤ 0
16	to	25	5	≤ 0	≤ 0	≤ 0	≤ 0	≤ 1
26	to	50	8	≤ 0	≤ 0	≤ 0	≤ 1	≤ 1
51	to	90	13	≤ 0	≤ 0	≤ 1	≤ 1	≤ 2
91	to	150	20	≤ 0	≤ 1	≤ 1	≤ 2	≤ 3
151	to	280	32	≤ 1	≤ 1	≤ 2	≤ 3	≤ 5
281	to	500	50	≤ 1	≤ 2	≤ 3	≤ 5	≤ 7
501	to	1,200	80	≤ 2	≤ 3	≤ 5	≤ 7	≤ 10
1,201	to	3,200	125	≤ 3	≤ 5	≤ 7	≤ 10	≤ 14
3,201	to	10,000	200	≤ 5	≤ 7	≤ 10	≤ 14	≤ 21
10,001	to	35,000	315	≤ 7	≤ 10	≤ 14	≤ 21	≤ 21
35,001	to	150,000	500	≤ 10	≤ 14	≤ 21	≤ 21	≤ 21
150,001	to	500,000	800	≤ 14	≤ 21	≤ 21	≤ 21	≤ 21
500,001	and over		1250	≤ 21	≤ 21	≤ 21	≤ 21	≤ 21

Example: a delivery results in 100 assets – each asset has been determined to have 10 attributes to be captured (including the physical presence “attribute” for each asset) – thus total units of measure for the Batch size = 1,000 (100 x 10). Based on Table A, a Quality Control using a sample size of 80 units should be assessed for quality. With an expected accuracy of 97%, the allowable number of errors ≤ 5.



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #9

Accept the financial statements
through October 2020 and consider the
monthly budget update

Strategic Plan Relevance: Regional Mobility
Department: Finance
Contact: Bill Chapman, Chief Financial Officer
Associated Costs: N/A
Funding Source: N/A
Action Requested: Consider and act on draft resolution

Summary:

Presentation and acceptance of the monthly financial statements through October 2020.

Backup provided: Draft Resolution
Draft financial statements through October 2020
Monthly Budget Report - October 2020

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 20-0XX

ACCEPTING THE FINANCIAL STATEMENTS THROUGH OCTOBER 2020

WHEREAS, the Central Texas Regional Mobility Authority (Mobility Authority) is empowered to procure such goods and services as it deems necessary to assist with its operations and to study and develop potential transportation projects, and is responsible to insure accurate financial records are maintained using sound and acceptable financial practices; and

WHEREAS, close scrutiny of the Mobility Authority's expenditures for goods and services, including those related to project development, as well as close scrutiny of the Mobility Authority's financial condition and records is the responsibility of the Board and its designees through procedures the Board may implement from time to time; and

WHEREAS, the Board has adopted policies and procedures intended to provide strong fiscal oversight and which authorize the Executive Director, working with the Mobility Authority's Chief Financial Officer, to review invoices, approve disbursements, and prepare and maintain accurate financial records and reports;

WHEREAS, the Executive Director, working with the Chief Financial Officer, has reviewed and authorized the disbursements necessary for the month of October 2020, and has caused financial statements to be prepared and attached to this resolution as Exhibit A; and

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors accepts the financial statements through October 2020, attached hereto as Exhibit A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 16th day of December 2020.

Submitted and reviewed by:

Approved:

Geoffrey Petrov, General Counsel

Robert W. Jenkins, Jr.
Chairman, Board of Directors

Exhibit A

Central Texas Regional Mobility Authority
Income Statement
For the Period Ending October 31, 2020

	Budget			
	Amount FY	Actual Year	Percent of	Actual Prior
	2021	to Date	Budget	Year to Date
REVENUE				
Operating Revenue				
Toll Revenue - Tags	87,282,802	23,745,140	27.20%	31,337,827
Video Tolls	23,301,118	7,193,603	30.87%	7,612,540
Fee Revenue	8,342,080	3,468,260	41.58%	2,973,779
Total Operating Revenue	118,926,000	34,407,003	28.93%	41,924,146
Other Revenue				
Interest Income	2,500,000	250,984	10.04%	1,968,001
Grant Revenue	3,000,000	687,648	22.92%	19,218
Misc Revenue	3,000	16,168	538.93%	-
Gain/Loss on Sale of Asset	-	-	-	11,117
Total Other Revenue	5,503,000	954,800	17.35%	1,998,336
TOTAL REVENUE	\$124,429,000	\$35,361,803	28.42%	43,922,483
EXPENSES				
Salaries and Benefits				
Salary Expense-Regular	4,773,694	1,346,484	28.21%	1,255,783
Salary Reserve	80,000	-	-	-
TCDRS	675,000	189,452	28.07%	174,271
FICA	221,877	52,865	23.83%	44,353
FICA MED	72,321	20,056	27.73%	18,272
Health Insurance Expense	513,812	153,882	29.95%	132,764
Life Insurance Expense	8,138	1,515	18.62%	4,307
Auto Allowance Expense	10,200	2,975	29.17%	2,975
Other Benefits	213,038	34,239	16.07%	35,728
Unemployment Taxes	4,608	229	4.98%	-
Total Salaries and Benefits	6,572,687	1,801,697	27.41%	1,668,454

Central Texas Regional Mobility Authority
Income Statement
For the Period Ending October 31, 2020

	Budget Amount FY 2021	Actual Year to Date	Percent of Budget	Actual Prior Year to Date
Administrative				
Administrative and Office Expenses				
Accounting	8,000	3,124	39.05%	2,416
Auditing	115,000	91,475	79.54%	73,861
Human Resources	52,000	1,037	1.99%	551
IT Services	242,000	85,510	35.33%	14,171
Internet	450	-	-	49
Software Licenses	347,000	34,089	9.82%	17,320
Cell Phones	24,185	3,151	13.03%	5,132
Local Telephone Service	95,000	29,631	31.19%	1,081
Overnight Delivery Services	350	6	1.75%	47
Local Delivery Services	50	12	24.56%	12
Copy Machine	15,264	5,088	33.33%	3,816
Repair & Maintenance-General	12,000	175	1.46%	4,064
Meeting Facilities	5,000	-	-	-
Meeting Expense	14,750	828	5.61%	4,672
Toll Tag Expense	3,050	750	24.59%	850
Parking / Local Ride Share	2,900	15	0.53%	552
Mileage Reimbursement	6,800	62	0.91%	925
Insurance Expense	450,998	149,279	33.10%	75,712
Rent Expense	570,000	173,159	30.38%	106,053
Building Parking	11,000	74	0.67%	6,149
Legal Services	591,000	37,627	6.37%	25,671
Total Administrative and Office Expenses	2,566,797	615,092	23.96%	343,103
Office Supplies				
Books & Publications	4,750	839	17.66%	-
Office Supplies	9,500	2,406	25.33%	2,730
Misc Office Equipment	6,750	101	1.50%	2,783
Computer Supplies	36,350	30,270	83.27%	1,397
Copy Supplies	1,500	55	3.65%	565
Other Reports-Printing	8,000	-	-	-
Office Supplies-Printed	3,100	-	-	1,399
Postage Expense	1,150	127	11.02%	112
Total Office Supplies	71,100	33,797	47.53%	8,986

Central Texas Regional Mobility Authority
Income Statement
For the Period Ending October 31, 2020

	Budget Amount FY 2021	Actual Year to Date	Percent of Budget	Actual Prior Year to Date
Communications and Public Relations				
Graphic Design Services	20,000	-	-	-
Website Maintenance	50,000	6,460	12.92%	2,389
Research Services	115,000	40,210	34.96%	12,660
Communications and Marketing	125,000	42,206	33.77%	58,925
Advertising Expense	150,000	104,773	69.85%	77,111
Direct Mail	5,000	-	-	-
Video Production	10,000	11,520	115.20%	-
Photography	5,000	-	-	(19)
Radio	-	-	-	3,480
Other Public Relations	55,000	-	-	-
Promotional Items	-	1,260	-	5,749
Annual Report printing	6,500	553	8.51%	-
Direct Mail Printing	30,000	285	0.95%	-
Other Communication Expenses	33,000	976	2.96%	11,346
Total Communications and Public Relations	604,500	208,243	34.45%	171,640
Employee Development				
Subscriptions	2,873	1,026	35.71%	414
Agency Memberships	60,980	35,286	57.87%	3,696
Continuing Education	9,200	275	2.99%	1,169
Professional Development	7,000	-	-	155
Other Licenses	1,250	196	15.64%	80
Seminars and Conferences	38,500	(8,194)	-21.28%	5,604
Travel	-	-	-	48,624
Total Employee Development	119,803	28,588	23.86%	59,742
Financing and Banking Fees				
Trustee Fees	48,000	22,575	47.03%	33,600
Bank Fee Expense	2,000	135	6.77%	551
Continuing Disclosure	4,000	-	-	134
Arbitrage Rebate Calculation	10,000	-	-	9,250
Rating Agency Expense	24,000	-	-	16,500
Total Financing and Banking Fees	88,000	22,710	25.81%	60,035
Total Administrative	3,450,200	908,430	26.33%	643,506

Central Texas Regional Mobility Authority
Income Statement
For the Period Ending October 31, 2020

	Budget Amount FY 2021	Actual Year to Date	Percent of Budget	Actual Prior Year to Date
Operations and Maintenance				
Operations and Maintenance Consulting				
GEC-Trust Indenture Support	350,129	289,701	82.74%	16,599
GEC-Financial Planning Support	209,410	62,470	29.83%	6,457
GEC-Toll Ops Support	800,000	78,626	9.83%	29,797
GEC-Roadway Ops Support	682,969	236,444	34.62%	40,432
GEC-Technology Support	741,461	487,733	65.78%	294,747
GEC-Public Information Support	100,000	4,845	4.85%	21,719
GEC-General Support	1,158,085	204,903	17.69%	191,069
General System Consultant	1,082,515	96,679	8.93%	80,013
Traffic Modeling	50,000	33,074	66.15%	-
Traffic and Revenue Consultant	150,000	44,889	29.93%	86,538
Total Operations and Maintenance Consulting	5,324,569	1,539,365	28.91%	767,371
Roadway Operations and Maintenance				
Roadway Maintenance	3,963,810	1,576,855	39.78%	791,069
Landscape Maintenance	2,665,410	199,715	7.49%	-
Signal & Illumination Maint	50,000	-	-	-
Maintenance Supplies-Roadway	250,000	-	-	-
Tools & Equipment Expense	1,500	2,312	154.11%	459
Gasoline	30,500	3,293	10.80%	4,800
Repair & Maintenance - Vehicles	11,000	2,393	21.76%	2,661
Natural Gas	-	617	-	-
Electricity - Roadways	250,000	45,610	18.24%	56,648
Total Roadway Operations and Maintenance	7,222,220	1,830,795	25.35%	855,637
Toll Processing and Collection Expense				
Image Processing	1,200,000	383,382	31.95%	298,372
Tag Collection Fees	5,000,000	1,890,698	37.81%	1,965,121
Court Enforcement Costs	90,000	-	-	-
DMV Lookup Fees	1,000	-	-	268
Total Processing and Collection Expense	6,291,000	2,274,080	36.15%	2,263,760

Central Texas Regional Mobility Authority
Income Statement
For the Period Ending October 31, 2020

	Budget Amount FY 2021	Actual Year to Date	Percent of Budget	Actual Prior Year to Date
Toll Operations Expense				
Generator Fuel	3,000	-	-	108
Fire and Burglar Alarm	500	123	24.67%	123
Refuse	2,400	470	19.56%	572
Telecommunications	-	-	-	23,816
Water - Irrigation	7,500	1,271	16.95%	1,930
Electricity	500	170	34.07%	59
ETC spare parts expense	50,000	-	-	-
Law Enforcement	300,000	52,768	17.59%	-
ETC Maintenance Contract	4,191,000	1,395,181	33.29%	341,614
ETC Toll Management Center System Operation	534,000	181,374	33.97%	-
ETC Development	1,250,000	625,518	50.04%	183,050
ETC Testing	200,000	1,427	0.71%	-
Total Toll Operations Expense	6,538,900	2,258,301	34.54%	551,273
Total Operations and Maintenance	25,376,689	7,902,540	31.14%	4,438,041
Other Expenses				
Special Projects and Contingencies				
HERO	148,000	12,319	8.32%	36,957
Special Projects	-	28,662	-	11,123
71 Express Net Revenue Payment	2,300,000	751,833	32.69%	1,145,572
Technology Initiatives	125,000	71,904	57.52%	24,987
Other Contractual Svcs	220,000	69,000	31.36%	31,000
Contingency	750,000	-	-	-
Total Special Projects and Contingencies	3,543,000	933,717	26.35%	1,249,640

Central Texas Regional Mobility Authority
Income Statement
For the Period Ending October 31, 2020

	Budget			
	Amount FY	Actual Year	Percent of	Actual Prior
	2021	to Date	Budget	Year to Date
Non Cash Expenses				
Amortization Expense	1,000,000	301,667	30.17%	288,257
Amort Expense - Refund Savings	1,050,000	467,228	44.50%	349,989
Dep Exp - Furniture & Fixtures	2,620	871	33.25%	871
Dep Expense - Equipment	59,000	833	1.41%	43,232
Dep Expense - Autos & Trucks	30,000	14,391	47.97%	9,914
Dep Expense - Building & Toll Fac	176,800	58,916	33.32%	58,916
Dep Expense - Highways & Bridges	40,000,000	11,594,779	28.99%	10,249,507
Dep Expense - Toll Equipment	4,000,000	1,219,277	30.48%	1,150,709
Dep Expense - Signs	800,000	338,857	42.36%	169,670
Dep Expense - Land Improvements	985,000	294,978	29.95%	368,722
Depreciation Expense - Computers	75,000	65,002	86.67%	3,770
Undevelopable Projects	-	973,161	-	-
Total Non Cash Expenses	48,178,420	15,329,960	31.82%	12,693,558
Total Other Expenses	51,721,420	16,263,678	31.44%	13,943,198
Non Operating Expenses				
Bond Issuance Expense	2,000,000	209,158	10.46%	75,584
Loan Fee Expense	50,000	28,000	56.00%	-
Interest Expense	42,091,626	12,640,854	30.03%	12,825,814
CAMPO RIF Payment	-	-	-	3,000,000
Community Initiatives	65,000	27,050	41.62%	7,000
Total Non Operating Expenses	44,206,626	12,905,062	29.19%	15,908,399
TOTAL EXPENSES	\$131,327,621	\$39,781,407	30.29%	\$36,601,598
Net Income	(\$6,898,621)	(\$4,419,604)		7,320,884

Central Texas Regional Mobility Authority
Balance Sheet
as of October 31, 2020

	as of 10/31/2020	as of 10/31/2019
ASSETS		
Current Assets		
Cash		
Regions Operating Account	\$ 359,096	\$ 933,740
Cash in TexStar	240,124	437,560
Regions Payroll Account	183,227	285,571
Restricted Cash		
Goldman Sachs FSGF 465	150,251,284	215,482,983
Restricted Cash - TexSTAR	267,833,972	273,920,123
Overpayments account	<u>719,475</u>	<u>450,371</u>
Total Cash and Cash Equivalents	419,587,178	491,510,348
Accounts Receivable		
Accounts Receivable	2,770,089	2,776,451
Due From Other Agencies	57,727	59,638
Due From TTA	788,392	1,202,812
Due From NTTA	835,515	996,330
Due From HCTRA	1,059,443	1,215,919
Due From TxDOT	1,659,977	1,807,029
Interest Receivable	<u>97,930</u>	<u>378,763</u>
Total Receivables	7,269,073	8,436,942
Short Term Investments		
Treasuries	-	59,758,572
Agencies	<u>-</u>	<u>30,076,852</u>
Total Short Term Investments	-	89,835,423
Total Current Assets	<u>426,856,251</u>	<u>589,782,713</u>
Total Construction in Progress	656,855,238	501,167,825
Fixed Assets (Net of Depreciation and Amortization)		
Computers	413,950	578,556
Computer Software	3,086,565	4,023,141
Furniture and Fixtures	6,534	9,148
Equipment	3,791	6,290
Autos and Trucks	59,028	57,240
Buildings and Toll Facilities	4,711,598	4,888,346
Highways and Bridges	1,181,891,685	1,191,168,641
Toll Equipment	21,653,971	25,342,992
Signs	13,279,976	13,653,739
Land Improvements	7,674,159	8,559,093
Right of way	88,149,606	88,149,606
Leasehold Improvements	<u>121,616</u>	<u>167,759</u>
Total Fixed Assets	1,321,052,479	1,336,604,550
Other Assets		
Intangible Assets-Net	129,225,396	102,066,744
2005 Bond Insurance Costs	3,789,772	4,003,280
Prepaid Insurance	117,475	473,058
Deferred Outflows (pension related)	198,767	866,997
Pension Asset	<u>896,834</u>	<u>177,226</u>
Total Other Assets	<u>134,228,244</u>	<u>107,587,304</u>
Total Assets	<u><u>\$ 2,538,992,211</u></u>	<u><u>\$ 2,535,142,393</u></u>

Central Texas Regional Mobility Authority
Balance Sheet
as of October 31, 2020

	as of 10/31/2020	as of 10/31/2019
LIABILITIES		
Current Liabilities		
Accounts Payable	\$ 8,088,255	\$ 85,809
Construction Payable	19,890,604	24,408,939
Overpayments	722,663	453,499
Interest Payable	17,976,296	18,455,634
Due to other Funds	1,687,633	-
TCDRS Payable	66,014	64,989
Due to other Agencies	3,301	3,404
Due to TTA	466,697	977,382
Due to NTTA	61,245	186,516
Due to HCTRA	78,218	89,826
Due to Other Entities	965,743	998,072
71E TxDOT Obligation - ST	<u>2,020,433</u>	<u>2,868,712</u>
Total Current Liabilities	52,027,101	48,592,781
Long Term Liabilities		
Compensated Absences	543,329	541,425
Deferred Inflows (pension related)	<u>164,402</u>	<u>206,675</u>
Long Term Payables	707,731	748,100
Bonds Payable		
Senior Lien Revenue Bonds:		
Senior Lien Revenue Bonds 2010	77,374,718	79,054,466
Senior Lien Revenue Bonds 2011	17,817,667	16,748,603
Senior Refunding Bonds 2013	10,840,000	136,405,000
Senior Lien Revenue Bonds 2015	298,790,000	298,790,000
Senior Lien Put Bnd 2015	-	68,785,000
Senior Lien Refunding Revenue Bonds 2016	356,785,000	358,030,000
Senior Lien Revenue Bonds 2018	44,345,000	44,345,000
Senior Lien Revenue Bonds 2020A	50,265,000	-
Senior Lien Refunding Bonds 2020B	57,120,000	-
Senior Lien Refunding Bonds 2020C	138,435,000	-
Sn Lien Rev Bnd Prem/Disc 2013	3,876,421	5,679,974
Sn Lien Revenue Bnd Prem 2015	17,985,504	19,182,009
Sn Lien Put Bnd Prem 2015	-	1,241,752
Senior lien premium 2016 revenue bonds	41,656,291	45,937,302
Sn Lien Revenue Bond Premium 2018	3,594,079	3,860,653
Senior Lien Revenue Bond Premium 2020A	11,643,129	-
Senior Lien Refunding Bond Premium 2020B	<u>12,663,448</u>	<u>-</u>
Total Senior Lien Revenue Bonds	1,143,191,257	1,078,059,759
Sub Lien Revenue Bonds:		
Sub Lien Refunding Bonds 2013	7,790,000	98,295,000
Sub Lien Refunding Bonds 2016	73,490,000	73,905,000
Subordinated Lien BANs 2018	46,020,000	46,020,000
Sub Lien Refunding Bonds 2020D	99,705,000	-
Sub Refunding 2013 Prem/Disc	827,120	1,240,643
Sub Refunding 2016 Prem/Disc	7,173,252	8,014,561
Sub Lien BANS 2018 Premium	<u>617,322</u>	<u>1,146,455</u>
Total Sub Lien Revenue Bonds	235,622,693	228,621,659

Central Texas Regional Mobility Authority
Balance Sheet
as of October 31, 2020

	as of 10/31/2020	as of 10/31/2019
Other Obligations		
TIFIA Note 2015	300,100,096	291,049,610
TIFIA Note 2019	51,917	50,414
SIB Loan 2015	33,695,520	33,475,289
State Highway Fund Loan 2015	33,695,550	33,475,319
State 45SW Loan	-	63,252,642
71E TxDOT Obligation - LT	60,728,211	60,728,211
Regions 2017 MoPAC Note	24,990,900	24,990,900
Total Other Obligations	<u>453,262,194</u>	<u>507,022,384</u>
Total Long Term Liabilities	<u>1,832,783,875</u>	<u>1,814,451,902</u>
Total Liabilities	<u>1,884,810,975</u>	<u>1,863,044,684</u>
	NET ASSETS	
Contributed Capital	121,462,104	121,202,391
Net Assets Beginning	542,160,209	543,574,433
Current Year Operations	(9,441,077)	7,320,884
Total Net Assets	<u>654,181,236</u>	<u>672,097,709</u>
Total Liabilities and Net Assets	<u>\$ 2,538,992,211</u>	<u>\$ 2,535,142,393</u>

Central Texas Regional Mobility Authority
Statement of Cash Flow
as of October 31, 2020

Cash flows from operating activities:

Receipts from toll revenues	\$	34,519,329
Receipts from interest income		120,984
Payments to vendors		(10,963,114)
Payments to employees		(1,934,745)
Net cash flows provided by (used in) operating activities		21,742,454

Cash flows from capital and related financing activities:

Interest payments		(29,928,790)
Acquisitions of construction in progress		(31,909,458)
Net cash flows provided by (used in) capital and related financing activities		(61,838,248)

Cash flows from investing activities:

Purchase of investments		(36,957,860)
Proceeds from sale or maturity of investments		81,961,479
Net cash flows provided by (used in) investing activities		44,666,390
Net increase (decrease) in cash and cash equivalents		4,570,596
Cash and cash equivalents at beginning of period		146,942,487
Cash and cash equivalents at end of period	\$	151,513,082

Reconciliation of change in net assets to net cash provided by operating activities:

Operating income	\$	7,674,449
Adjustments to reconcile change in net assets to net cash provided by operating activities:		
Depreciation and amortization		14,862,732
Changes in assets and liabilities:		
(Increase) decrease in accounts receivable		112,326
(Increase) decrease in prepaid expenses and other assets		273,248
(Decrease) increase in accounts payable		(3,105,648)
Increase (decrease) in accrued expenses		2,018,998
(Decrease) increase in Pension Asset		(719,608)
(Increase) in deferred outflows of resources		668,230
(Increase) in deferred inflows of resources		(42,273)
Total adjustments		14,068,004
Net cash flows provided by (used in) operating activities	\$	21,742,454

Reconciliation of cash and cash equivalents:

Unrestricted cash and cash equivalents	\$	1,261,798
Restricted cash and cash equivalents		150,251,284
Total	\$	151,513,082

INVESTMENTS by FUND

		Balance October 31, 2020	
Renewal & Replacement Fund			
TexSTAR	403,200.77		268,074,095.89
Goldman Sachs	14,109.04		129,935,837.02
Agencies/ Treasuries		417,309.81	-
Grant Fund			\$ 398,009,932.91
TexSTAR	4,453,357.64		
Goldman Sachs	5,625,932.65		
Agencies/ Treasuries		10,079,290.29	
Senior Debt Service Reserve Fund			
TexSTAR	78,568,398.55		
Goldman Sachs	5,657,592.16		
Agencies/ Treasuries		84,225,990.71	
2010 Senior Lien DSF			
Goldman Sachs	60,630.15	60,630.15	
2011 Debt Service Acct			
Goldman Sachs	789,159.82	789,159.82	
2013 Sr Debt Service Acct			
Goldman Sachs	4,488,426.67	4,488,426.67	
2013 Sub Debt Service Account			
Goldman Sachs	3,051,143.82	3,051,143.82	
2013 Sub Debt Service Reserve Fund			
Goldman Sachs	59.70	780,581.91	
TexSTAR	780,522.21		
2015 Sr Capitalized Interest			
Goldman Sachs	-	10,324,729.14	
TexSTAR	10,324,729.14		
2015B Debt Service Account			
Goldman Sachs	20.95	20.95	
2015 State Highway Fund DSA			
Goldman Sachs	458,271.67	458,271.67	
2015 SIB DSA			
Goldman Sachs	458,271.67	458,271.67	
2015 SHF DSRF			
Goldman Sachs	252,663.65	252,663.65	
2015 SIB DSRF			
Goldman Sachs	252,663.50	252,663.50	
2016 Sr Lien Rev Refunding Debt Service Account			
Goldman Sachs	13,358,530.30	13,358,530.30	
2016 Sub Lien Rev Refunding Debt Service Account			
Goldman Sachs	1,472,026.64	1,472,026.64	
2016 Sub Lien Rev Refunding DSR			
Goldman Sachs	6,992,085.77		
Agencies/ Treasuries		6,992,085.77	
Operating Fund			
TexSTAR	240,124.26		
TexSTAR-Trustee	2,401,650.09		
Goldman Sachs	168,095.08	2,809,869.43	
Revenue Fund			
Goldman Sachs	4,991,541.51	4,991,541.51	
General Fund			
TexSTAR	51,863,066.09		
Goldman Sachs	19,785,930.94	71,648,997.03	
Agencies/ Treasuries			
71E Revenue Fund			
Goldman Sachs	14,393,756.71	14,393,756.71	
MoPac Revenue Fund			
Goldman Sachs	20,177.75	20,177.75	
MoPac General Fund			
Goldman Sachs	10,465,400.73	10,465,400.73	
MoPac Operating Fund			
Goldman Sachs	1,695,393.17	1,695,393.17	
MoPac Loan Repayment Fund			
Goldman Sachs	-	0.00	
2015B Project Account			
Goldman Sachs	15,973,026.78		
TexSTAR	26,342,532.45	42,315,559.23	
2015 TIFIA Project Account			
Goldman Sachs	32,683.43		
TexSTAR	65,134,553.58		
Agencies/ Treasuries		65,167,237.01	
2015 TIFIA Debt Service Reserve Fund			
Goldman Sachs	2,368,440.59	2,368,440.59	
2011 Sr Financial Assistance Fund			
Goldman Sachs	-	10,833,976.22	
TexSTAR	10,833,976.22		
2018 Sr Lien Project Cap I			
Goldman Sachs	4,631,202.22	4,631,202.22	
2018 Sr Lien Project Account			
Goldman Sachs	31,208.60		
TexSTAR	16,727,984.89	16,759,193.49	
2018 Sub Debt Service Account			
Goldman Sachs	614,001.44	614,001.44	
2019 TIFIA Sub Lien Project Account			
Goldman Sachs	50,965.16	50,965.16	
2020A Senior Lien Debt Service Acct			
Goldman Sachs	837,914.97	837,914.97	
2020 SH 45SW Project Account			
Goldman Sachs	1,082,230.26	1,082,230.26	
2020B Senior Lien Debt Service Account			
Goldman Sachs	1,132,291.74	1,132,291.74	
2020C Senior Lien Debt Service Account			
Goldman Sachs	342,921.61	342,921.61	
2020D Senior Lien Debt Service Account			
Goldman Sachs	270,668.48	270,668.48	
2020D Sub Debt Service Reserve Fund			
Goldman Sachs	8,116,397.69	8,116,397.69	
		<u>8,116,397.69</u>	
		<u>\$ 398,009,932.91</u>	

CTRMA INVESTMENT REPORT

	Month Ending 10/31/2020					Rate October	
	Balance 10/1/2020	Additions	Discount Amortization	Accrued Interest	Withdrawals		Balance 10/31/2020
Amount in Trustee TexStar							
2011 Sr Lien Financial Assist Fund	10,832,917.97			1,058.25		10,833,976.22	0.1150%
2013 Sub Lien Debt Service Reserve General Fund	780,445.96 51,858,000.19			76.25 5,065.90		780,522.21 51,863,066.09	0.1150% 0.1150%
Trustee Operating Fund	3,001,424.26	3,000,000.00		225.83	3,600,000.00	2,401,650.09	0.1150%
Renewal and Replacement Grant Fund	403,161.39 4,452,922.62			39.38 435.02		403,200.77 4,453,357.64	0.1150% 0.1150%
Senior Lien Debt Service Reserve Fund	78,560,724.11			7,674.44		78,568,398.55	0.1150%
2015A Sr Ln Project Cap Interest	10,323,720.64			1,008.50		10,324,729.14	0.1150%
2015B Sr Ln Project	26,339,959.36			2,573.09		26,342,532.45	0.1150%
2015C TIFIA Project	65,884,148.22			6,405.36	756,000.00	65,134,553.58	0.1150%
2018 Sr Lien Project Account	18,626,299.94			1,684.95	1,900,000.00	16,727,984.89	0.1150%
	271,063,724.66	3,000,000.00		26,246.97	6,256,000.00	267,833,971.63	
Amount in TexStar Operating Fund							
	240,100.81	3,600,000.00		23.45	3,600,000.00	240,124.26	0.1150%
Goldman Sachs							
Operating Fund	73,177.82	3,125,196.11		1.64	3,030,280.49	168,095.08	0.0257%
2020 SH 45SW Project Account	1,088,027.79			25.26	5,822.79	1,082,230.26	0.0257%
2020A Senior Lien Debt Service Acct	628,525.10	209,377.43		12.44		837,914.97	0.0257%
2020B Senior Lien Debt Service Account	864,203.77	268,082.45		5.52		1,132,291.74	0.0257%
2020B Sr Lien Bond Proceeds Clearance Fund	0.00			0.00		0.00	0.0257%
2020B Sr Lien Cost of Issuance Fund	0.00			0.00		0.00	0.0257%
2020C Sr Lien Bond Proceeds Clearance Fund	0.00			0.00		0.00	0.0257%
2020C Sr Lien Cost of Issuance Fund	0.00			0.00		0.00	0.0257%
2020C Senior Lien Debt Service Account	0.00	342,921.61		0.00		342,921.61	0.0257%
2020D Sub Lien Bond Proceeds Clearance Fund	0.00			0.00		0.00	0.0257%
2020D Sub Lien Cost of Issuance Fund	0.00			0.00		0.00	0.0257%
2020D Sub Lien Debt Service Account	0.00	270,668.48		0.00		270,668.48	0.0257%
2020D Sub Debt Service Reserve Fund	8,116,345.86			51.83		8,116,397.69	0.0257%
2015B Project Account	15,972,663.45			363.33		15,973,026.78	0.0257%
2015C TIFIA Project Account	178,663.92	962,454.35		7.23	1,108,442.07	32,683.43	0.0257%
2015C TIFIA Debt Service Reserve Fund	1,776,307.44	592,098.00		35.15		2,368,440.59	0.0257%
2011 Sr Financial Assistance Fund	0.00			0.00		0.00	0.0257%
2010 Senior DSF	60,628.77			1.38		60,630.15	0.0257%
2011 Senior Lien Debt Service Acct	789,141.87			17.95		789,159.82	0.0257%
2013 Senior Lien Debt Service Acct	4,488,332.27			94.40		4,488,426.67	0.0257%
2013 Sub Debt Service Reserve Fund	0.00			59.70		59.70	0.0257%
2013 Subordinate Debt Service Acct	3,051,079.79			64.03		3,051,143.82	0.0257%
2015A Sr Ln Project Cap Interest	0.00			0.00		0.00	0.0257%
2015E Sub Lien SIB DSA	343,704.03	114,560.84		6.80		458,271.67	0.0257%
2015 Sub Lien SHF DSA	343,704.03	114,560.84		6.80		458,271.67	0.0257%
2015E Sub Lien SIB DSRF	189,495.17	63,164.58		3.75		252,663.50	0.0257%
2015D Sub Lien SHF DSRF	189,495.32	63,164.58		3.75		252,663.65	0.0257%
2015B Debt Service Acct	0.00			20.95		20.95	0.0257%
2016 Sr Lien Rev Refunding Debt Service Account	11,446,038.05	1,912,248.85		243.40		13,358,530.30	0.0257%
2016 Sub Lien Rev Refunding Debt Service Account	1,158,918.72	313,084.33		23.59		1,472,026.64	0.0257%
2016 Sub Lien Rev Refunding DSR	6,991,926.72			159.05		6,992,085.77	0.0257%
2018 Sr Lien Project Cap I	4,631,096.88			105.34		4,631,202.22	0.0257%
2018 Sr Lien Project Account	12,776.14	1,900,000.00		15.55	1,881,583.09	31,208.60	0.0257%
2018 Sub Debt Service Account	460,776.55	153,215.77		9.12		614,001.44	0.0257%
2019 TIFIA Sub Lien Project Account	50,964.00			1.16		50,965.16	0.0257%
Grant Fund	5,625,804.68			127.97		5,625,932.65	0.0257%
Renewal and Replacement	14,849.61			0.34	740.91	14,109.04	0.0257%
Revenue Fund	4,445,016.05	10,111,408.39		80.38	9,564,963.31	4,991,541.51	0.0257%
General Fund	20,743,686.31	513,263.13		110.70	1,471,129.20	19,785,930.94	0.0257%
Senior Lien Debt Service Reserve Fund	5,657,463.47			128.69		5,657,592.16	0.0257%
71E Revenue Fund	14,020,556.06	709,271.27		310.04	336,380.66	14,393,756.71	0.0257%
MoPac Revenue Fund	94,937.08	220,080.02		1.43	294,840.78	20,177.75	0.0257%
MoPac General Fund	10,468,969.21	105,483.31		239.10	109,290.89	10,465,400.73	0.0257%
MoPac Operating Fund	1,744,521.26	498,626.40		39.25	547,793.74	1,695,393.17	0.0257%
MoPac Loan Repayment Fund	34,650.39	35,153.18		0.17	69,803.74	0.00	0.0257%
	125,756,447.58	22,598,083.92		2,377.19	18,421,071.67	129,935,837.02	
Amount in Fed Agencies and Treasuries							
Amortized Principal	0.00					0.00	
	0.00					0.00	
Certificates of Deposit							
Total in Pools	271,303,825.47	6,600,000.00		26,270.42	9,856,000.00	268,074,095.89	
Total in GS FSGF	125,756,447.58	22,598,083.92		2,377.19	18,421,071.67	129,935,837.02	
Total in Fed Agencies and Treasuries	0.00					0.00	
Total Invested	397,060,273.05	29,198,083.92		28,647.61	28,277,071.67	398,009,932.91	

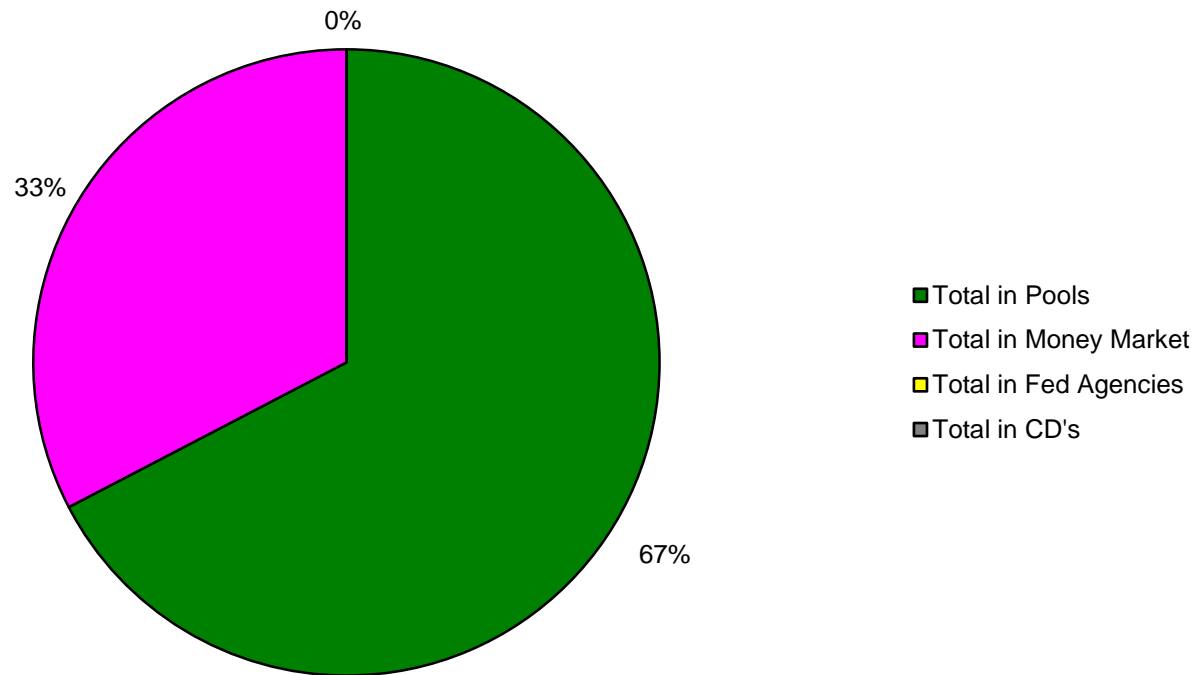
All Investments in the portfolio are in compliance with the CTRMA's Investment policy and the relevant provisions of the Public Funds Investment Act Chapter 2256.023

William Chapman, CFO

Mary Temple, Controller

10/31/2020

Allocation of Funds



ESCROW FUNDS

Travis County Escrow Fund - Elroy Road

	<u>Balance</u>		<u>Accrued</u>		<u>Balance</u>
	<u>10/1/2020</u>	<u>Additions</u>	<u>Interest</u>	<u>Withdrawals</u>	<u>10/31/2020</u>
Goldman Sachs	18,294,291.94		417.96	789,068.74	17,505,641.16

Travis County Escrow Fund - Ross Road

	<u>Balance</u>		<u>Accrued</u>		<u>Balance</u>
	<u>10/1/2020</u>	<u>Additions</u>	<u>Interest</u>	<u>Withdrawals</u>	<u>10/31/2020</u>
Goldman Sachs	393,101.60		0.43	92,514.97	300,587.06

Berstrom Expressway 183S Escrow Account

	<u>Balance</u>		<u>Accrued</u>		<u>Balance</u>
	<u>10/1/2020</u>	<u>Additions</u>	<u>Interest</u>	<u>Withdrawals</u>	<u>10/31/2020</u>
Goldman Sachs	206,449.65		4.70	206,454.35	-

Travis County Escrow Fund - Old San Antonio Road

	<u>Balance</u>		<u>Accrued</u>		<u>Balance</u>
	<u>10/1/2020</u>	<u>Additions</u>	<u>Interest</u>	<u>Withdrawals</u>	<u>10/31/2020</u>
Goldman Sachs	345,730.03		9.08	3,387.91	342,351.20

Travis County Escrow Fund - Old Lockhart Road

	<u>Balance</u>		<u>Accrued</u>		<u>Balance</u>
	<u>10/1/2020</u>	<u>Additions</u>	<u>Interest</u>	<u>Withdrawals</u>	<u>10/31/2020</u>
Goldman Sachs	460,596.83		10.54	3,159.13	457,448.24

Travis County Escrow Fund - County Line Road

	<u>Balance</u>		<u>Accrued</u>		<u>Balance</u>
	<u>10/1/2020</u>	<u>Additions</u>	<u>Interest</u>	<u>Withdrawals</u>	<u>10/31/2020</u>
Goldman Sachs	705,678.21		16.11	3,796.24	701,898.08

Travis County Escrow Fund - South Pleasant Valley Road

	<u>Balance</u>		<u>Accrued</u>		<u>Balance</u>
	<u>10/1/2020</u>	<u>Additions</u>	<u>Interest</u>	<u>Withdrawals</u>	<u>10/31/2020</u>
Goldman Sachs	402,086.71		9.17		402,095.88

Travis County Escrow Fund - Thaxton Road

	<u>Balance</u>		<u>Accrued</u>		<u>Balance</u>
	<u>10/1/2020</u>	<u>Additions</u>	<u>Interest</u>	<u>Withdrawals</u>	<u>10/31/2020</u>
Goldman Sachs	208,341.63		4.93	10,177.90	198,168.66

Travis County Escrow Fund - Pearce Lane Road

	<u>Balance</u>		<u>Accrued</u>		<u>Balance</u>
	<u>10/1/2020</u>	<u>Additions</u>	<u>Interest</u>	<u>Withdrawals</u>	<u>10/31/2020</u>
Goldman Sachs	409,068.99		9.39	1,821.96	407,256.42



183 South Design-Build Project
Contingency Status
 October 31, 2020



Original Construction Contract Value: \$581,545,700

Total Project Contingency	\$47,860,000
----------------------------------	---------------------

Obligations	CO#1 City of Austin ILA Adjustment	(\$2,779,934)
	CO#2 Addition of Coping to Soil Nail Walls	\$742,385
	CO#4 Greenroads Implementation	\$362,280
	CO#6 51st Street Parking Trailhead	\$477,583
	CO#9 Patton Interchange Revisions	\$3,488,230
	CO#10 City of Austin Utility (\$1,010,000 - no cost to RMA)	\$0
	CO#17 Boggy Creek Turnaround	\$2,365,876
	CO#21 Wall 125 Differing Site Condition - Part A	\$1,263,577
	CO#26 Roadway Paving Additions	\$1,302,696
	Others Less than \$300,000 (18)	\$2,355,313
Executed Change Orders		\$9,578,006
Change Orders Under Negotiation		\$4,690,000
Potential Contractual Obligations		\$21,470,000

(-) Total Obligations	\$35,738,006
------------------------------	---------------------

Remaining Project Contingency	\$12,121,994
--------------------------------------	---------------------



290E Ph. III
Contingency Status
 October 31, 2020



Original Construction Contract Value: \$71,236,424

Total Mobility Authority Contingency	\$10,633,758
Total TxDOT Project Contingency	\$15,292,524

Obligations	Others Less than \$300,000 (8)	\$152,949
	Executed Change Orders	\$152,949
	Change Orders Under Negotiation	\$274,000
	Potential Contractual Obligations	\$1,860,000

(-) Total Obligations	\$2,286,949
------------------------------	--------------------

Remaining Mobility Authority Contingency	\$8,402,569
Remaining TxDOT Contingency	\$15,236,961



TexSTAR
MONTHLY
NEWSLETTER
OCTOBER 2020



PERFORMANCE

As of October 31, 2020

Current Invested Balance	\$9,083,922,054.96
Weighted Average Maturity (1)	39 Days
Weighted Average Maturity(2)	97 Days
Net Asset Value	1.000203
Total Number of Participants	933
Management Fee on Invested Balance	0.06%*
Interest Distributed	\$1,378,348.47
Management Fee Collected	\$471,691.86
% of Portfolio Invested Beyond 1 Year	7.22%
Standard & Poor's Current Rating	AAAm

October Averages

Average Invested Balance	\$9,281,363,172.03
Average Monthly Yield, on a simple basis	0.1150%
Average Weighted Maturity (1)*	42 Days
Average Weighted Life (2)*	100 Days

Definition of Weighted Average Maturity (1) & (2)

(1) This weighted average maturity calculation uses the SEC Rule 2a-7 definition for stated maturity for any floating rate instrument held in the portfolio to determine the weighted average maturity for the pool. This Rule specifies that a variable rate instruction to be paid in 397 calendar days or less shall be deemed to have a maturity equal to the period remaining until the next readjustment of the interest rate.
(2) This weighted average maturity calculation uses the final maturity of any floating rate instruments held in the portfolio to calculate the weighted average maturity for the pool.

The maximum management fee authorized for the TexSTAR Cash Reserve Fund is 12 basis points. This fee may be waived in full or in part in the discretion of the TexSTAR co-administrators at any time as provided for in the TexSTAR Information Statement.

Rates reflect historical information and are not an indication of future performance.

NEW PARTICIPANTS

We would like to welcome the following entities who joined the TexSTAR program in October:

* Oak Point Water Control and Improvement District No. 2

HOLIDAY REMINDER

In observance of the **Veterans Day holiday, TexSTAR will be closed Wednesday, November 11, 2020.** All ACH transactions initiated on Tuesday, November 10th will settle on Thursday, November 12th.

In observance of the **Thanksgiving Day holiday, TexSTAR will be closed Thursday, November 26, 2020.** All ACH transactions initiated on Wednesday, November 25th will settle Friday, November 27th. Notification of any early transaction deadlines on the day preceding or following this holiday will be sent out by email to the primary contact on file for all TexSTAR participants.

ECONOMIC COMMENTARY

Market review

A resurgence of COVID-19 cases, ongoing fiscal stimulus negotiations, and the U.S. presidential election dominated headlines during the month of October. While this uncertainty caused some volatility out the curve, Treasury bill yields were relatively unchanged, with the three-month T-bill yield ending the month at 0.09% and the one-year T-bill yield ending at 0.12%.

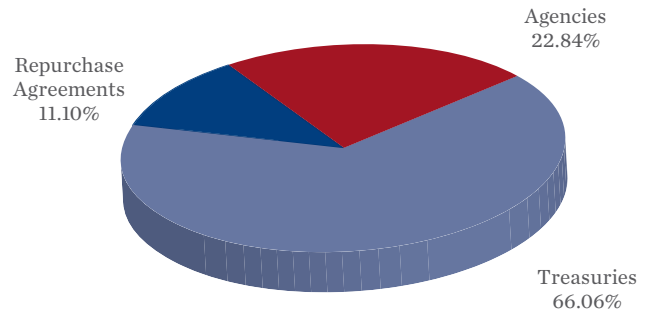
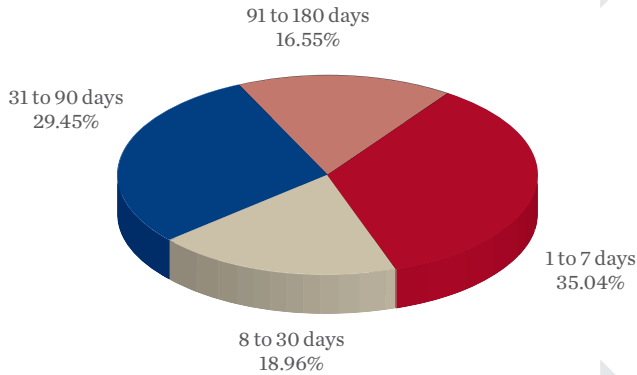
The U.S. economy posted a sharp recovery in the third quarter with GDP surging 33.1% quarter over quarter (q/q) at a seasonally adjusted annual rate, driven by a resilient consumer and an unprecedented monetary-fiscal policy response. While it was the best quarterly GDP print on record, it followed the worst quarterly GDP print on record of -31.4% in the second quarter. Despite a solid bounce back, economic output is still about 3.5% below its 4Q2019 level. Looking ahead, the economic recovery should slow considerably, averaging 2-3% growth per quarter annualized in 4Q2020 and into 2021, and the stability of the recovery relies on additional fiscal stimulus from the government. Last week, durable goods orders had a solid increase of 1.9% month over month (m/m), personal income grew 0.9% in September and consumer spending rose 1.4%, driven by goods consumption.

Nonfarm payrolls increased by 661,000 in September, and the unemployment rate fell to 7.9%. Leisure and hospitality accounted for nearly half of the job gains, but government jobs declined by 216,000, including 34,000 temporary Census 2020 workers.

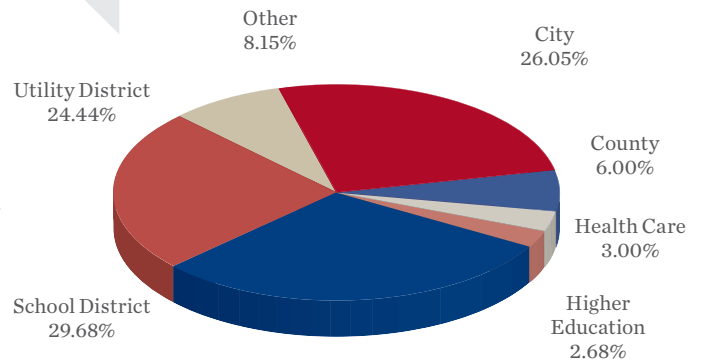
(continued page 4)

INFORMATION AT A GLANCE

PORTFOLIO BY TYPE OF INVESTMENT AS OF OCTOBER 31, 2020



PORTFOLIO BY MATURITY AS OF OCTOBER 31, 2020



DISTRIBUTION OF PARTICIPANTS BY TYPE AS OF OCTOBER 31, 2020

HISTORICAL PROGRAM INFORMATION

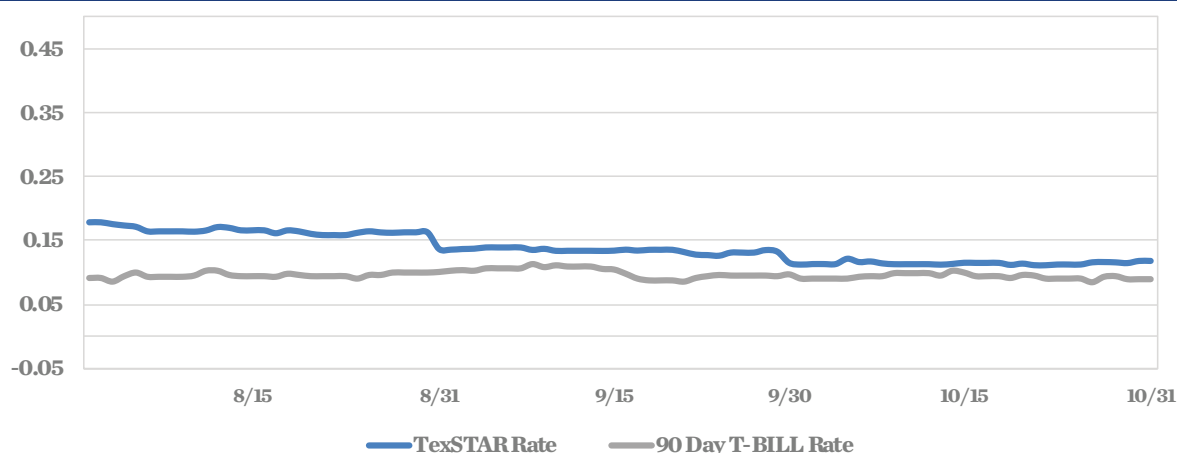
MONTH	AVERAGE RATE	BOOK VALUE	MARKET VALUE	NET ASSET VALUE	WAM (1)*	WAM (2)*	NUMBER OF PARTICIPANTS
Oct 20	0.1150%	\$9,083,922,054.96	\$9,085,783,748.92	1.000203	42	100	933
Sep 20	0.1339%	9,297,135,540.13	9,299,528,645.66	1.000257	39	101	932
Aug 20	0.1645%	9,465,008,033.71	9,466,814,693.25	1.000190	29	95	931
Jul 20	0.2003%	10,009,983,894.25	10,012,082,381.15	1.000209	27	101	930
Jun 20	0.1974%	9,671,601,669.74	9,674,049,521.47	1.000253	33	108	927
May 20	0.2444%	9,711,678,322.09	9,714,791,961.71	1.000320	29	103	924
Apr 20	0.4447%	9,402,508,666.82	9,406,011,209.34	1.000372	27	111	923
Mar 20	0.9570%	8,656,111,186.51	8,662,045,828.91	1.000685	27	108	922
Feb 20	1.5641%	9,669,676,298.74	9,671,875,580.06	1.000213	32	84	921
Jan 20	1.5514%	9,728,196,391.64	9,728,681,551.87	1.000027	33	96	920
Dec 19	1.5643%	8,550,355,101.35	8,550,086,726.49	0.999959	36	110	918
Nov 19	1.6177%	8,004,510,359.61	8,003,923,189.55	0.999918	30	109	917

PORTFOLIO ASSET SUMMARY AS OF OCTOBER 31, 2020

	BOOK VALUE	MARKET VALUE
Uninvested Balance	\$ 257,542.56	\$ 257,542.56
Accrual of Interest Income	3,666,799.63	3,666,799.63
Interest and Management Fees Payable	(1,375,306.81)	(1,375,306.81)
Payable for Investment Purchased	(279,887,708.35)	(279,887,708.35)
Repurchase Agreement	1,038,849,999.95	1,038,849,999.95
Government Securities	8,322,410,727.98	8,324,272,421.94
TOTAL	\$ 9,083,922,054.96	\$ 9,085,783,748.92

Market value of collateral supporting the Repurchase Agreements is at least 102% of the Book Value. The portfolio is managed by J.P. Morgan Chase & Co. and the assets are safekept in a separate custodial account at the Federal Reserve Bank in the name of 18xSTAR. The only source of payment to the Participants are the assets of TexSTAR. There is no secondary source of payment for the pool such as insurance or guarantee. Should you require a copy of the portfolio, please contact TexSTAR Participant Services.

TEXSTAR VERSUS 90-DAY TREASURY BILL



This material is for information purposes only. This information does not represent an offer to buy or sell a security. The above rate information is obtained from sources that are believed to be reliable; however, its accuracy or completeness may be subject to change. The TexSTAR management fee may be waived in full or in part at the discretion of the TexSTAR co-administrators and the TexSTAR rate for the period shown reflects waiver of fees. This table represents historical investment performance/return to the customer, net of fees, and is not an indication of future performance. An investment in the security is not insured or guaranteed by the Federal Deposit Insurance Corporation or any other government agency. Although the issuer seeks to preserve the value of an investment of \$1.00 per share, it is possible to lose money by investing in the security. Information about these and other program details are in the fund's Information Statement which should be read carefully before investing. The yield on the 90-Day Treasury Bill ("T-Bill Yield") is shown for comparative purposes only. When comparing the investment returns of the TexSTAR pool to the T-Bill Yield, you should know that the TexSTAR pool consists of allocations of specific diversified securities as detailed in the respective Information Statements. The T-Bill Yield is taken from Bloomberg Finance L.P. and represents the daily closing yield on the then current 90-Day T-Bill. The TexSTAR yield is calculated in accordance with regulations governing the registration of open-end management investment companies under the Investment Company Act of 1940 as promulgated from time to time by the federal Securities and Exchange Commission.

DAILY SUMMARY FOR OCTOBER 2020

DATE	MNY MKT FUND EQUIV. [SEC Std.]	DAILY ALLOCATION FACTOR	INVESTED BALANCE	MARKET VALUE PER SHARE	WAM DAYS (1)*	WAL DAYS (2)*
10/1/2020	0.1131%	0.000003099	\$9,392,238,658.62	1.000254	44	105
10/2/2020	0.1139%	0.000003120	\$9,432,740,053.71	1.000244	42	102
10/3/2020	0.1139%	0.000003120	\$9,432,740,053.71	1.000244	42	102
10/4/2020	0.1139%	0.000003120	\$9,432,740,053.71	1.000244	42	102
10/5/2020	0.1221%	0.000003346	\$9,379,396,782.89	1.000244	41	102
10/6/2020	0.1170%	0.000003206	\$9,450,899,459.13	1.000241	40	101
10/7/2020	0.1179%	0.000003229	\$9,450,050,133.57	1.000238	40	100
10/8/2020	0.1149%	0.000003147	\$9,328,116,150.55	1.000238	46	107
10/9/2020	0.1137%	0.000003116	\$9,319,292,524.95	1.000225	43	103
10/10/2020	0.1137%	0.000003116	\$9,319,292,524.95	1.000225	43	103
10/11/2020	0.1137%	0.000003116	\$9,319,292,524.95	1.000225	43	103
10/12/2020	0.1137%	0.000003116	\$9,319,292,524.95	1.000225	43	103
10/13/2020	0.1130%	0.000003097	\$9,279,678,475.21	1.000223	43	103
10/14/2020	0.1141%	0.000003125	\$9,306,637,478.92	1.000219	44	102
10/15/2020	0.1159%	0.000003175	\$9,303,667,956.92	1.000218	43	101
10/16/2020	0.1157%	0.000003170	\$9,262,411,869.37	1.000218	41	99
10/17/2020	0.1157%	0.000003170	\$9,262,411,869.37	1.000218	41	99
10/18/2020	0.1157%	0.000003170	\$9,262,411,869.37	1.000218	41	99
10/19/2020	0.1126%	0.000003086	\$9,281,061,769.76	1.000216	42	98
10/20/2020	0.1146%	0.000003141	\$9,278,064,210.07	1.000216	42	99
10/21/2020	0.1122%	0.000003073	\$9,258,658,579.10	1.000219	42	98
10/22/2020	0.1121%	0.000003070	\$9,203,148,686.31	1.000214	42	101
10/23/2020	0.1132%	0.000003102	\$9,224,691,997.14	1.000210	40	98
10/24/2020	0.1132%	0.000003102	\$9,224,691,997.14	1.000210	40	98
10/25/2020	0.1132%	0.000003102	\$9,224,691,997.14	1.000210	40	98
10/26/2020	0.1166%	0.000003194	\$9,172,412,986.67	1.000207	40	98
10/27/2020	0.1170%	0.000003205	\$9,150,285,949.51	1.000208	39	97
10/28/2020	0.1165%	0.000003191	\$9,146,135,188.61	1.000207	42	99
10/29/2020	0.1154%	0.000003161	\$9,137,259,896.62	1.000201	41	98
10/30/2020	0.1187%	0.000003251	\$9,083,922,054.96	1.000203	39	97
10/31/2020	0.1187%	0.000003251	\$9,083,922,054.96	1.000203	39	97
19						
Average	0.1150%	0.000003151	\$9,281,363,172.03		42	100



(continued from page 1)

Wages grew 0.1% m/m for all workers and were flat for production and non-supervisory workers. The economy has now regained 52% of the 22 million jobs lost between February and April. Although this jobs report demonstrated solid progress in a gradual recovery, the pace of progress has slowed considerably. There continue to be wide swaths of the U.S. economy, which simply cannot go back to normal in a worsening pandemic, including travel, leisure, entertainment, restaurants and bricks-and-mortar retailing. Inflation is gradually increasing but remains below the Fed’s 2% target with September headline and Core PCE at 1.4% and 1.5% year over year respectively. While low energy prices and slack in the economy continue to put downward pressure on inflation, price pressures appear stronger than what would have been expected in the wake of a downturn as severe as the 2020 recession.

The Federal Open Market Committee (FOMC) maintained the federal funds target rate at a range of 0.00%–0.25%. The Committee will also maintain its current pace of asset purchases of \$80 billion per month. It also further clarified conditions for adjusting policy rates relating to its new average inflation targeting framework: 1) inflation would need to run moderately above 2% for a period of time to compensate for periods of low inflation, and 2) longer-term inflation expectations would need to remain anchored at 2%. This means allowing inflation to run above 2% to make up for past short-falls, leaving rates close to zero for even longer than expected.

Outlook

All eyes are on the November U.S. election given the significant market and policy implications, as U.S. fiscal stimulus, taxation, regulation, and foreign affairs policies could shift. A “blue wave” or a Democratic sweep would bring higher corporate and individual taxes, but with fiscal stimulus frontloaded, it can positively boost the near-term growth outlook. A “red wave” or a Republican sweep suggests less fiscal stimulus in 2021 and less fiscal drag in 2022 with no new taxes and more market volatility due to less policy predictability. Finally, a divided government suggests less fiscal stimulus in 2021, stable inflation, elevated deficit and slower growth.

At this time, the election is too close to call as the results in a number of battleground states will take some time to be decided. However, the probability of a Democratic “blue wave” now appears to have declined as the probability for a divided government has increased.

This information is an excerpt from an economic report dated October 2020 provided to TexSTAR by JP Morgan Asset Management, Inc., the investment manager of the TexSTAR pool.

TEXSTAR BOARD MEMBERS

William Chapman	Central Texas Regional Mobility Authority	Governing Board President
Nell Lange	City of Frisco	Governing Board Vice President
Eric Cannon	City of Allen	Governing Board Treasurer
David Medanich	Hilltop Securities	Governing Board Secretary
Jennifer Novak	J.P. Morgan Asset Management	Governing Board Asst. Sec./Treas
Monte Mercer	North Central TX Council of Government	Advisory Board
Becky Brooks	City of Grand Prairie	Advisory Board
David Pate	Richardson ISD	Advisory Board
James Mauldin	DFW Airport/Non-Participant	Advisory Board
Sandra Newby	Tarrant Regional Water Dist/Non-Participant	Advisory Board
Ron Whitehead	Qualified Non-Participant	Advisory Board

The material provided to TexSTAR from J.P. Morgan Asset Management, Inc., the investment manager of the TexSTAR pool, is for informational and educational purposes only, as of the date of writing and may change at any time based on market or other conditions and may not come to pass. While we believe the information presented is reliable, we cannot guarantee its accuracy. HilltopSecurities is a wholly owned subsidiary of Hilltop Holdings, Inc. (NYSE: HTH) located at 1201 Elm Street, Suite 3500, Dallas, Texas 75270, (214) 859-1800. Member NYSE/FINRA/SIPC. Past performance is no guarantee of future results. Investment Management Services are offered through J.P. Morgan Asset Management Inc. and/or its affiliates. Marketing and Enrollment duties are offered through HilltopSecurities and/or its affiliates. HilltopSecurities and J.P. Morgan Asset Management Inc. are separate entities.





CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #10

Executive Director Board Report

Strategic Plan Relevance: Regional Mobility
Department: Executive
Contact: Mike Heiligenstein, Executive Director
Associated Costs: N/A
Funding Source: N/A
Action Requested: Briefing and Board Discussion Only

Executive Director Board Report

- A. 183 South (Bergstrom Expressway) Project Opening
- B. Barton Skyway Ramp Relief Project Update
- C. 183 North Project Procurement Update

Backup Provided: 183 North Procurement Timeline



183 North Mobility Project Timeline

■ Procurement & Contractor Selection ■ Contract Negotiation ■ Design and Construction



- Updating tolling model to between a hybrid time of day/dynamic pricing model
- Output of tolling model available mid-January
- Investment Grade report available mid-February
- The increased history should result in better market acceptance
- A targeted Late March/early April time frame for market access



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #11

Executive Session

Executive Session:

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).



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #12

Executive Session

Executive Session:

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).



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #13

Executive Session

Executive Session:

Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects, as authorized by §551.071 (Consultation with Attorney).



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #14

Executive Session

Executive Session:

Discuss personnel matters as authorized by §551.074 (Personnel Matters).



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #15

Authorize negotiation and execution of a contract to purchase the following described parcel or property interest for the 183A Phase III Project

Strategic Plan Relevance:	Regional Mobility
Department:	Engineering
Contact:	Mike Sexton, P.E., Acting Director of Engineering / Geoff Petrov, General Counsel
Associated Costs:	\$9,000.00
Funding Source:	Project Funds
Action Requested:	Consider and act on draft resolution

Summary:

The Mobility Authority must acquire certain parcels, utility easements and/or related property interests ("Property") from real estate that abuts or is near the existing 183A Phase III Project right-of-way.

Each owner of a parcel or property interest identified has received an official written offer to purchase the Property for an amount determined by an independent, professional appraiser. The Mobility Authority or its agent is required to pay no less than the offer made for the Property.

The parcel for your consideration and action at this meeting is:

Parcel 2E of the 183A Phase III Project, a permanent easement fee consisting of three parts totaling 1,771 square feet of real estate, **owned by C. Craig Carlton & Curtis Griffin**, and located at Hwy 183, Leander, TX 78641.

Backup provided: To be provided at the meeting.



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

December 16, 2020
AGENDA ITEM #16

Adjourn Board Meeting

Strategic Plan Relevance: Regional Mobility/Economic Vitality/ Sustainability
Department: Executive
Contact: Mike Heiligenstein, Executive Director
Associated Costs: N/A
Funding Source: N/A
Action Requested: Discussion only

Summary:

Adjourn Board Meeting.