

THE STATE OF TEXAS §

COUNTY OF CAMERON §

BE IT REMEMBERED on the 10th day of March 2005, there was conducted a Meeting of the Regional Mobility Authority of Cameron County, Texas, at the Old Levi Building thereof, in the City of San Benito, Texas, for the purpose of transacting any and all business that may lawfully be brought before the same.

THE BOARD MET AT:

1:30 P.M.

PRESENT:

DAVID E. ALLEX
CHAIRPERSON

LAURA BETANCOURT
MEMBER

SCOTT CAMPBELL
MEMBER

RAY RAMON
MEMBER

VICTOR ALVAREZ
MEMBER

MICHAEL SCAIEF
MEMBER

DAVID N. GARZA
MEMBER

Mary Robles
Secretary

ABSENT:

The meeting was called to order by Mr. David Allex, Chairperson, at 1:32 P.M. He asked Mr. Victor Alvarez for the invocation, and the Board then considered the following matters posted and filed for Record in the Office of the County Clerk on March 7, 2005, at 10:37 A.M.:

**Cameron County Regional Mobility Authority
Old Levis Building, 1390 Scott Brown Blvd.
San Benito, Texas 78586
956-574-8771; 956-574-8778 Fax**

MEETING NOTICE

**Cameron County Regional Mobility Authority Regular Meeting
Thursday, the 10th day of March 2005 at 1:30 p.m.**

AGENDA

- I. Welcome by Chairman David Allex**
- II. Presentations**
 - A. Commissioner Hope Andrade - Texas Transportation Commission (Tentative)**
 - B. Diana Vargas – TXDOT Finance Division**
 - C. Tom Griebel - Executive Director, Alamo RMA**
 - D. John Langmore – Consultant (Crafted RMA Legislation)**
 - E. Cameron County Rail Consolidation Plan**
- III. F. Discussion and approval of special meeting date to approve Bylaws and procurement procedures.**
- IV. Adjournment – Chairman David Allex**

TENTATIVE AGENDA ITEMS

I. WELCOME BY CHAIRMAN DAVID ALLEX

Mr. David E. Allex, Chairperson, requested that all members review the Minutes of the Meeting held February 25, 2005, and make revisions as needed in order to approve them at the next meeting.

He thanked Mr. Victor Alvarez and Mrs. Laura Betancourt, Board Members, for attending the Brownsville MPO. Mr. Allex informed that the Brownsville MPO meetings were held every second Wednesday of the month at 10:00 a.m., at the Brownsville Historical Museum, and that the Harlingen/San Benito MPO meetings were held every second Thursday of the month at 4:00 pm.

Mr. Allex re-emphasized that the RMA was an authority, that more than three more members could not meet at one time and noted the need to exercise caution.

Mr. Allex informed that he spoke with Union Pacific people out of Omaha via telephone regarding the railroad projects in Cameron County and added that staff from their Office in Spring, Texas would like to visit Cameron County to discuss said projects.

Mr. Allex reported that Mr. Pete Sepulveda, Department of Transportation Director, and Mr. David Garcia, Department of Transportation Assistant Director, and he met with Tanya Ramirez and Denis Gitsh, Texas Department of Transportation, who were asking for support from the RMA for federal legislation that would allow further development of toll roads in Texas and the entire United States, adding that he endorsed two letters relating to the matter to Senator Hinojosa and Congressman Ortiz.

Mr. Allex stated that yesterday met with Alfredo Hernandez, Chief of Staff of the Governor of the State of Tamaulipas, and the Commerce Secretary and requested that a meeting between the RMA and Representatives of the State of Tamaulipas be scheduled in the near future to review how future infrastructure would integrate with theirs.

II. PRESENTATIONS

- A. COMMISSIONER HOPE ANDRADE – TEXAS TRANSPORTATION COMMISSION (TENTATIVE)**
- B. DIANA VARGAS – TXDOT FINANCE DIVISION**
- C. TOM GRIEBEL – EXECUTIVE DIRECTOR, ALAMO RMA**
- D. JOHN LANGMORE – CONSULTANT (CRAFTED RMA LEGISLATION)**
- E. CAMERON COUNTY RAIL CONSOLIDATION PLAN**

Ms. Diana Vargas, TXDOT Finance Division, presented and highlighted the following report:



TEXAS DEPARTMENT OF TRANSPORTATION



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY (RMA)

Diana Vargas

Transportation Analyst Manager

March 10, 2005



TEXAS DEPARTMENT OF TRANSPORTATION



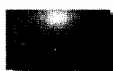
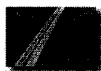
TRANSPORTATION FUNDING OVERVIEW





FUNDING OVERVIEW

- What are the Funding Sources?
- How Do You Get Funds for your Project?
- Helpful Resources



FUNDING SOURCES

- Local Participation
- Federal Participation
- Private Participation
- State Highway Funds
 - Traditional
 - Bonds
- Toll Revenue Bonds
- Programs
 - Transportation Infrastructure Financing & Innovation Act (TIFIA)
 - Pass-Through Tolling
 - State Infrastructure Bank Loans

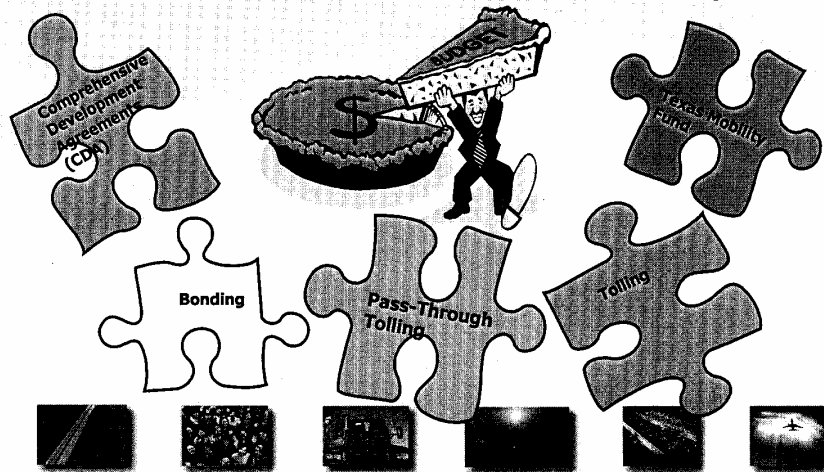




TEXAS DEPARTMENT OF TRANSPORTATION



How to Get a Piece of the Funding Pie

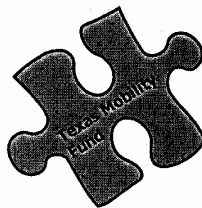


TEXAS DEPARTMENT OF TRANSPORTATION



TEXAS MOBILITY FUND

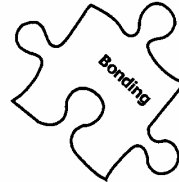
- Allows the state to issue bonds to accelerate the construction of major transportation projects.





TOLL REVENUE BONDS

- Considerations
 - Project Feasibility
 - Traffic Demand
 - Alternative Routes
 - Regional Economy
 - Management
 - Legal Provisions



GROSS/NET REVENUE PLEDGE

Gross Revenue

Toll Revenues



Debt Service



Operations & Maint.

Net Revenue

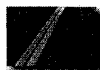
Toll Revenues



Operations & Maint.



Debt Service





TEXAS DEPARTMENT OF TRANSPORTATION



FEW PROJECTS ARE 100% TOLL VIABLE

- **What % can be paid for by toll revenue bonds?**
 - Traffic and Revenue Study
- **How does the remainder get funded?**
 - Review the list of Funding Options
 - District & local officials discuss other funding options
 - “Gap” funding approved by Commission



TEXAS DEPARTMENT OF TRANSPORTATION



FEW PROJECTS ARE 100% TOLL VIABLE (cont.)

- **Keep in mind a toll road can be financed without toll revenue bonds?**
 - Tolls are not pledged to repay debt, so they are available for other local transportation projects sooner

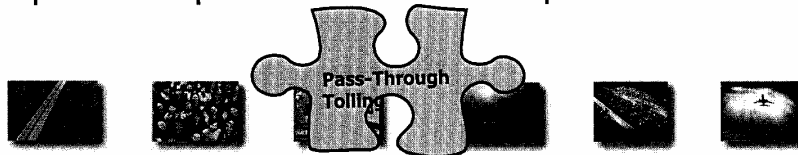




PASS-THROUGH TOLLING

A pass-through toll is per vehicle fee or a per vehicle mile fee that is paid by a project sponsor on the behalf of facility users.

A pass-through toll agreement involves a partnership between the developer and TxDOT.



How Pass-Through Agreement Work

In a pass-through toll agreement:

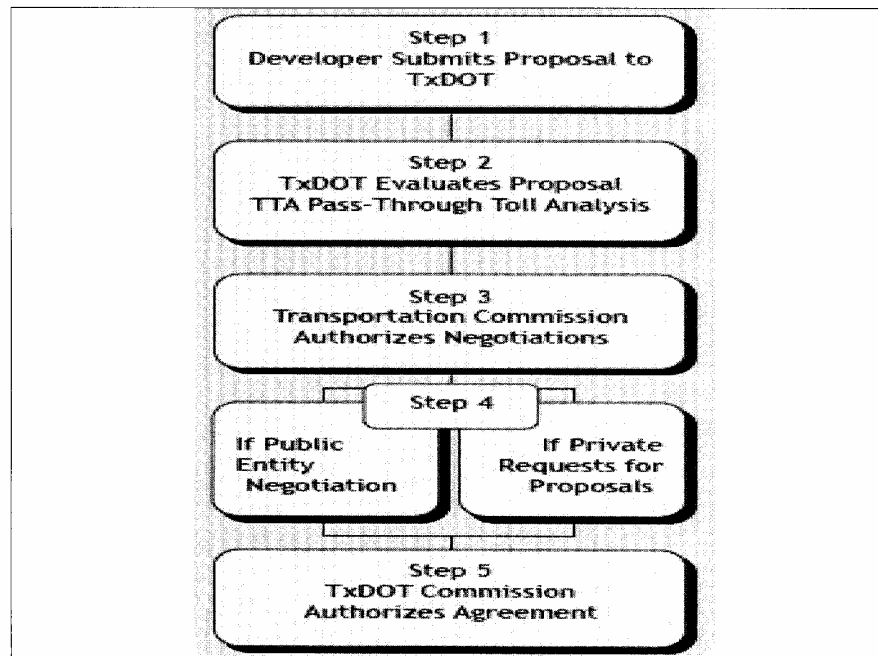
- The developer agrees to finance, construct, maintain and/or operate a project on the state highway system.
- TxDOT reimburses the developer the cost of the project rather than assessing a toll directly on users via a toll.
- TxDOT makes periodic payments based on the number and types of vehicles using the facility.





ELIGIBLE PROJECTS

- Can include any tolled or non-tolled facility on the state highway system.
- Project developers for pass-through toll projects can be any one or a combination of the following:
 - Regional Toll Authority
 - Regional Mobility Authority
 - TxDOT
 - Private Entity
 - Local or County Government



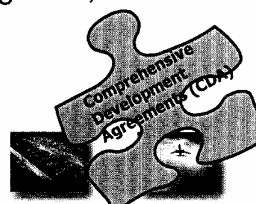


TEXAS DEPARTMENT OF TRANSPORTATION



COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

- Agreement with one entity (the developer) to design, develop, construct, finance, acquire, operate and/or maintain certain kinds of facilities
- Types of facilities:
 - Highways, Turnpikes, Freight or Passenger rail, Public Utilities
- Best value selection



TEXAS DEPARTMENT OF TRANSPORTATION



ASSISTANCE

Who are you going to call?





TEXAS DEPARTMENT OF TRANSPORTATION



TTA DIVISION SERVICES

- **Varies according to district need and project complexity**
 - Feasibility Studies
 - Toll Design Guidance
 - Operations
 - CDA's
 - RMA's



TEXAS DEPARTMENT OF TRANSPORTATION



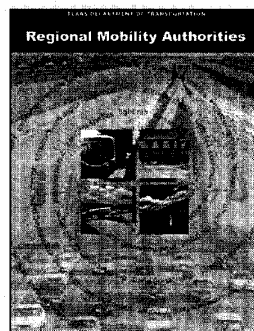
- **Pharr District**
 - (956) – 702-6100
- **Finance Division**
 - (512) - 463-8684
- **Turnpike Authority Division**
 - (512) - 939-0980





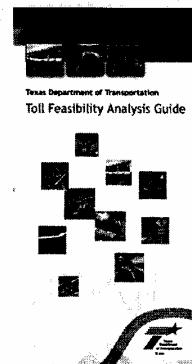
Helpful Resources

- **Regional Mobility Authority Manual**
http://www.txdot.state.tx.us/txdotnews/RMA_manual_0704.pdf
- [Texas Turnpike Authority Division](#)



Helpful Resources

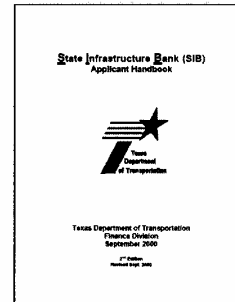
- **Toll Feasibility Analysis Guide**
<ftp://ftp.dot.state.tx.us/pub/txdot-info/tta/tfaguidecover.pdf>
- [Texas Turnpike Authority Division](#)





Helpful Resources

- **State Infrastructure Bank**
<ftp://ftp.dot.state.tx.us/pub/txdot-info/fin/sib/handbook.pdf>
- [Finance Division](#)



QUESTIONS/COMMENTS



Mr. David E. Alex, Chairperson, requested direction on how to respond when someone asks how a toll would be placed on a road where tax dollars have already been spent.

Ms. Vargas responded that the tolls could be used to fund increasing maintenance of a road, thus freeing maintenance funds for other roads.

Mr. Alex asked how maintenance would be funded for Pass Through Projects.

Mr. Tom Griebel, Executive Director, Alamo RMA, explained that the Alamo RMA was presently working on a project \$4 million to be funded in a collaborate effort with many entities through a sale tax increase that would be used as leverage for state highway dollars. He explained that the project would be built onto a state highway system and that the expectation was that TXDOT would continue to maintain the project as they do state highways.

Mr. Tom Griebel, Executive Director, Alamo RMA, explained that the RMA changed their name from Bexar County RMA to Alamo RMA at the request of their Commissioners Court for purposes of allowing for future representation of multiple counties. He explained that the Alamo RMA was presently being funded through a \$250,000.00 loan from Bexar County for administrative work and that the vision was that \$500,000.00 be provided annually by the county, adding that to date the RMA was operating with a \$750,000.00. Mr. Griebel stated that an interlocal agreement was being processed between the City of San Antonio and the Alamo RMA to help fund its operation via another loan. He explained that both entities were looking at the issue of how many more times will the Alamo RMA be requesting loans, and that the goal was to become self sufficient, which could only be done by selling revenue bonds to repay the loans and fund operations. Mr. Griebel stated that there were issues that became very challenging for a newly formed entity, such as provision of benefits to staff unless they were provided through the county system.

A TXDOT representative asked how the county and city were convinced to provide loans.

Mr. Griebel responded that the county viewed the loan as an investment and that the city wanted to avoid the situation that occurred in Harris County where the city objected to the toll road. He added that the authority was now getting surplus revenue and using part of them to fund a system consisting of only county roads, adding that his good relation with the city council was also helping.

Mrs. Betancourt asked what staff should be hired within the first six months other than an Executive Director.

Mr. Griebel responded that he has an Executive Assistant, Office Manager, and a contract Financial Advisor, adding that a former TXDOT employee counted 35 years of experience in toll roads was working with him

on a pro-bono basis. He stated that the strategic plan was developed by a three member committee in collaboration with different entities. Mr. Griebel clarified that the RMA was not a taxing entity, therefore, its projects must be self funded. He noted that the RMA was an independent agency that only reports to itself, that it must find administrative funds and must identify a project and funding for the same. Mr. Griebel stated that they would most likely not hire consultants for another year, and that they were in the process of hiring general counsel on an hourly basis. He then presented and highlighted the following report:

Alamo Regional Mobility Authority

4/11/2005

1

Formation of the AlamoRMA

- August 12, 2003 – Bexar County Commissioners Court petitioned the Texas Transportation Commission (TTC)
- December 18, – TTC approved the petition
- April 13 –first Board of Directors meeting
- October 14 – the Board change the name from Bexar County to AlamoRMA

4/11/2005

2

Purpose of the AlamoRMA...

- Significantly Accelerate Needed Transportation Projects
- Have a Local Entity in Place Making Mobility Decisions for the Community
- Enhance the Economic Vitality for the Region

4/11/2005

3

AlamoRMA Board of Directors

- | | |
|--|--|
| ➤ Dr. William Thornton,
Chairman | ➤ Reynaldo L. Diaz, Jr.,
Board Member |
| ➤ General V. William
McBride, Vice Chair | ➤ Henry R. Munoz, III,
Board Member |
| ➤ M. Cristina
Rodriguez,
Secretary/Treasurer | ➤ James R. Reed,
Board Member |
| | ➤ Robert S. Thompson,
Board Member |

4/11/2005

4

AlamoRMA Current Status

- General Counsel Services
- Director of Engineer and Operations
- Financial Advisory Services
- General Engineering Consultant Services
- Toll Equity Grant

4/11/2005

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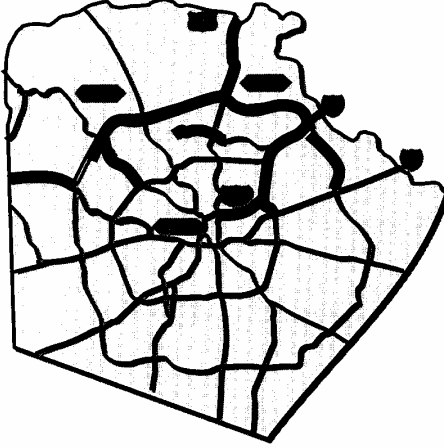
AlamoRMA Focus

- Bring Congestion Relief to the Community
- Build Needed Transportation Projects
- Provide an Alternative to Save Time
- Increase Safety for Motorist
- Improve the Quality of Life

4/11/2005

6

Proposed Toll System



- The toll network system extends for 50 miles
- These projects will be added later to initial network (in orange)

4/11/2005

7

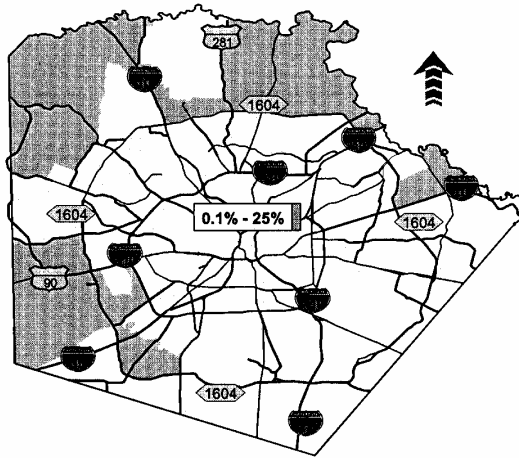
The Region's Mobility Challenge

- More Time is Spent Sitting in Traffic due to Increased Congestion
- Significant Growth in Population, Vehicles Driven, Jobs and Economic Development
- Funding Gap - Revenue Generated for Transportation Needs is Falling Short

4/11/2005

8

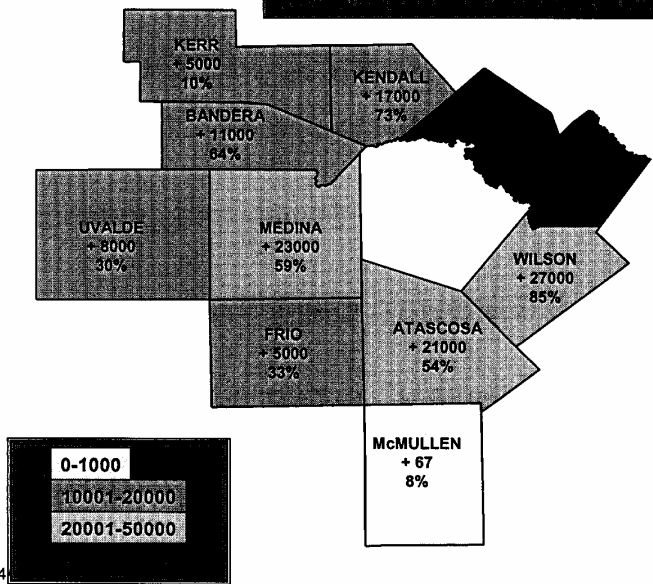
Figure 10: Map of San Antonio showing the location of the study area



4/11/2005

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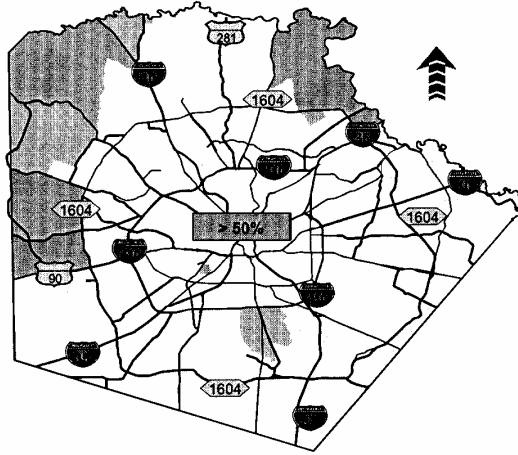
Figure 11: Map of San Antonio showing the location of the study area



4

10

Map of the Washington State Toll Road Network as of 1/1/05



4/11/2005

11

Ushering in a New Transportation Era Through...

- **LEVERAGE** of federal, state, regional and local funding resources
- **LOCAL** government control over transportation projects
- **ACCELERATED** development of construction projects
- **CHOICES** of tolled AND non-tolled lanes
- **ARRIVAL RELIABILITY** provided

4/11/2005

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Loop 1604 - Today



4/11/2005

15

Loop 1604 – Toll Lanes



4/11/2005

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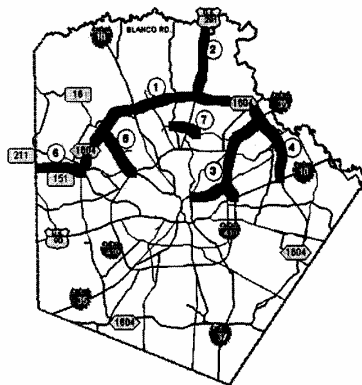
**David B. Casteel, P.E. – TxDOT District
Engineer addressing the TTC....**

“The AlamoRMA [Commissioners Court] petitioned for a 50-mile system of toll lane projects - and may add some other logical segments in the future. ... We were able to move the initiative of this \$450 million project from a 20-plus year phase in ...into construction in less than two years, saving over 24 years for some of those segments. If we had phased these segments in over that 20-year period, the project would have cost closer to \$750 million to construct due to inflation, rather than the \$450 million we're projecting.”

4/11/2005

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The “Starter” Toll System



- The projects (starter system) will include:
 - US 281 from Loop 1604 to Stone Oak Parkway
 - Loop 1604 from IH 10 to IH 35
 - US 281 and Loop 1604 interchange (eight direct ramps)
 - IH 10 and Loop 1604 interchange (four direct ramps)
- The starter system is 22 miles

4/11/2005

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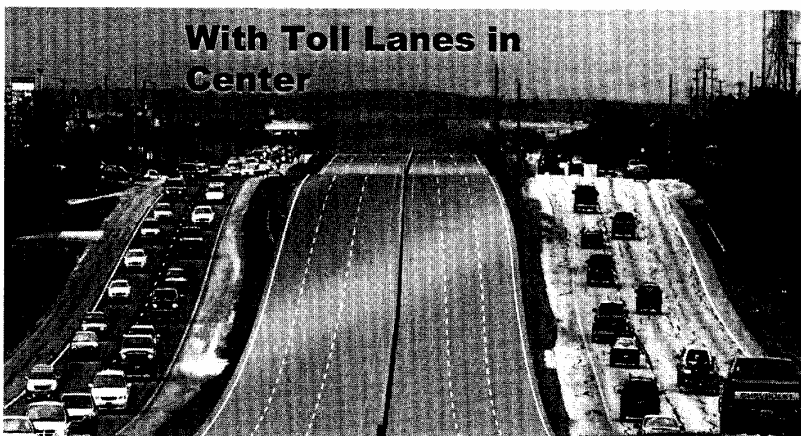
US 281 - Today



4/11/2005

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US 281 – Toll Lanes



4/11/2005

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AlamoRMA Projects

- *Western Extension*
- *Northern Extension*
- *Eastern Extension*

4/11/2005

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Alamo Regional Mobility Authority Strategic Plan 2005 - 2009

4/11/2005

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Our Vision

To be an effective partner in improving mobility to enhance the quality of life and economic vitality of the region.

4/11/2005

21

Our Mission

To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services.

4/11/2005

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Our Goals

- **Provide a quality customer experience**
- **Utilize technology, innovation and entrepreneurial concepts**
- **Ensure the timely and efficient delivery of projects**
- **Pursue an environmentally friendly transportation system**
- **Collaborate, coordinate and communicate with other federal, state, regional, and local entities**
- **Ensure financial accountability and stability**
- **Develop and maintain an organization that efficiently and effectively accomplishes the Authority's mission**

4/11/2005

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The Alamo Regional Mobility Authority...

Providing Affordable, Reliable
Choices To Keep The Region
Moving

4/11/2005

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CONTACT INFORMATION

**Thomas A. Griebel,
Executive Director
Alamo**

**Regional Mobility Authority
143 Billy Mitchell Blvd., Suite 6
San Antonio, TX 78226**

<http://www.AlamorMA.org>





Alamo Regional Mobility Authority

About Us

The purpose of the Alamo Regional Mobility Authority is to provide this area with an opportunity to accelerate needed transportation projects and have a local entity in place that will make its own mobility decisions for the community, while enhancing the economic vitality and quality of life for the residents in the San Antonio metropolitan area.

Our Vision

To be an effective partner in improving mobility to enhance the quality of life and economic vitality of the region.

Our Mission

To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services

Our Goals

- Provide a quality customer experience
- Utilize technology, innovation and entrepreneurial concepts
- Ensure the timely and efficient delivery of projects
- Pursue an environmentally friendly transportation system
- Collaborate, coordinate and communicate with other federal, state, regional, and local entities
- Ensure financial accountability and stability
- Develop and maintain an organization that efficiently and effectively accomplishes the Authority's mission

AlamoRMA Board of Directors

The AlamoRMA Board of Directors consists of a seven-member committee serving staggered six-year terms. The Chairman of the Board is appointed by the Governor and the other six members are appointed by the Bexar County Commissioner's Court.

Dr. William Thornton, Chairman – *former City of San Antonio Mayor and City Councilman*

General William V. McBride, Vice Chairman – *retired Vice Chief of Staff for the United States Air Force*

M. Cristina Rodriguez, Secretary/Treasurer – *Chief Operations Officer - Schnitzler Cardiovascular Consultants*

Reynaldo L. Diaz, Jr., Board Member – *former member of the Ethics Review Board for the City of San Antonio*

Henry R. Munoz, III, Board Member – *former member of the Texas Transportation Commission*

James R. Reed, Board Member – *retired Senior Executive for Southwestern Bell Telephone Co.*

Robert S. Thompson, Board Member – *former City of San Antonio City Councilman*

2005 Legislative Agenda

1. Monitor and support, when appropriate, legislation that will protect all transportation resources and revenues and the authority and flexibility achieved with HB 3588 and other transportation bills enacted by the 78th Texas Legislature.
2. Monitor and support, when appropriate, legislation that would elimination or increase the statutory cap on the use of funds from the State Highway Fund for toll equity.
3. Monitor and support, when appropriate, legislation that would provide for uniform enforcement of toll violators.
4. Monitor and support, when appropriate, legislation that would authorize TxDOT to provide a grant or loan to an RMA for start-up operating and administrative costs.

Contact Information:

Thomas A. Griebel
Executive Director
Alamo Regional Mobility Authority
143 Billy Mitchell Blvd., Suite 6
San Antonio, TX 78226
210-362-7831
210-362-7801 fax
www.AlamorMA.org

ADOPTED 01/12/05

**Alamo Regional Mobility Authority (AlamoRMA)
2005 Legislative Agenda
79th Texas Legislature**

- 1. Monitor and support, when appropriate, legislation that will protect all transportation resources and revenues and the authority and flexibility achieved with HB 3588 and other transportation bills enacted by the 78th Texas Legislature.**

Background: Through HB 3588, the 78th Texas Legislature provided a series of new funding tools to expedite transportation projects to relieve congestion. These new funding tools include authority to establish Regional Mobility Authorities (RMA's), state participation in toll equity, the Texas Mobility Fund, and Proposition 14 bonding. According to the October 2004 "Report of Progress" for the Texas Metropolitan Mobility Plan, these tools have added more than \$12 billion in new funding to an anticipated base of \$68 billion from traditional funding sources projected by 2030. On a statewide basis, the new tools will allow 88 percent of mobility projects planned for the next 12 years to be built in half the time. In San Antonio, the new tools have resulted in \$964M in additional projects to the MPO's transportation plan.

Specific issues that have been identified, to date, that may affect the operations of the RMA are as follows:

- 1) Clarification of the point in the project planning and development process that a toll conversion occurs. (House Transportation Committee)
 - 2) Expand authority of RMA's to permit the voluntary transfer of transit operations (and associated funding) from a local transit provider. (Texas Transportation Commission (TTC))
 - 3) Modification to statutes to enhance the comprehensive development agreement process. (House Transportation Committee)
- 2. Monitor and support, when appropriate, legislation that would elimination or increase the statutory cap on the use of funds from the State Highway Fund for toll equity.**

Background: HB 3588 contains an \$800 million cap on the use of funds from the State Highway Fund for toll equity. House Transportation Committee and TTC has proposed repeal of this provision in order to provide additional flexibility to accommodate a growing list of current and proposed toll projects from Regional Mobility Authorities and TxDOT developed toll roads.

3. Monitor and support, when appropriate, legislation that would provide for uniform enforcement of toll violators.

Background: Currently Texas toll road entities operate under separate statutes with different enforcement authority for toll violators. The application of electronic toll collection system interoperability will support the application of consistent collection methods that will ensure that each entity receives the revenue for the use of their toll systems.

4. Monitor and support, when appropriate, legislation that would authorize TxDOT to provide a grant or loan to an RMA for start-up operating and administrative costs.

Background: TxDOT for an RMA is limited to advance toll equity funding for expenditures directly related to the development of a toll project. Senate Committee on Infrastructure and Security and Bexar County have proposed, either through legislation or rules, authorization for TxDOT to fund start-up operating and administrative costs.

Mr. Alex asked who appointed the Alamo RMA Board Members.

Mr. Griebel explained that the governor appointed the chairperson, that the County Judge appointed two at-large members, and each precinct commissioner appointed a board member in order to have geographical representation, adding that the term cycles were done at random.

Mr. Alex asked if they had adopted their by-laws.

Mr. Griebel responded that their by-laws were modeled from the Central RMA with some modification.

Mrs. Betancourt stated that the proposed by-laws prepared after viewing the Alamo RMA by-laws.

Mr. Griebel explained that at the beginning the chairperson appointed a three member Procedures Committees to avoid the need to post in accordance to the Open Meetings Act.

Mr. John Langmore, Consultant (Crafted RMA Legislation), explained that although an RMA could contract with Mexico for project development it may not build infrastructure within Mexico. He stated that TXDOT may convert a noon toll road into a toll road and transfer it to the RMA after meeting certain criteria and obtaining approval from the governor, adding that there after the RMA must reimburse TXDOT construction cost.

Mr. Langmore stated that TXDOT, RMAs, and a Rail District have authority to set up a Comprehensive Development Agreement (CDA). He explained that a CDA would allow combination of the different professional services for bidding purposes, and that one of the big advantage was that construction could begin although the full design was complete, noting that many specific steps must be followed when awarding a CDA.

Mr. Langmore added that the RMA has condemnation authority. He explained that participation of an RMA on a Trans-Texas Corridor Project would secure that revenues remain within the region.

Mr. Langmore informed that a Bill filed by Gonzalo Barrientos from Travis County would allow the RMA to get to the voters for approval of gas tax increase between \$0.03 and \$0.10 to be dedicated to the RMA by the county, and explained that these funds could be used to reduce the number of toll miles.

Mr. Langmore stated that the State Comptroller's Report attempts to prohibit conversion of non toll roads that are in construction stages to toll roads. He added that the State Comptroller proposes that County Commissioners have more oversight on RMAs since they are not elected by the voters, and to have Board Members disclose all real estate holdings versus only property where personal benefit could be gained. Mr. Langmore stated that a Bill might be filed today that would alter the RMAs. He then presented and highlighted the following report:



Cameron County RMA

An Overview of RMAs



Powers of an RMA

- Develop "Transportation Projects" –
 - toll roads
 - passenger or freight rail
 - non-tolled roads (greater than local or rural collector)
 - Ferry
 - Airport
 - border crossing station (unless 900,000 commercial crossings per day as of 8/31/02)
 - intermodal hub
- Enter into contracts with Mexico
- Establish transportation systems

Funding for an RMA

- County contributions
 - Can be used for administrative costs
- Toll equity from TxDOT
 - Can only be used for project development
- Turnpike projects
- Conversion and Transfer

Conversions and Transfer

- TxDOT can convert a non-tolled road to a toll road and transfer that to an RMA
 - Must find that it improves mobility
 - Must be non-tolled alternative
 - RMA must maintain and operate
 - Governor's approval
 - RMA must reimburse TxDOT for cost of the road (TxDOT has discretion to waive)
 - Queen Isabella Causeway can NOT be converted and transferred
 - Ferries can be transferred to an RMA
-

Other Rights and Powers

- CDA authority
- Condemnation authority
- Make “participation payments” in lieu of purchase of right-of-way
- Sell or lease right-of-way to a private entity if it is for the benefit of “the users of the transportation project”
- Can impose a toll on a free road (§370.176)
- Construct authorized parts of Trans-Texas Corridor

Duties and Obligations

- Conduct annual audit
- Set goals for DBE
- Conduct environmental review of projects
- Directors must comply with conflict-of-interest rules
- RMA must prepare a 5 year strategic plan; commissioners court determines requirements

Other Related Matters

- Lawsuit filed in Austin re constitutionality of 6 year board terms
- Bill filed to allow local gas tax dedicated to RMAs (if part of an MPO)
- Comptroller's Report
 - Prohibit conversions post-construction
 - Don't tie TMF funds to tolling
 - County commissioners' oversight
 - Approve toll roads
 - Appoint Chairman
 - Remove board members
 - Have board members disclose all real estate holdings

Questions?



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Mr. Alex suggested that the Presentation regarding the Cameron County Rail Consolidation Plan be postponed.

III. DISCUSSION AND APPROVAL OF SPECIAL MEETING DATE TO APPROVE BYLAWS AND PROCUREMENT PROCEDURE

Mrs. Laura Betancourt, Board Member, presented the by-laws of the North RMA, Alamo RMA, and Central Texas RMA for review and requested that members forward any input to her.

At this time there was a discussion on whether to have a workshop to consider adoption of the by-laws or to wait until April 14, 2005. The decision was made to schedule on a Regular Meeting for April 14, 2005.

Mr. Garza asked what was most instrumental for the Alamo RMA during its establishment.

Mr. Griebel explained the staffing assistance provided by the county judge's offices during a small period of time was of great help.

IV. ADJOURNMENT – CHAIRMAN DAVID ALEX

There being no further business to come before the Board, the meeting was adjourned by Mr. Alex
ADJOURNED at 4:11 P.M.

APPROVED this 14th day of April 2005.

MR. DAVID E. ALEX, CHAIRPERSON

PREPARED BY:

MARICRUZ ROBLES

