



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

REGULAR MEETING OF THE

BOARD OF DIRECTORS

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

March 29, 2023



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #1

Bobby Jenkins
Chairman

Welcome and opportunity for public comment



AGENDA

ITEM #2A-C

José Hernández
Chief Financial Officer

Audit Committee Meeting

- A. Audit Committee meeting called to order by Committee Chairman Singleton
- B. Authorize the engagement of RSM US, LLP to provide independent auditing services
- C. Adjourn Audit Committee



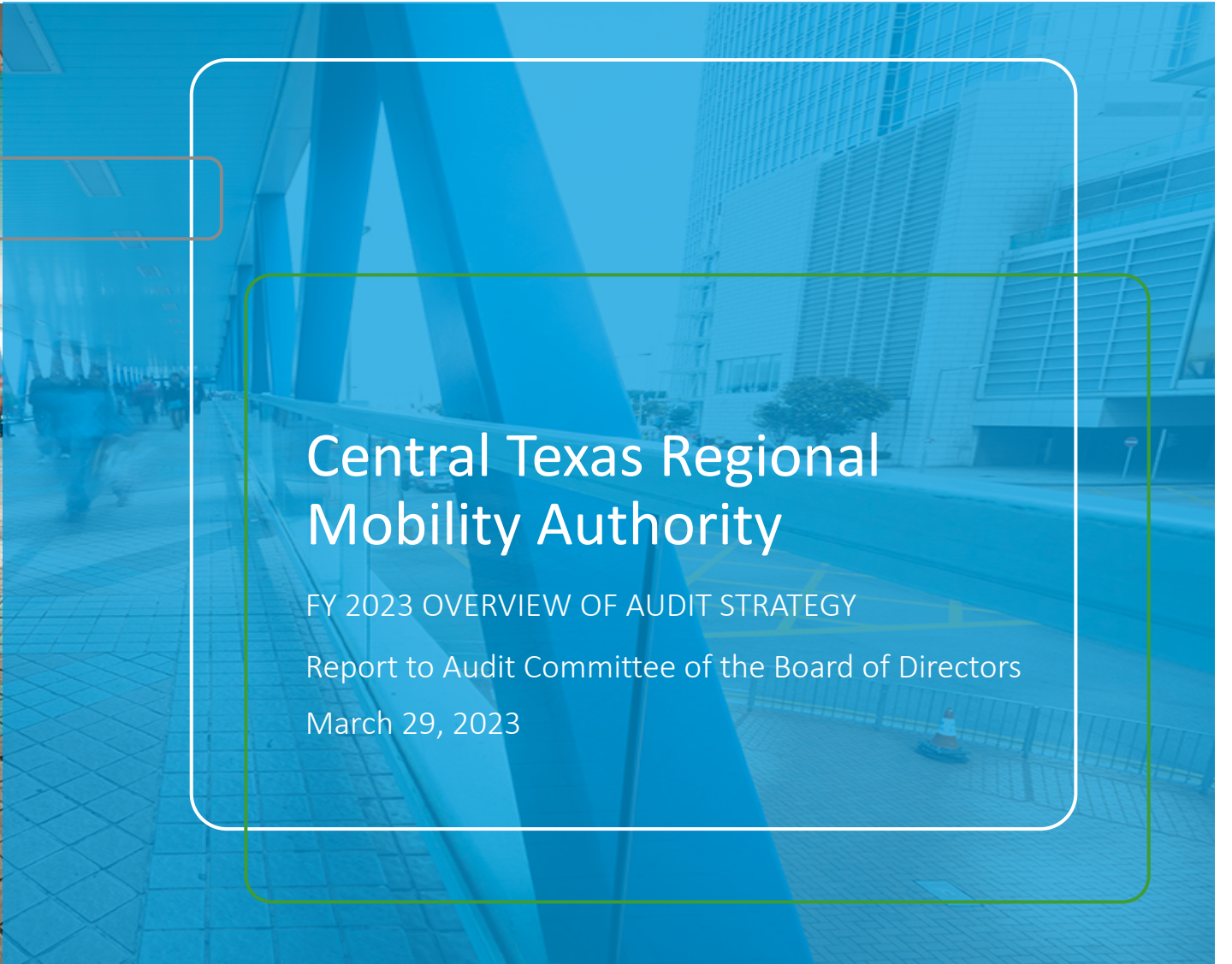
AGENDA

ITEM #2A-C

José Hernández
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Central Texas Regional Mobility Authority

FY 2023 OVERVIEW OF AUDIT STRATEGY

Report to Audit Committee of the Board of Directors

March 29, 2023



Audit Committee of the Board of Directors

Central Texas Regional Mobility Authority

We are pleased to present this report covering the planned scope and timing of our audit of Central Texas Regional Mobility Authority's (the Authority) June 30, 2023, financial statements (hereafter, "financial statements").

This report is designed to help you understand our audit approach, including the importance of communication, our emphasis on understanding how your business functions, and our incorporation of concepts like materiality, internal control and risk assessment into tailoring audit procedures to the unique aspects of your business.

It will be our pleasure to respond to any questions you have about this report. We appreciate the opportunity to be of service to the Authority.

This report is intended solely for the information and use of the board of directors and management, and is not intended to be, and should not be, used by anyone other than these specified parties.



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SUMMARY OF KEY PLANNING AREAS

We will take an unbiased, risk-based approach in designing audit procedures. The nature, timing and extent of procedures performed will be consistent with our risk assessments and our audit approach.

Audit Timeline

Preliminary audit work will take place April through June 2023. Procedures included updating our understanding of the entity, walkthroughs of transaction cycles and preliminary analytical review procedures.

We have scheduled year-end field work for the week of August 7, 2023.

For additional details, refer to *Timing of the Audit* on page 11.

Emphasis Areas

Key areas of focus during this period's audit include those deemed to be significant risks, which are found on page 10.

We plan to use the work of subject matter experts and valuation specialists in testing pension asset.

We anticipate that the following areas will represent significant changes in audit emphasis from the prior period:

- Implementation of GASB 96, Subscription based information technology arrangements.
- Implementation of the new data platform for tolling operations.



UNDERSTAND
THE CLIENT



RISK
ASSESSMENT



FURTHER AUDIT
PROCEDURES



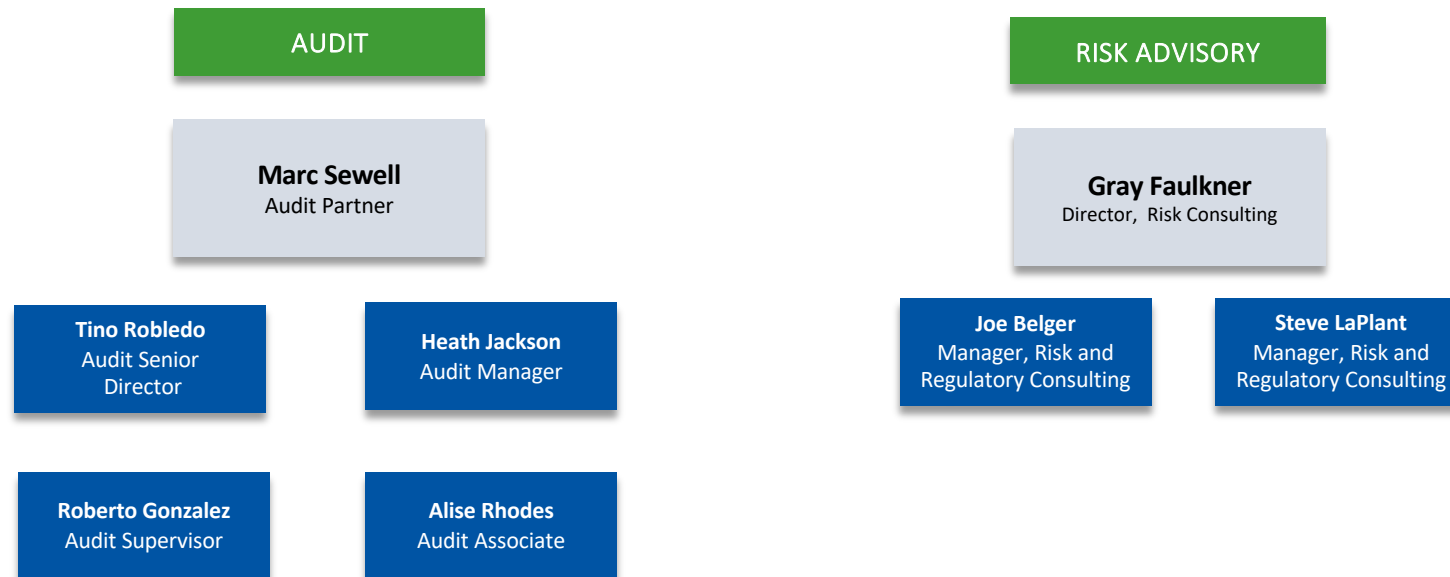
EVALUATION



DELIVERY

Engagement Team

Our team approach emphasizes assigning professionals with the right level of experience for each aspect of the engagement. The chart below depicts how the engagement team is organized. Marc Sewell serves as the engagement leader, and Tino Robledo, the senior director, is your main point of contact.



Communication

Effective two-way communication between our firm and the audit committee is important to understanding matters related to the audit and developing a constructive working relationship.

Your insights may assist us in understanding the Authority and its environment, identifying appropriate sources of audit evidence and providing information about specific transactions or events.

We expect that you:

- Timely communicate to us any matters you consider relevant to the audit, which might include:
 - Strategic decisions that may significantly affect the nature, timing and extent of audit procedures.
 - Your suspicion or detection of fraud, or any concerns you may have about the integrity or competence of senior management.

Audit committee's responsibilities



Our responsibilities



We will:

- Discuss with you your oversight of the effectiveness of internal control and any areas where you request additional procedures to be undertaken.
- Timely communicate to you any instances of the following that are identified during the audit:
 - Fraud involving senior management and other fraud that causes a material misstatement of the financial statements.
 - Noncompliance with laws and regulations (unless they are clearly inconsequential)
 - Disagreements with management and other serious difficulties encountered in performing the audit.
- Communicate the following matters to you:
 - Significant deficiencies or material weaknesses in internal control that become known to us during the audit.
 - Significant unusual transactions, matters that are difficult or contentious for which we consulted outside the engagement team, and circumstances that affect the form and content of the auditor's report.
 - Other matters arising from the audit that are, in our professional judgment, significant and relevant to you in your oversight of the financial reporting process.

Independence

Shared Responsibilities: AICPA Independence

The AICPA regularly emphasizes that auditor independence is a **joint responsibility** and is managed most effectively when management, audit committees, and audit firms work together in considering compliance with AICPA and Governmental Accountability Office (GAO) independence rules. For RSM to fulfill its professional responsibility to maintain and monitor independence, management, the audit committee, and RSM each play an important role.

Our responsibilities



- AICPA and GAO rules require independence both of mind and in appearance when providing audit and other attestation services. RSM is to ensure that the AICPA and GAO's General Requirements for performing nonattest services are adhered to and included in all letters of engagement.
- Maintain a system of quality control over compliance with independence rules and firm policies.

The Authority's responsibilities



- Timely inform RSM, before the effective date of transactions or other business changes, of the following:
 - New affiliates, directors, officers, or person in financial reporting oversight roles.
 - New beneficial owners of the Authority's equity securities that have significant influence.
 - Change in corporate structure impacting affiliates such as add-on acquisitions or exits.
- Provide necessary affiliate information such as new or updated investment structure charts, as well as financial information required to perform materiality calculations needed for making affiliate determinations.
- Understand and conclude on the permissibility, prior to the Authority and its affiliates, officers, directors, or persons in a decision-making capacity, engaging in business relationships with RSM.
- Not entering into relationships resulting in RSM, RSM covered persons or their close family members, temporarily or permanently acting as an officer, director, or person in an accounting or financial reporting oversight role at the Authority.

Overall Audit Strategy

Our Independence Policies and Procedures

Our independence policies and procedures are designed to provide reasonable assurance that our firm and its personnel comply with applicable professional independence standards. Our policies address financial interests, business and family relationships, and nonaudit services that may be thought to bear on independence. For example:

- Our partners and professional employees are restricted in their ability to own a direct financial interest or a material indirect financial interest in a client or any affiliate of a client.
- If an immediate family member or close relative of a partner or professional employee is employed by a client in a key position, the incident must be reported and resolved in accordance with firm policy.
- Our policies prohibit us from providing certain nonattest services and require audit clients to accept certain responsibilities in connection with the provision of permitted nonattest services.

The Audit Planning Process

Our audit approach places a strong emphasis on obtaining an understanding of how your entity functions, which enables us to identify key audit components and tailor our procedures to the unique aspects of your entity.

- **Understand the entity.** The development of our audit plan begins by meeting with you and with management to obtain an understanding of the Authority's objectives, strategies, risks and performance.
- **Materiality.** We obtain an understanding of the users of the financial statements in order to establish an overall materiality level for audit purposes.
- **Internal control.** As part of obtaining an understanding of your entity and its environment, we obtain an understanding of your system of internal control.
- **Risk assessment.** We use this understanding of your entity, its environment, and its internal control to identify risks of material misstatement, which provides us with a basis for designing and implementing responses to the assessed risks of material misstatement.
- **Discussions among the engagement team.** We conduct formal discussions among engagement team members to consider how and where your financial statements might be susceptible to material misstatement due to fraud or error.

Materiality and Internal Control

The Concept of Materiality in Planning and Executing the Audit

We apply the concept of materiality in planning and performing the audit; evaluating the effect of identified misstatements on the audit and the effect of uncorrected misstatements, if any, on the financial statements; and forming the opinion in our report in the following ways:

- **Professional judgment.** Our determination of materiality is a matter of professional judgment and is affected by our perception of the financial information needs of users of the financial statements.
- **Overall materiality.** We establish an overall materiality for audit purposes.
- **Performance materiality.** We establish performance materiality at an amount less than materiality for the financial statements as a whole to allow for the risk of misstatements that may not be detected by the audit.
 - We use performance materiality for purposes of assessing the risks of material misstatement and determining the nature, timing and extent of further audit procedures.
- **Quantitative and qualitative considerations.** Our assessment of materiality throughout the audit will be based on both quantitative and qualitative considerations.
 - Because of the interaction of quantitative and qualitative considerations, misstatements of a relatively small amount could have a material effect on the current financial statements as well as financial statements of future periods.
- **Accumulation of misstatements.** We will accumulate misstatements identified during the audit, other than those that are clearly trivial.
 - At the end of the audit, we will inform you of all individual uncorrected misstatements aggregated by us in connection with our evaluation of our audit test results.

Our Approach to Internal Control Relevant to the Audit

Our audit of the financial statements will include obtaining an understanding of internal control sufficient to plan the audit and determine the nature, timing and extent of audit procedures to be performed. A financial statement audit is not designed to provide assurance on internal control or identify significant deficiencies or material weaknesses. Our review and understanding of the Authority's internal control is not undertaken for the purpose of expressing an opinion on the effectiveness of internal control.

Significant Risks of Material Misstatement

Our audit of the financial statements includes the performance of risk assessment procedures in order to identify risks of material misstatement, whether due to fraud or error. As part of these risk assessment procedures, we determine whether any risks identified are a significant risk. As part of our initial risk assessment procedures, we identified the following risks as significant risks. Additional significant risks may be identified as we perform additional audit procedures.

Risk Name	Risk Description	Planned Response
Management override of controls	Risk of fraud and material misstatement due to management override of controls.	RSM US LLP will update our understanding of the internal controls environment over financial reporting, and processing of journal entries. We will design procedures for the testing of journal entries and other adjustments; test the general ledger for completeness, perform inquiries about the risk of fraud.
Fraudulent revenue recognition	The risk that revenue could be fraudulently recorded, resulting in material misstatement.	RSM US LLP will design procedures to address the revenue recognition process which will include test of details combined with analytical procedures over revenue.
Data platform and revenue recognition	The risk that revenue may be incomplete or not accurate resulting in material misstatement.	RSM US LLP will design procedures to address the revenue recognition process which will include IT general control test and application controls combined with substantive procedures over revenue.
GASB Statement No. 96, Subscription-Based Information Technology Arrangements	The risk that right to use assets and related liabilities is incomplete or not accurately stated.	RSM US LLP will design procedures to address the completeness and accuracy of the inventory and related values of contracts that conveys control of the right to use IT software.

“**Significant risk:** An identified risk of material misstatement:

- i. For which the assessment of inherent risk is close to the upper end of the spectrum of inherent risk due to the degree to which inherent risk factors affect the combination of the **likelihood** of a misstatement occurring and the **magnitude** of the potential misstatement should that misstatement occur; or
- ii. That is to be treated as a significant risk in accordance with auditing standards generally accepted in the United States of America.”

Timing of the Audit

The schedule below outlines the expected timing of the audit. Management's adherence to its closing schedule and timely completion of information used by us in performance of the audit is essential to timely completion of the audit.

April	Audit prep work
May	Preliminary audit work (week of May 29)
June	Preliminary audit work (weeks of June 5 and 12)
----- June 30, 2023 -----	
July	
Aug	Field work (weeks of August 7, 14, 20 and 27)
Sept	Wrap-up and reporting (September 4 and 11)



RSM CONTACTS

Marc Sewell

Partner
Audit Services
+1 210 253 1506
marc.sewell@rsmus.com

Tino Robledo

Senior Director
Audit Services
Tino.robledo@rsmus.com

Joel Perez

Relationship Partner
Consulting Services
joel.perez@rsmus.com

Heath Jackson

Manager
Audit Services
heath.jackson@rsmus.com



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AGENDA

ITEM #2A-C

José Hernández
Chief Financial Officer

Audit Committee Meeting

- A. Audit Committee meeting called to order by Committee Chairman Singleton
- B. Authorize the engagement of RSM US, LLP to provide independent auditing services
- C. Adjourn Audit Committee



CONSENT AGENDA ITEMS #3-4

Bobby Jenkins
Chairman

3. Approve the minutes from the January 25, 2023 Regular Board Meeting.
4. Prohibit the operation of certain vehicles on Mobility Authority toll facilities pursuant to the Habitual Violator Program.



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #4

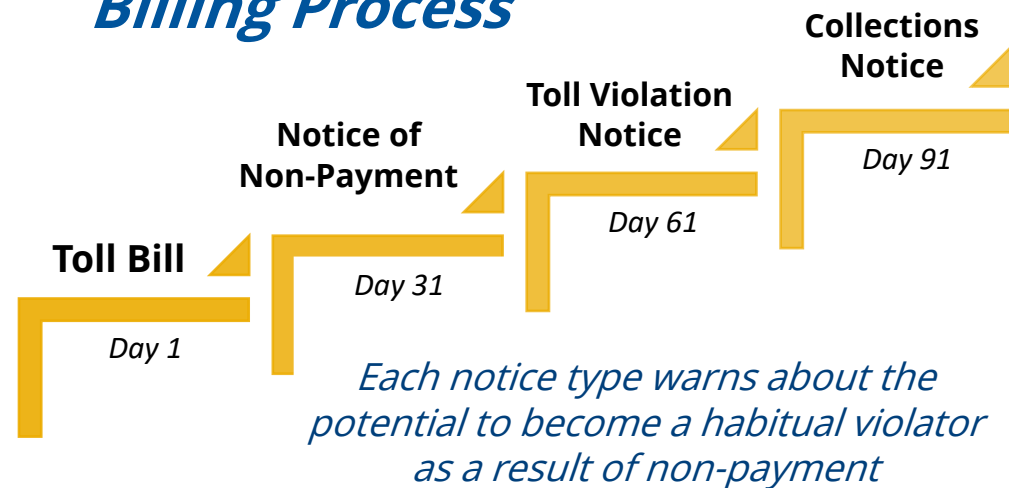
Tracie Brown
Director of Operations

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

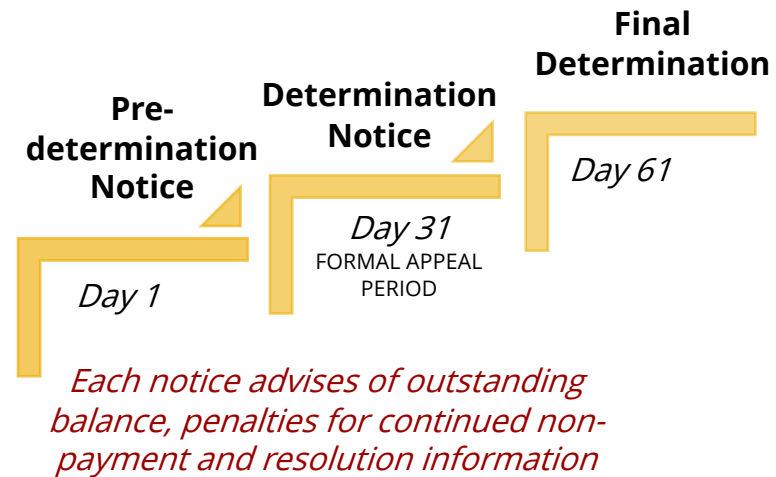
ESCALATING COMMUNICATIONS



Pay By Mail Billing Process



Habitual Violator Process



OUTCOMES

- 1. Vehicle Registration Renewal Block*
- 2. Notice of Vehicle Prohibition*
- 3. On-road Enforcement*





Section 301.010(d-f): Customer Service & Violation Enforcement Policies

- Customers with 100 or more events non-payment within a period of one year and who have received at least two written notices of non-payment may be considered habitual violators. An event of non-payment is considered to be one unpaid toll transaction.
- Following a final determination that a registered owner with at least 100 unpaid toll violations within a year is a habitual violator, the authority may report a vehicle owned or leased by a person determined to be a habitual violator to a county tax assessor-collector or the Texas Department of Motor Vehicles in order to cause the denial of a vehicle registration.
- By order of its Board of Directors, ***the authority may prohibit the operation of a motor vehicle owned or leased by a person determined to be a habitual violator on all authority toll roads. Vehicles that continue to operate on a toll road after the prohibition are subject to ticketing and impounding.***



- **Approve a *Vehicle Prohibition Order* for the identified habitual violator customers**
 - » Number of prohibited vehicles: **641**
 - » Total number of related unpaid tolls: **519,480**
 - Average number of outstanding tolls per vehicle: **1,614**
 - Average unpaid balance: **\$1,316**
- **Next Steps**
 - » Customers will receive *Prohibition Order* by mail
 - » Customers found to be in violation of prohibition are subject to warning, citation with up to \$500 fine and/or vehicle impoundment

RECOMMENDATION



- Staff recommends the Board approve the prohibition of certain vehicles on Mobility Authority toll facilities pursuant to the Habitual Violator Program



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

REGULAR ITEMS

COLLABORATION



INNOVATION



SERVICE



SAFETY



STEWARDSHIP



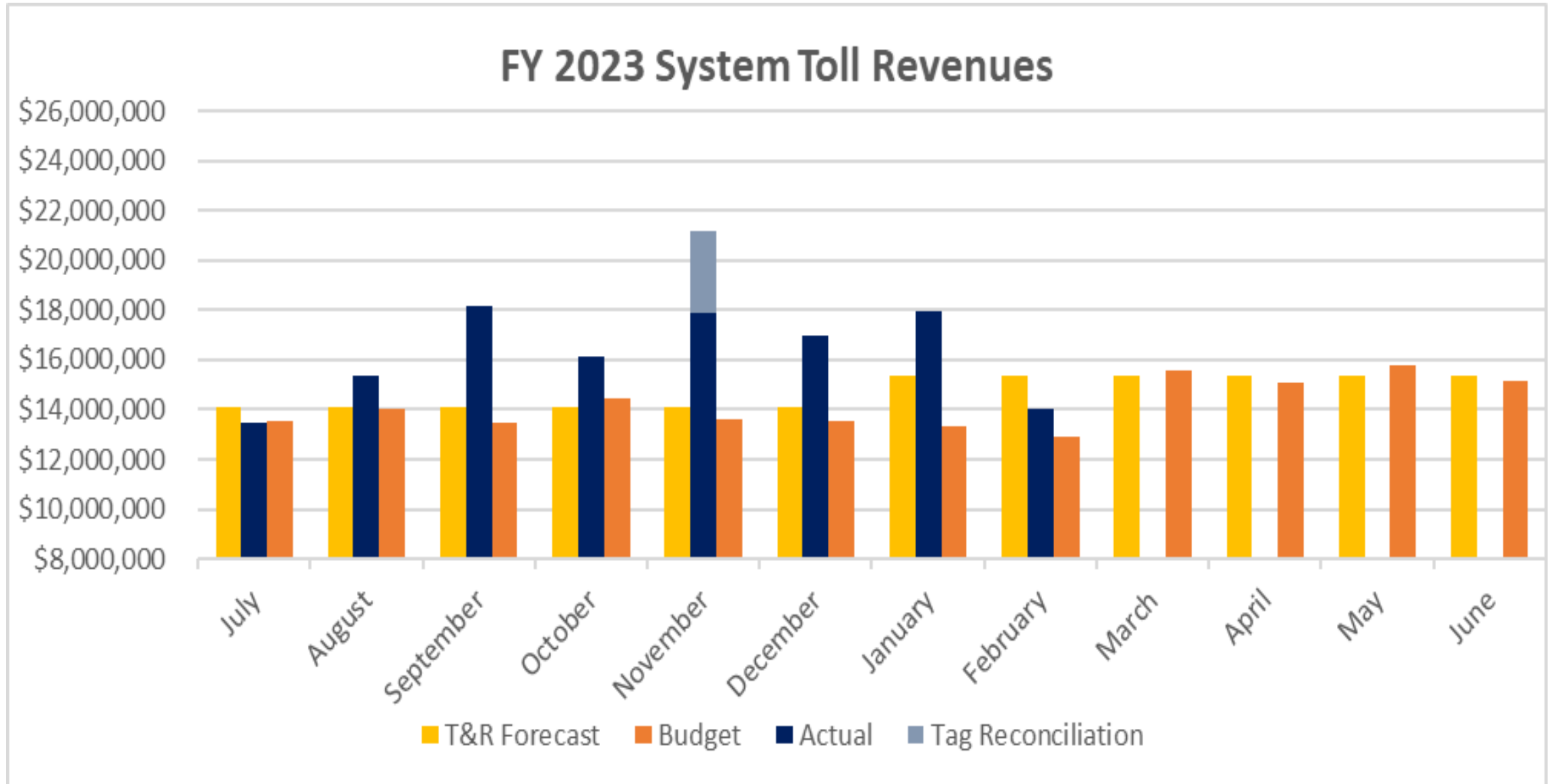
CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

AGENDA ITEM #5

José Hernández
Chief Financial Officer

Accept the financial statements for January 2023 and February 2023

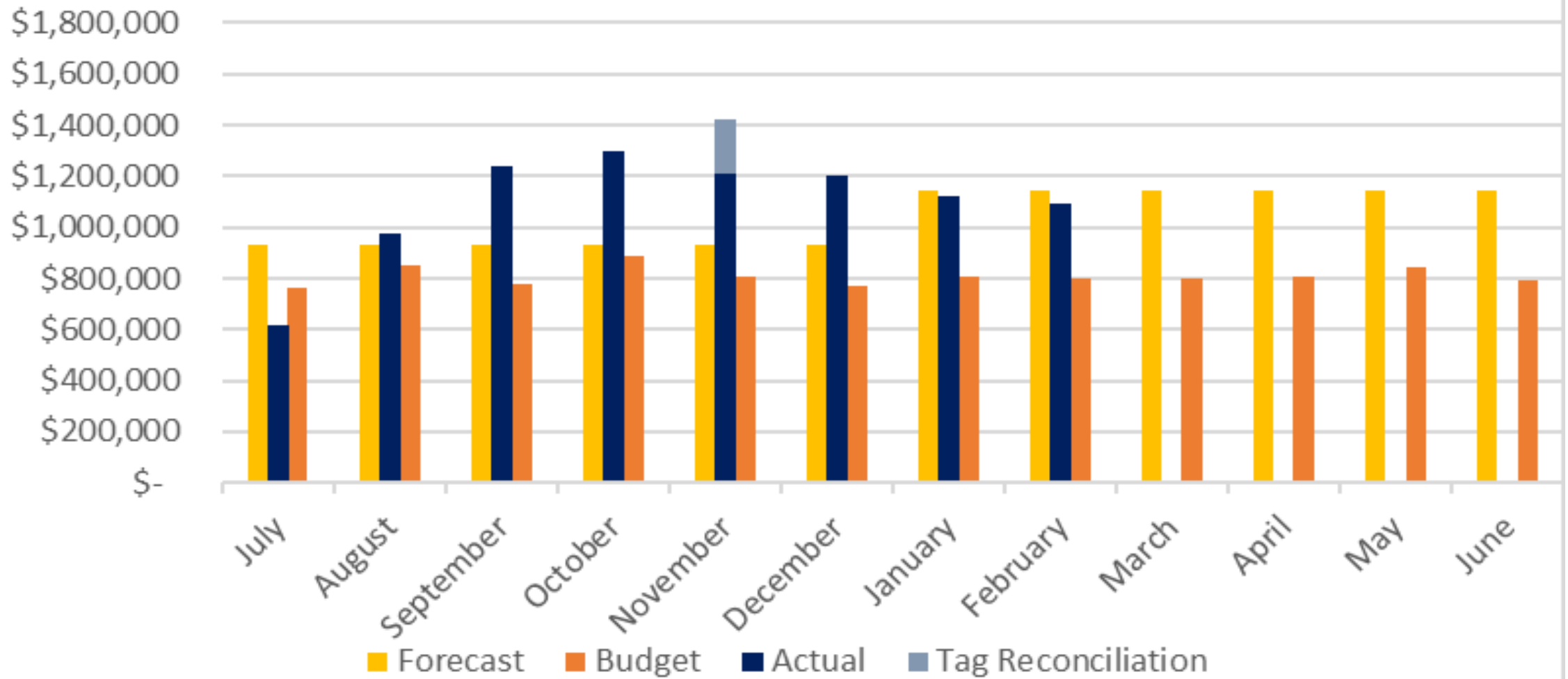
February 2023 System Toll Revenues



February 2023 MoPac Toll Revenues



FY 2023 MoPac Toll Revenues



February 2023 YTD Performance – All Funds



- Revenues
 - » **Toll revenues ahead of budgeted amounts to date – 78.9% of annual budget collected through February (66.7% of year elapsed)**
 - Tag revenues – \$91MM (76%)
 - Video tolls – \$42.6MM (91%)
 - Fee revenue - \$8.6MM (62%)
 - » **Interest income performance – \$19.7MM actual vs. \$3.2MM budget**
 - » **\$162.2MM total revenue collected through February – 87.7% of budget**
- Expenses
 - » **Operating expenses on track with budgeted amounts to date**
 - Administrative – 47.2% of annual budget expended
 - Operations and Maintenance – 55.1% of annual budget expended
 - » **Non-operating expenses (bond interest) also in line with budget – 61.5%**



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

BRIEFINGS & REPORTS

COLLABORATION



INNOVATION



SERVICE



SAFETY



STEWARDSHIP



AGENDA ITEM #6A-C

James Bass
Executive Director

Executive Director Report

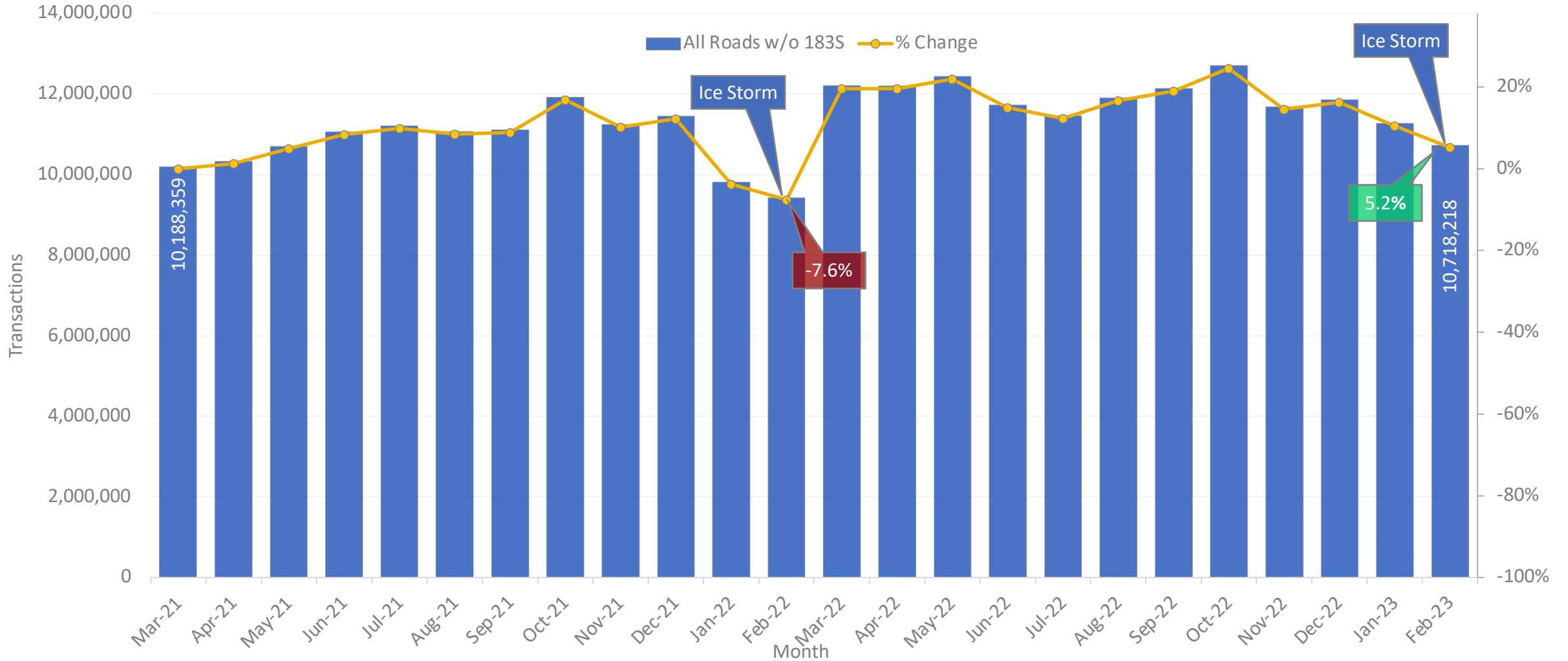
- A. Agency performance metrics
 - I. Roadway performance
 - II. Call center performance
- B. MoPac South update
- C. FY 2024 budget process

Monthly Transaction Trend

(All Roads w/o 183 South)



Percent Change (Over Last 24 Months)

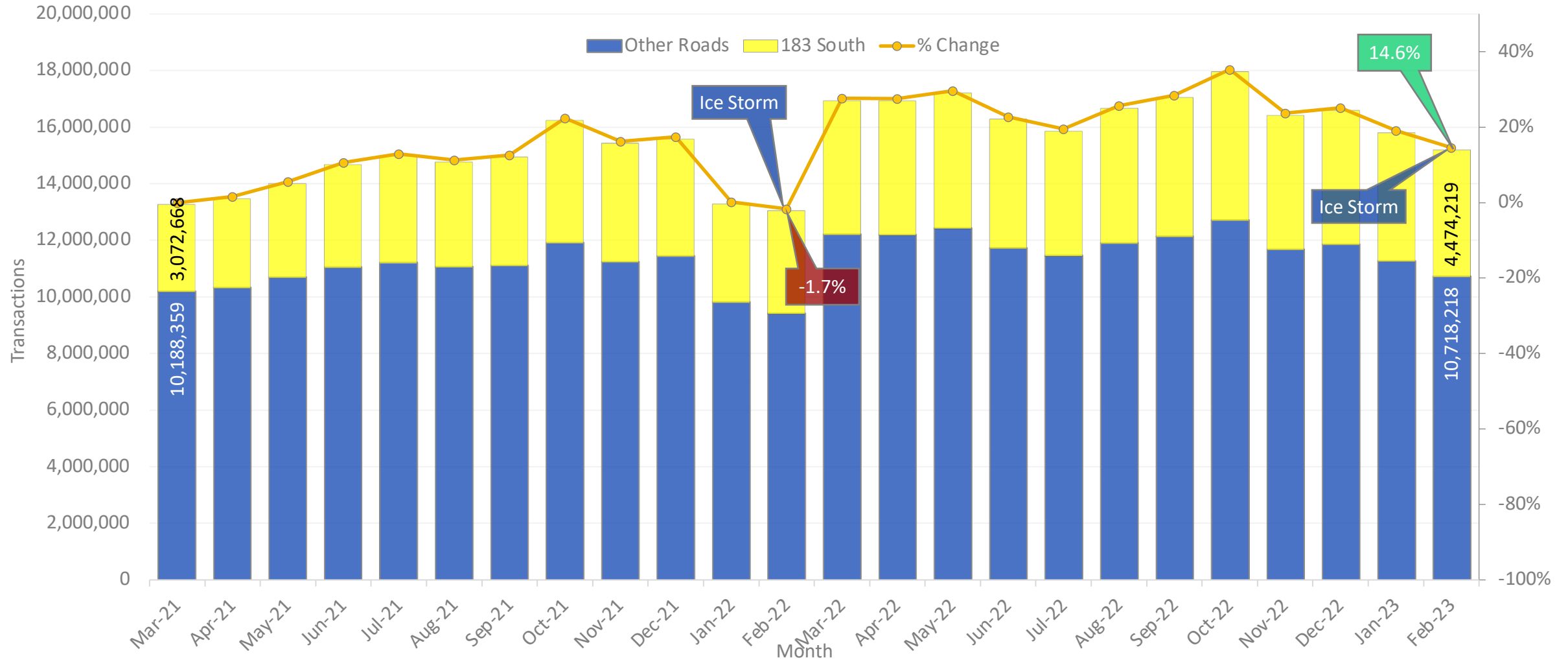


Monthly Transaction Trend

(All Roads)

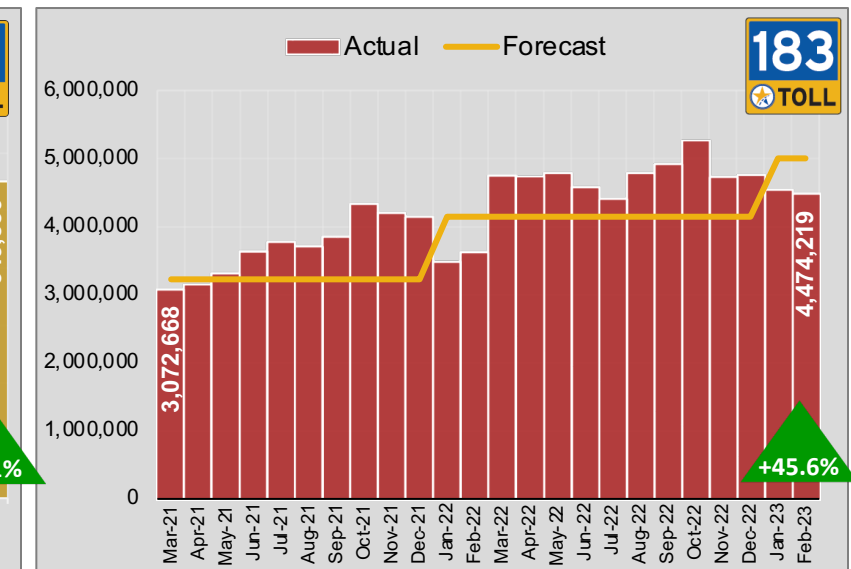
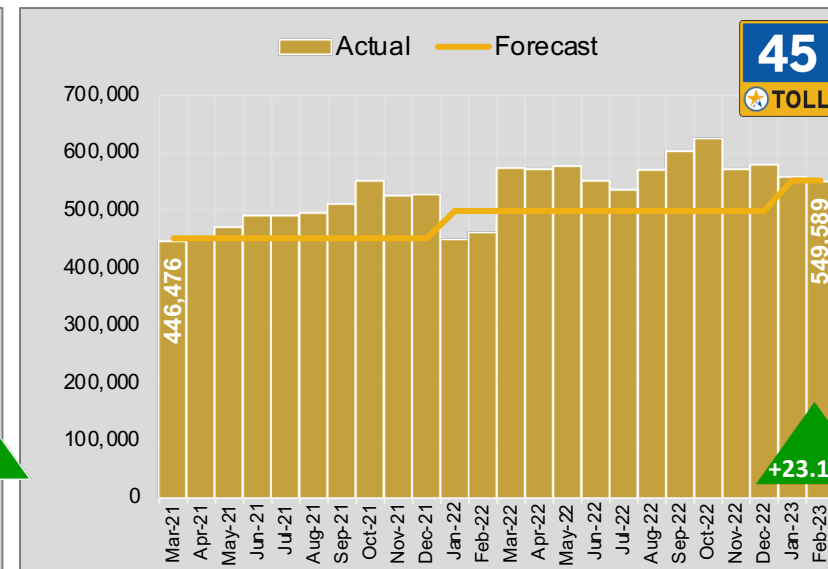
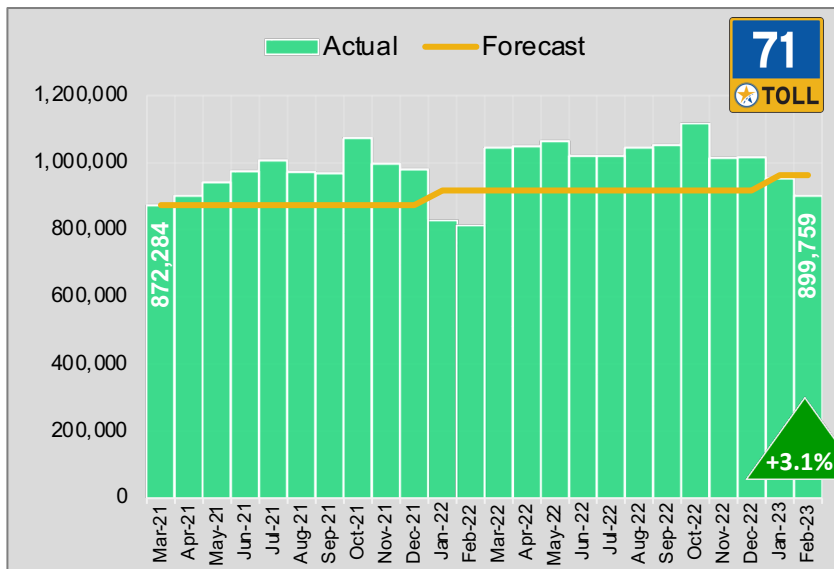
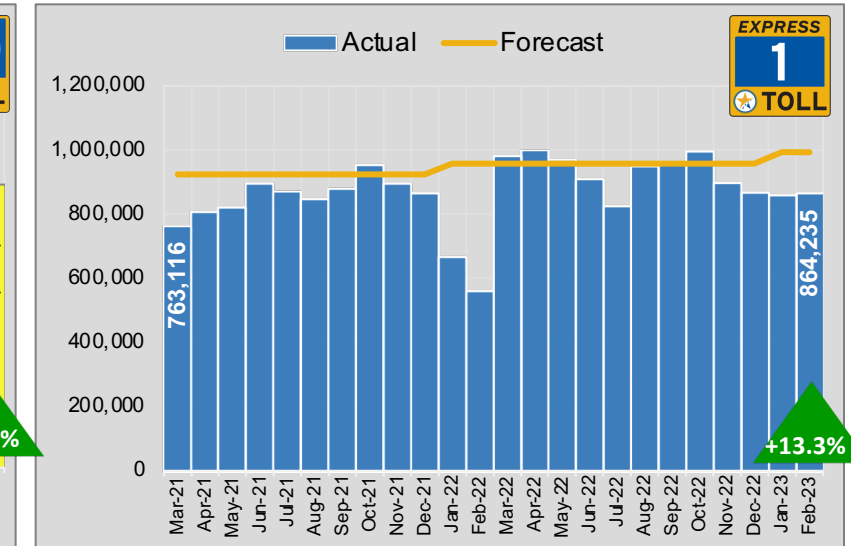
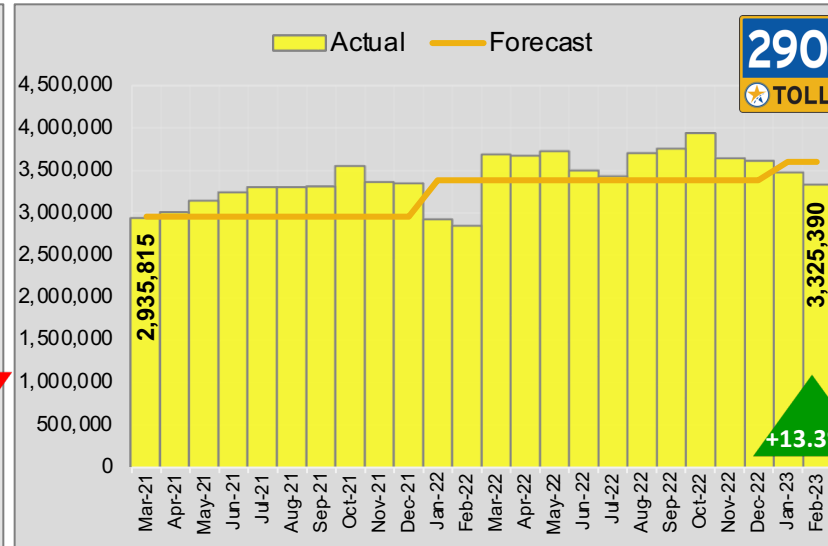
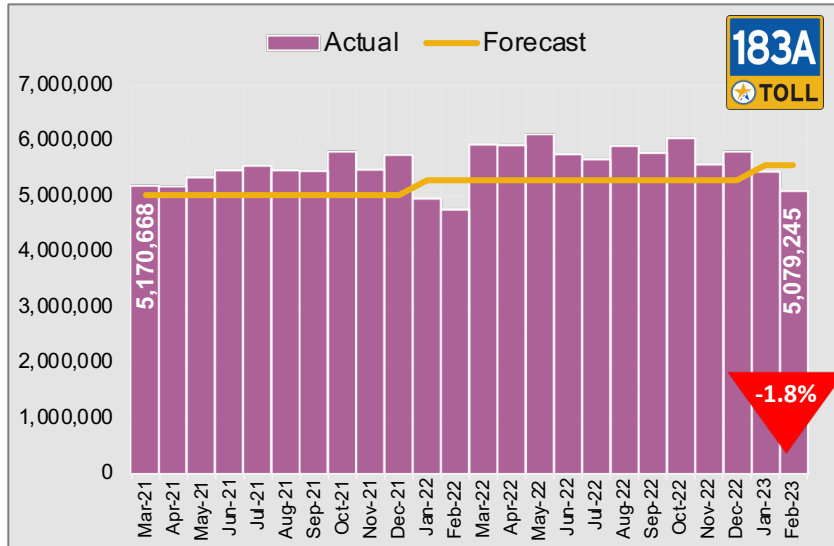


Percent Change (Over Last 24 Months)



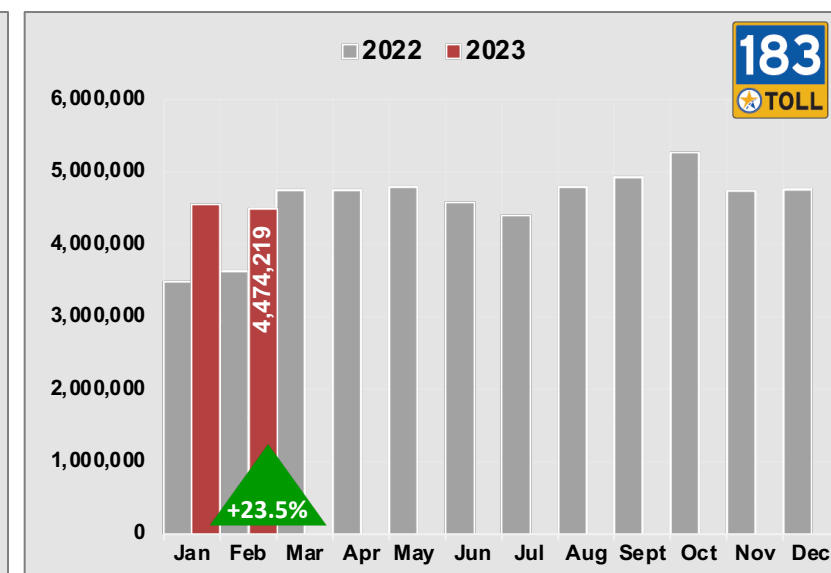
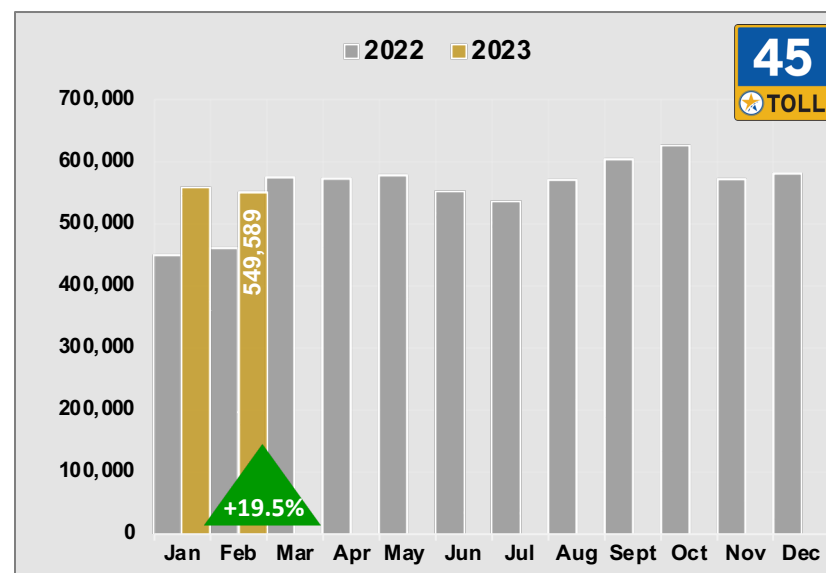
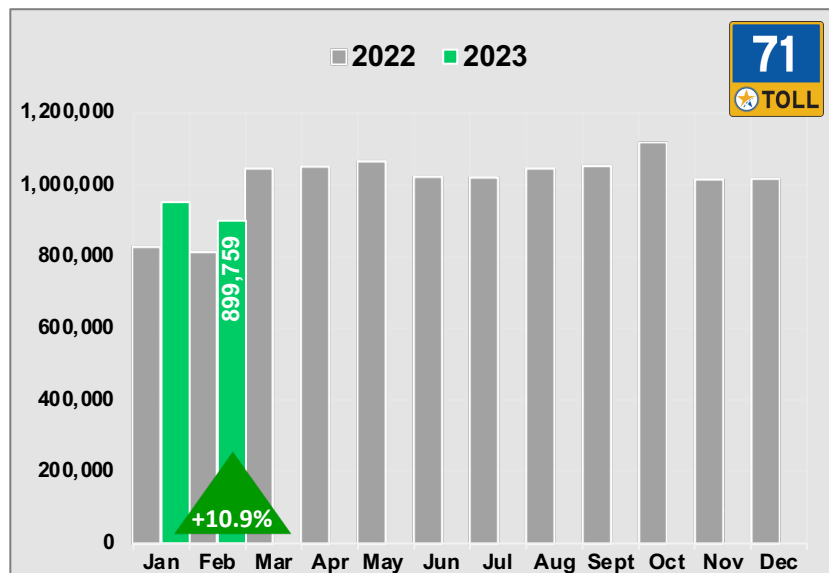
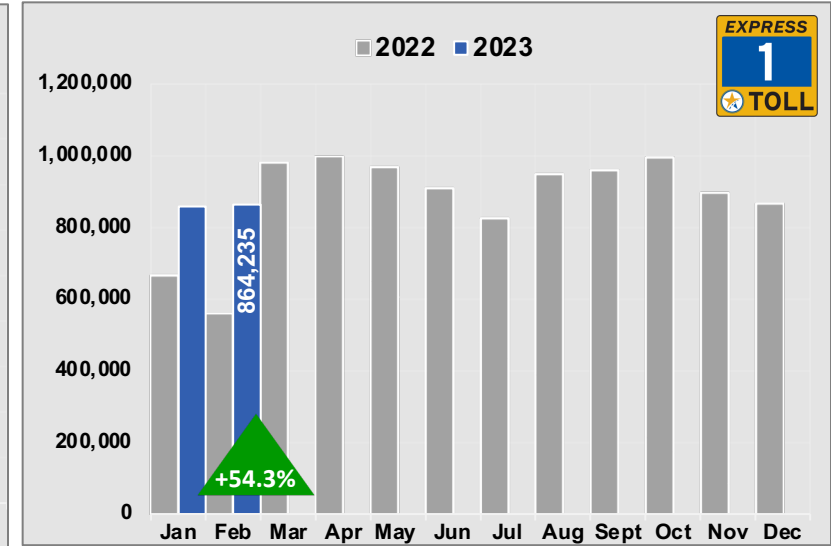
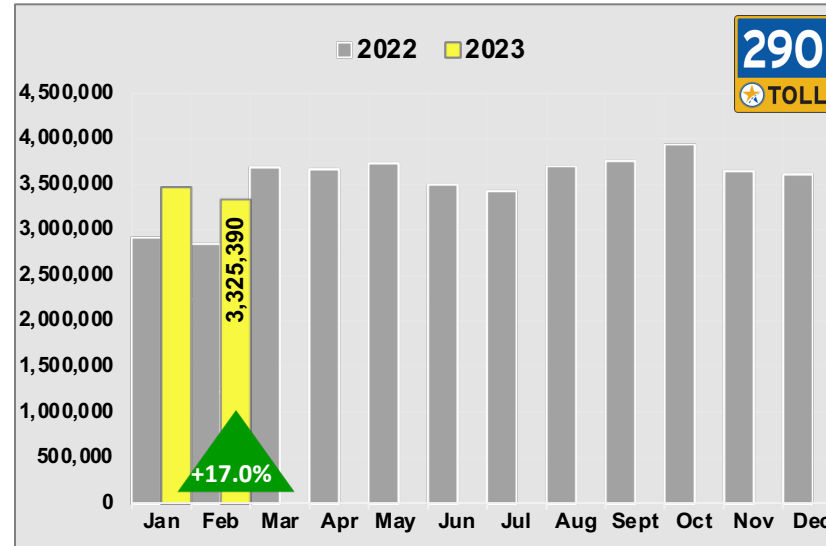
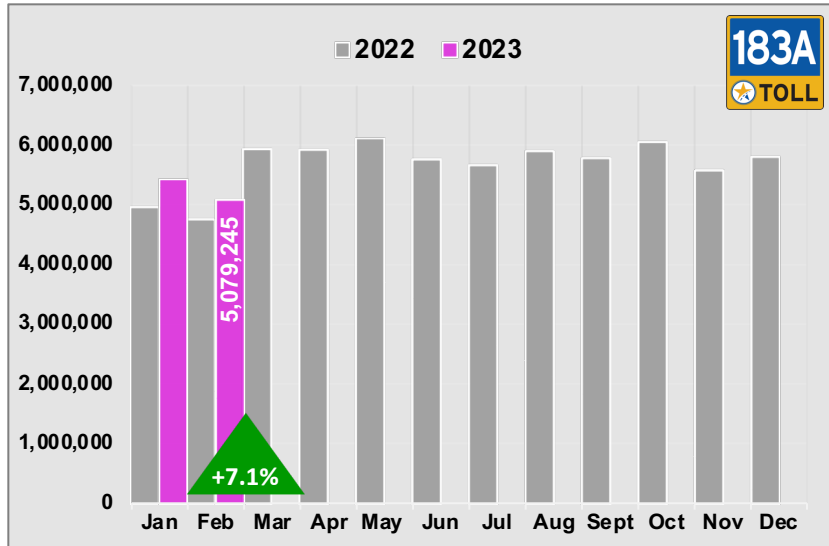
Monthly Transaction Trend by Roadway

(Percent Change Over Last 24 Months)



Monthly Transaction Trend by Roadway

(Percent Change Over February 2022)





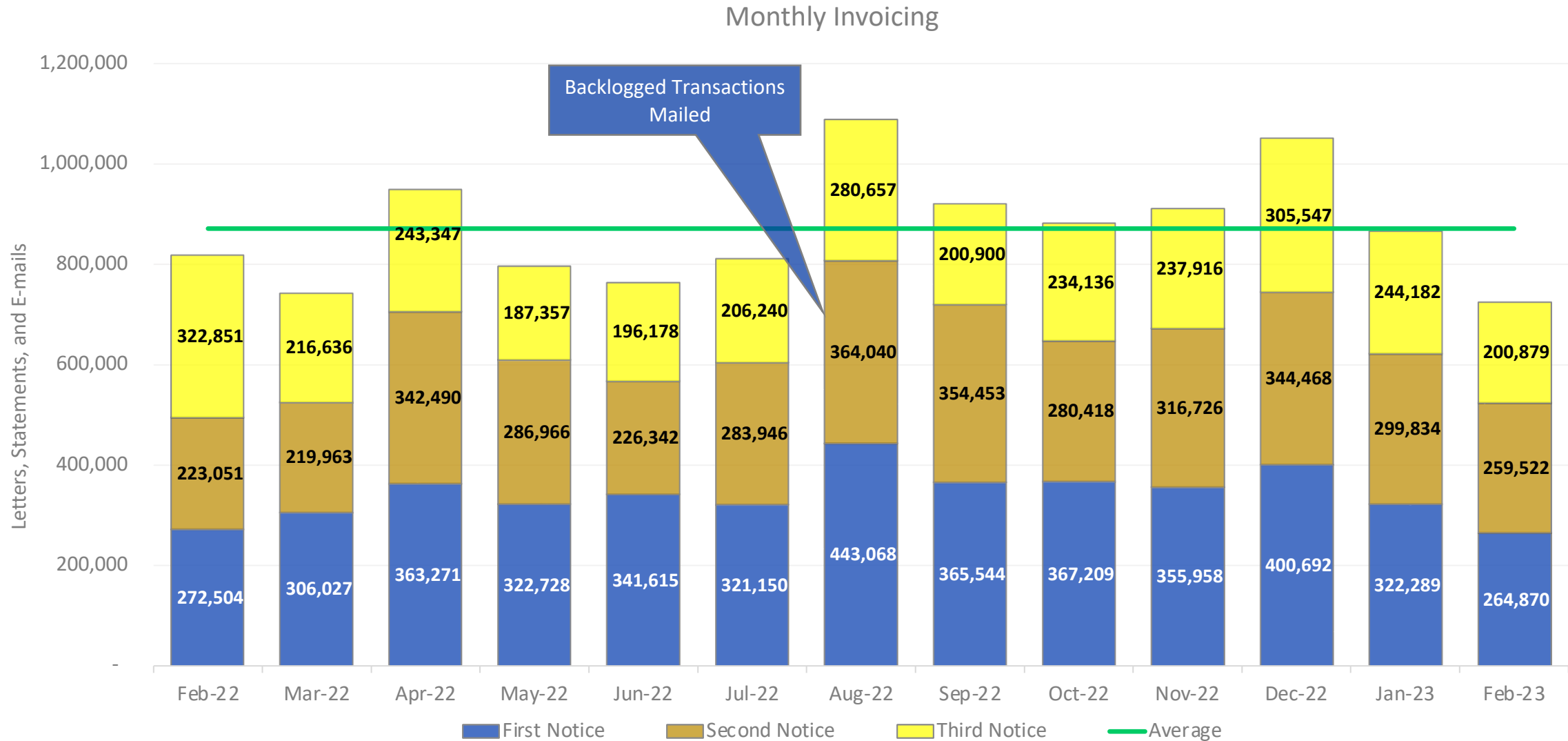
AGENDA ITEM #6A-C

James Bass
Executive Director

Executive Director Report

- A. Agency performance metrics
 - I. Roadway performance
 - II. Call center performance
- B. MoPac South update
- C. FY 2024 budget process

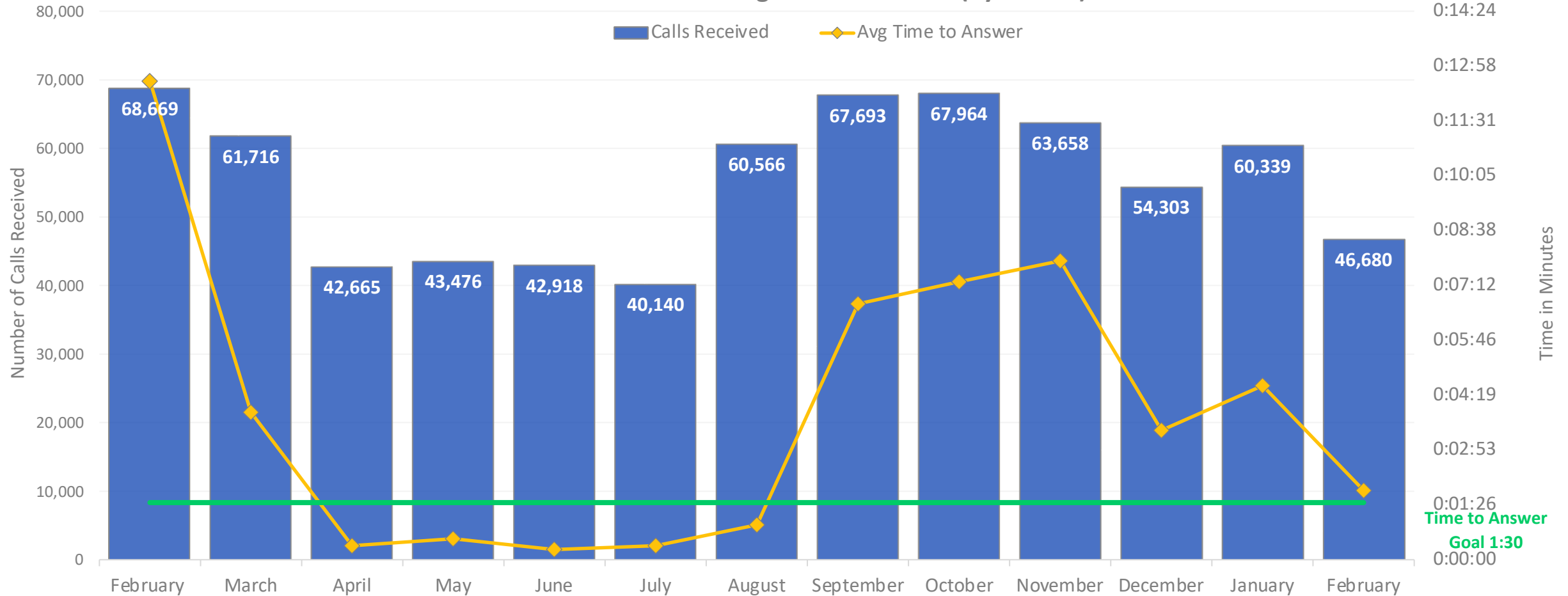
CTRMA Invoicing Trends



Call Center Performance (Past Year)



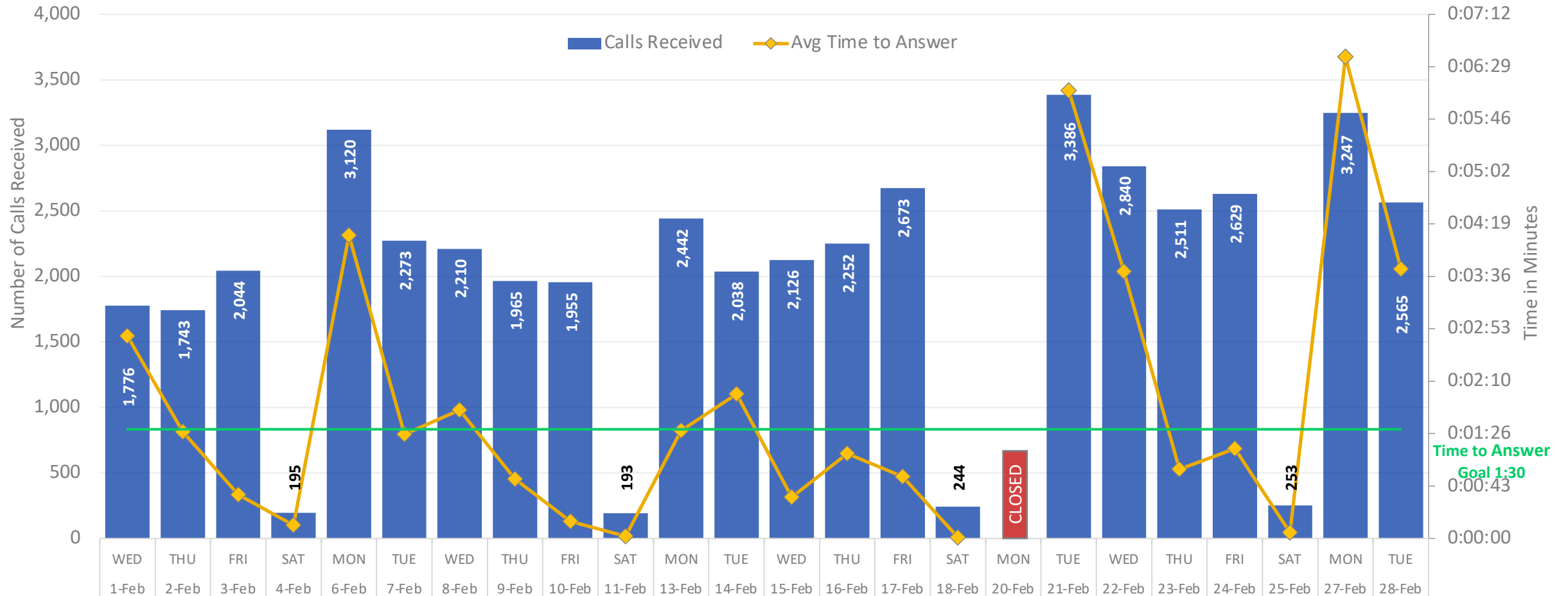
Calls Received versus Avg Time to Answer (by Month)



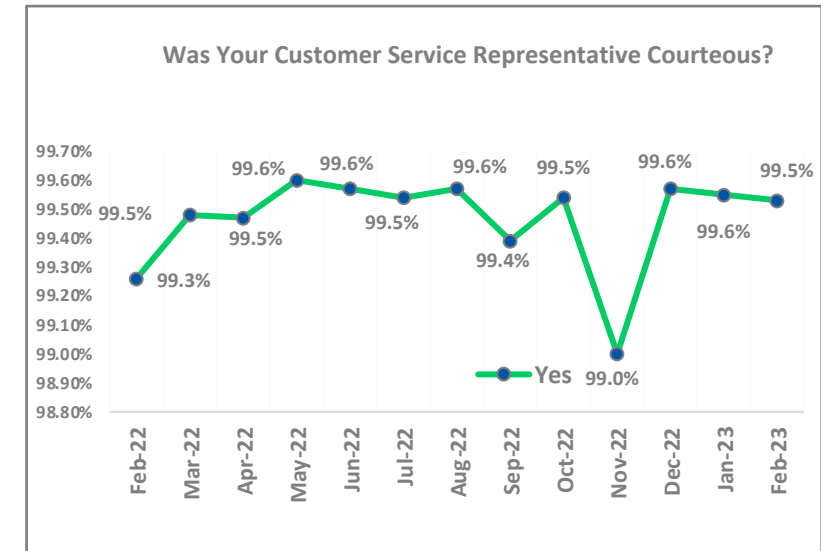
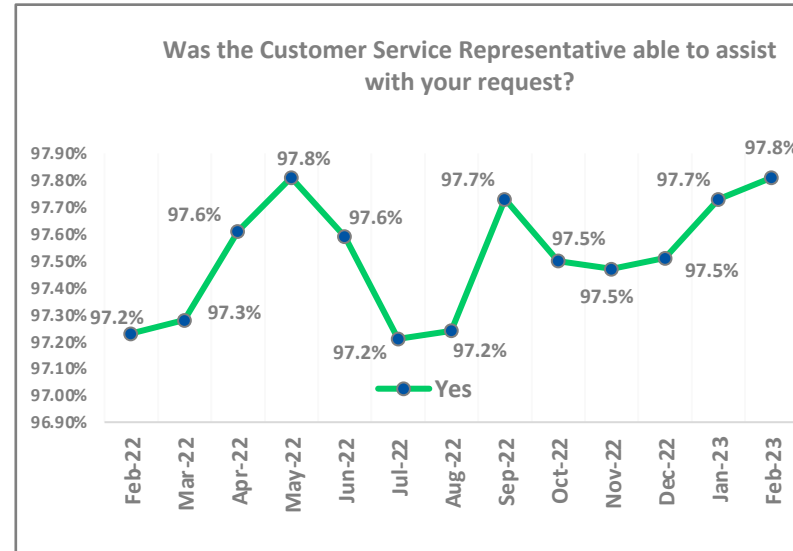
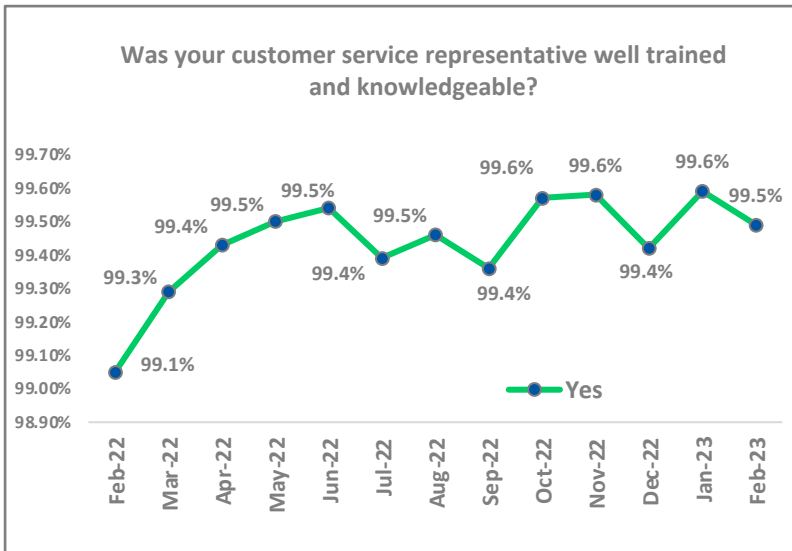
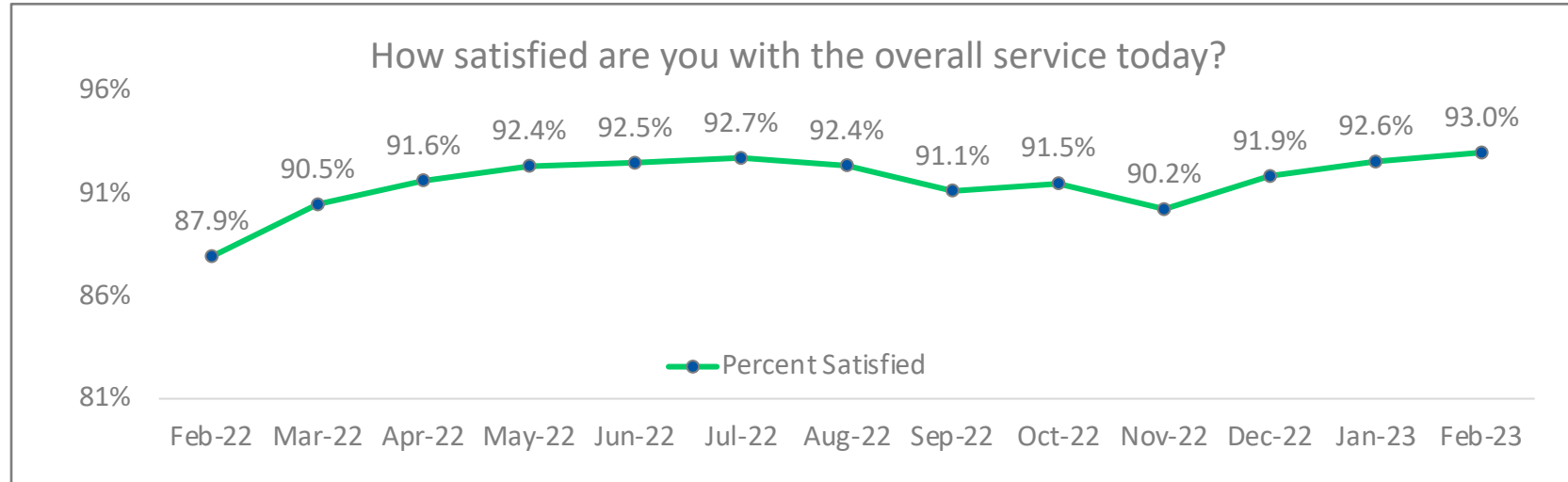
Call Center Performance (Feb. 2022)



Calls Received versus Avg Time to Answer (by Day)



Call Center Customer Satisfaction



Total Number of February 2023 Responses = 4,853 (10.4%)

Post call survey of customers.



AGENDA ITEM #6A-C

James Bass
Executive Director

Executive Director Report


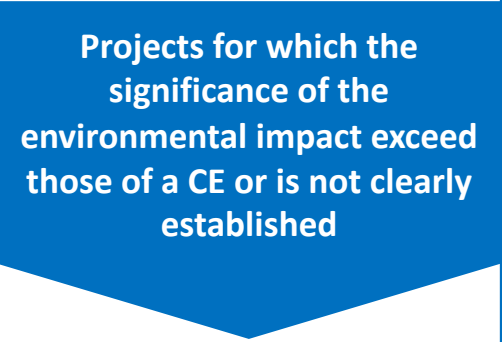




- A. Agency performance metrics
 - I. Roadway performance
 - II. Call center performance
- B. **MoPac South update**
- C. FY 2024 budget process

**Environmental
Assessment (EA)
vs.
Environmental Impact
Statement (EIS)**



MoPac South
ENVIRONMENTAL STUDY

Criteria for Environmental Path

	Categorical Exclusion (CE) 	Environmental Assessment (EA) 	MoPac South Environmental Study 	Environmental Impact Statement (EIS) 
Completion Time*	8 months – 2 years	Average 3 years		Average 7 years
Finding	Approval	No Build, FONSI includes commitments of appropriate mitigation OR elevated to EIS	No Build, FONSI includes commitments of appropriate mitigation OR elevated to EIS	ROD
Technical Studies	If any, limited technical memos or studies	<u>The same requirements as an EIS</u> for 7 areas of study	 Biological Resources – Formal USFW and TPWD coordination	<u>The same requirements as an EA</u> for 7 areas of study
Public Involvement Minimum Requirements	Generally not required except for impacted property owners	<ul style="list-style-type: none"> Elected official outreach <ul style="list-style-type: none"> Public Meeting Public Hearing Specific notices and comment period lengths 	 <ul style="list-style-type: none"> Technical working group Public scoping meeting 5 Public Meetings with plans for 3 more Notice of draft EA & Public Hearing Specific notes & comment period lengths exceeding requirements 	<ul style="list-style-type: none"> Elected official outreach <ul style="list-style-type: none"> Public Meeting Public Hearing Specific notices and comment period lengths
Project Characteristics	Updates to existing roadway footprint; Striping modifications	Road widening; added capacity	Improvements to existing roadway; TBD if build option moves forward	New road alignment; more than 4 new lanes

TECHNICAL STUDIES

Environmental Impact Statement (EIS) Requirement	MoPac South Environmental Assessment (EA)
Air quality	✓
Biological resources	✓
Cultural resources	✓
Ecological resources	✓
Environmental justice	✓
Hazardous materials	✓
Indirect and cumulative impacts	✓
Land use and parkland	✓
Social and community impacts	✓
Traffic noise	✓
Water quality and water resources	✓

✓ Meets EIS Requirements

ADMINISTRATIVE

Administrative formatting, review, and filing methods differ between EA and EIS requirements. Technical studies and public involvement efforts have been completed or will be completed with the Draft EA to the rigor of an EIS with the deviation of not following specific formatting of materials, review by TxDOT Environmental Division and General Counsel Division, and filing with specific systems. Currently, materials are reviewed by TxDOT Austin District and follow EA guidelines.

PUBLIC INVOLVEMENT

Environmental Impact Statement (EIS) Requirement	MoPac South Environmental Assessment (EA)
Agency Scoping Meeting	⊖
1 Public Scoping Meeting	⊖
Specific comment periods	⊖
Specific notices	⊖
1 Public Meeting	⊖*
Public Hearing	⊖➔
Notice of Availability	⊖➔
Technical Working Group	⊖**

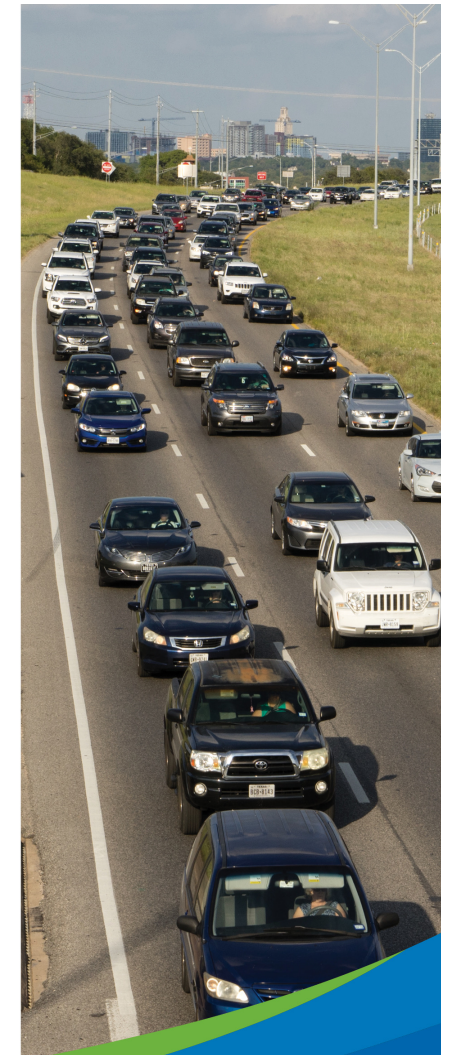
* 5 so far
**Not required by EA or EIS

⊖ Exceeds Requirements of an EA and equivalent to an EIS

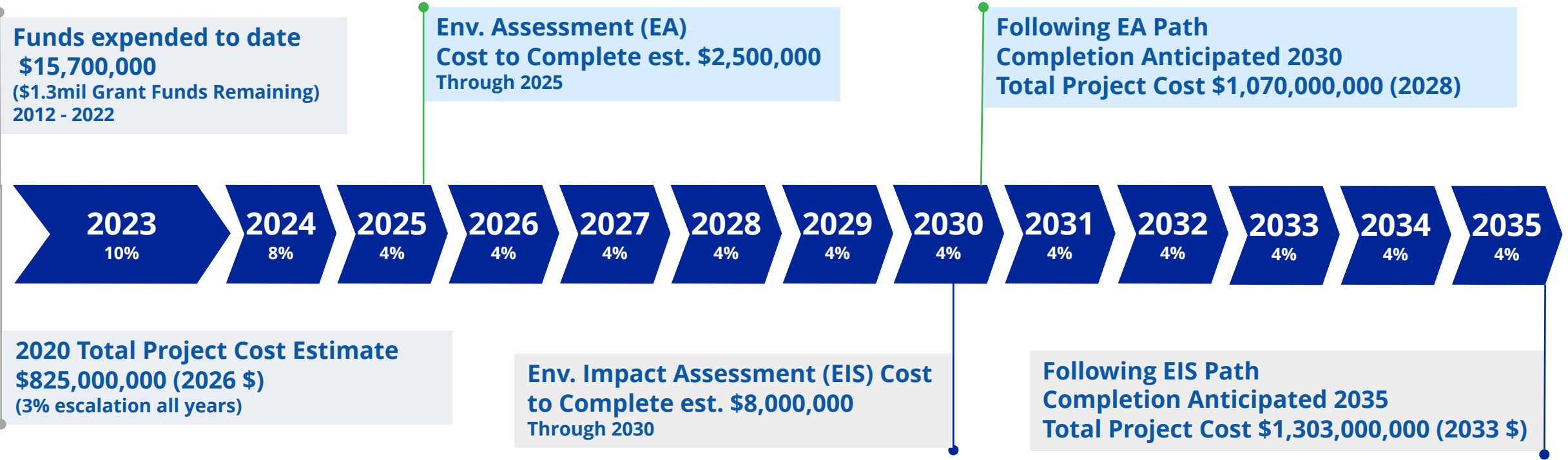
⊖➔ Future Action

EIS SWITCH IMPACT

- No additional technical studies are required, however, rework will be required for most studies
- Requires a restart from the beginning to follow administrative procedures only
- Additional funds spent
- Likely cost escalation
- Additional years added to schedule



Timeline and Cost Comparison



Legend



*Not all project expenditures are reimbursable.
Construction timeline estimated **IF** a build option is the result of the environmental process.
Total project costs provided at anticipated mid-point of construction.*

EA / EIS Comparison Takeaways

OVERSIGHT

What projects the Mobility Authority studies are determined in coordination with CAMPO, who is governed by our regional partners, including Travis and Williamson counties, TxDOT and local cities. The process we employ, the integration, approvals and final determination are made by TxDOT.

RIPPLE EFFECT

Changing course mid-study would be a departure from protocol and opens the door to future challenges. Could be interpreted as influencing the public process.

IMPACT

Further delays will increase cost and extend the time to complete the environmental study.

RELIEF NOW

If the build option moves forward, the EA process would likely lead to opening the roadway five years earlier, benefitting the environment (reduced pollution), drivers (time, fuel) and the community (improved mobility, safety, access).

EA FINDING

The EA process focuses on resolving environmental concerns and is highly unlikely to require an EIS at the end of the process because receiving a FONSI means the EA already provides solutions/mitigations to environmental issues. **The EA may also result in a No Build decision.**

ABOVE AND BEYOND

Mobility Authority EA process exceeds all requirements. Aligns with the EIS process. We do more than TxDOT, the cities and counties.

NO GUARANTEES

Completing the EA does not commit the Authority to fund nor build the project.



Environmental Analysis (EA) Evaluation



MoPac South
ENVIRONMENTAL STUDY

PROJECT PURPOSE

What we are trying to do

- Provide an opportunity for reliable travel times
- Improve operational efficiency
- Create a dependable and consistent route for transit
- Facilitate reliable emergency response

PROJECT NEED

What problems need to be addressed

- Current and forecasted congestion levels are creating unreliable travel times
- Under the No-Build Alternative (Do Nothing), it could take additional time to travel between Cesar Chavez Street and Slaughter Lane by 2045
- Emergency response times are impacted by traffic congestion

PROJECT GOALS AND OBJECTIVES

- Provide consistency with local and regional plans
- Be constructible while minimizing impacts to the natural and human environment
- Reduce congestion delays and provide travel time savings for all roadway users
- Avoid and minimize impacts to water quality
- Deliver relief in a timely manner
- Facilitate congestion management
- Increase opportunities for transit and ridesharing
- Increase opportunities for pedestrians and bicyclists

EVALUATION CRITERIA DEVELOPED WITH THE PUBLIC

Open House #1

November 7, 2013
130 Survey respondents
70 Public comments

Open House #2

April 29, 2014
67 Survey respondents
64 Public comments

Open House #3

November 7, 2013
317 Survey respondents
253 Public comments

Open House #4

November 10, 2015
78 Survey respondents
1535 Public comments

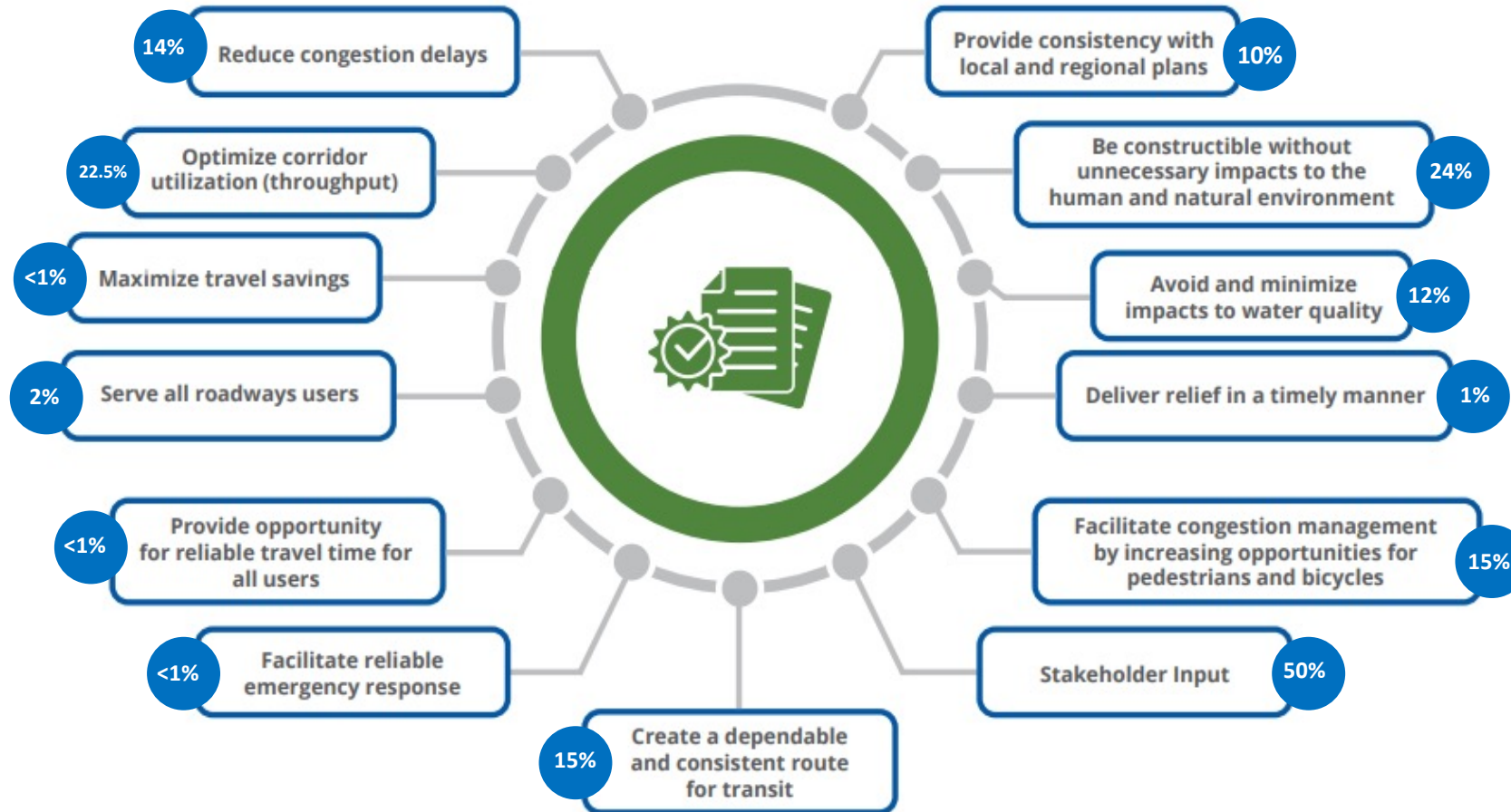
Open House #5

January 7, 2022
540 Public comments

- **Included in the initial purpose and need, goals of Open House #1**
 - Provide opportunity for reliable travel time for users
 - Reduce congestion delays
 - Stakeholder input
- **Developed from input from OH# 1 and presented in OH# 2**
 - Provide consistency with local and regional plans
 - Facilitate reliable emergency response
 - Optimize corridor utilization (throughput)
 - Create a dependable and consistent route for transit
 - Facilitate congestion management by increasing opportunities for pedestrians and bicycles
 - Be constructible without unnecessary impacts to the human and natural environment
- **Developed from input from OH# 2 and presented in OH# 3 – first evaluation matrices presented with all criteria developed**
 - Deliver relief in a timely manner
 - Maximize travel savings
 - Serve all roadway users
 - Avoid and minimize impacts to water quality

Open House #5 Comment Themes

Open House #5
January 7, 2022
540 Public comments



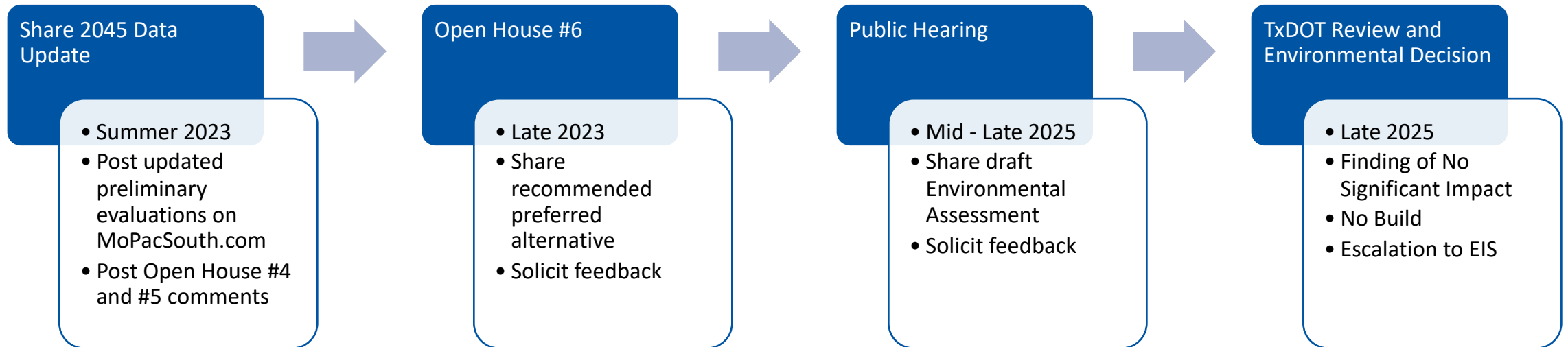
% OH #5 comments received; most public comments received addressed more than one community priority/criteria.

Planned Next Steps



MoPAC SOUTH
ENVIRONMENTAL STUDY

Planned Next Steps of MoPac South EA





AGENDA ITEM #6A-C

James Bass
Executive Director

Executive Director Report

- A. Agency performance metrics
 - I. Roadway performance
 - II. Call center performance
- B. MoPac South update
- C. FY 2024 budget process



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

EXECUTIVE SESSION



EXECUTIVE SESSION

ITEMS #7-10

7. Discuss the sale, transfer or exchange of one or more parcels or interests in real property owned by the Mobility Authority and related legal issues as authorized by §551.071 (Consultation with Attorney) and §551.072 (Deliberation Regarding Real Property).
8. 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).
9. Discuss legal issues relating to procurement and financing of Mobility Authority transportation projects and toll system improvements, as authorized by §551.071 (Consultation with Attorney).
10. Discuss personnel matters as authorized by §551.074 (Personnel Matters).



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

REGULAR MEETING OF THE

BOARD OF DIRECTORS

ADJOURN MEETING #11

March 29, 2023