

THE STATE OF TEXAS           §

COUNTY OF CAMERON         §

BE IT REMEMBERED on the 14<sup>th</sup> day of July 2005, there was conducted a REGULAR Meeting of the Cameron County Regional Mobility Authority, Texas, at the 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:

PRESENT:

1:30 P.M.

DAVID ALLEX  
CHAIRPERSON

LAURA BETANCOURT  
DIRECTOR

SCOTT CAMPBELL  
DIRECTOR

RAY RAMON  
DIRECTOR

\_\_\_\_\_  
DIRECTOR

MICHAEL SCAIEF  
DIRECTOR

DAVID N. GARZA  
COUNTY CLERK

Mary Robles                    Deputy Clerk

ABSENT:

VICTOR ALVAREZ  
\_\_\_\_\_

=====

The meeting was called to order by Chairman David Allex at 1:35 P.M. He did the invocation and then led the Board and audience in reciting the Pledge of Allegiance.

The Board considered the following matters as posted and filed for Record in the Office of the County Clerk on July 8, 2005, at 4:47 P.M.:

Minutes\July 14, 2005, Page 1

Accepted for Filing in:  
**Cameron County**

On: Jul 08, 2005 at 04:48P

By,  
Yazmin Hernandez

## **AGENDA**

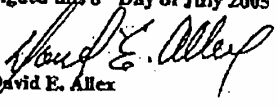
### **Regular Meeting of the Board of Directors of the Cameron County Regional Mobility Authority**

**Old Levis Building  
1390 Scott Brown Blvd.  
San Benito, Texas 78586**

**Thursday July 14, 2005  
1:30 P.M.**

- I. Welcome and Opening Remarks**
- II. Presentation by Chairman Robert Tesch - Central Texas Regional Mobility Authority**
- III. Report from Interim Executive Director regarding important calendar dates and timelines on the Administrative Operations of the CCRMA, the West Loop Project and the Second Causeway**
- IV. Presentation by Interim Executive Director on Pass Through Toll Project Schedules**
- V. Authorize Interim Executive Director to begin process of issuing RFQ's for a General Engineering Consultant.**
- VI. Discussion and possible agreement on dates for CCRMA workshop/training**
- VII. Discussion regarding current CCRMA name**
- VIII. Chairman's Report**
- IX. Discussion and possible action regarding the San Antonio Mobility Coalition Meeting and TeamTX Meeting**
- X. Public Comments**

Signed this 8<sup>th</sup> Day of July 2005

  
David E. Allen

This meeting is accessible to disabled persons. Reserved parking spaces are located in the large parking lot where immediate ramp access is provided to the front door of the building.

(I) **WELCOME AND OPENING REMARKS**

At this time, Chairman Alex recognized and welcomed all those present.

**PRESENTATIONS**

(II) **PRESENTATION BY CHAIRMAN ROBERT TESCH-  
CENTRAL TEXAS REGIONAL MOBILITY  
AUTHORITY**

Mr. Robert E. Tesch, Central Texas Regional Mobility Authority Chairman, presented and highlighted the following Report:



# ***Building Mobility***



*A presentation to the*  
**Cameron County RMA**  
*July 14, 2005*

**Robert E. Tesch, Chairman**  
**Central Texas RMA**



# A Regional Approach

***TxDOT***

***Central  
Texas  
Regional  
Mobility  
Authority***

***Transit  
Agency***

Support regional  
approach to improving  
transportation

***Local  
Government***



## **Important Initial Steps (Building the Agency)**

- **RMA board convenes organizational meeting**
- **RMA board begins process of developing and adopting policies including:**
  - **Bylaws**
  - **Procurement policies**
  - **Environmental review policies (to conduct environmental reviews of non-NEPA projects)**
  - **Conflict of interest policy**
  - **Transfer and conversion rules and policies**
  - **Business Opportunity Program and Policy (DBE/HUB)**
  - **Employee drug and alcohol testing policy**
  - **Rules for use of authority transportation projects (establishing tolls, speed and weight limits, etc.)**



## **Important Initial Steps (Building the Agency)**

- **CTRMA board begins process of hiring staff/consultants such as:**
  - Executive director
  - General engineering consultant
  - Legal counsel
  - Financial advisor
  - Accountant
  - Investment banker/underwriters
  - Bond counsel
  - CPA/auditors
  - Trustee for bond indenture
- **Secure surety bonds for directors and liability insurance coverage**
- **Authorize preparation and submission of toll equity grant request**



## **Revenue Generation Options of Regional Mobility Authorities**

- **To support operations, revenue can be generated from several sources:**
  - Tolls or other charges for use of transportation facilities
  - Proceeds from the sale or lease of a transportation project
  - Proceeds from the sale or lease of property adjoining a transportation project





# Financing Options of Regional Mobility Authorities

## • Revenue Bonds

(Title 43, Texas Admin. Code, Sections 370.111, 370.113, 370.116)

- A regional mobility authority may issue tax-exempt revenue bonds for a term not to exceed 40 years. These bonds may be repaid from any financial source available to the authority. Bonds may not be repaid with revenue from a transportation project that is not part of the same transportation system for which the bonds were originally issued.
- The Texas Attorney General (or designee) must approve the bonds before they can become binding obligations.
- Bonds issued by an RMA do not constitute a debt of the state or of a governmental entity, or a pledge of the faith and credit of the state or of a governmental entity.



# **Project Development Options of Regional Mobility Authorities**

## **• Comprehensive Development Agreement**

**(Transportation Code, Section 370.305, 370.306)**

- A regional mobility authority may enter into a comprehensive development agreement (CDA) at a minimum to design and construct a transportation project. It may also include financing, acquisition, maintenance and operation.
- To award a CDA, a competitive process must be followed that results in the selection of the best value for the regional mobility authority. An RMA is required to adopt rules and procedures governing the CDA procurement process.
- The ability to enter into these agreements expires August 31, 2011.



# Financing of Regional Mobility Authorities

## • Feasibility Fund

(Transportation Code, Section 370.071 – 370.073)

- A feasibility fund can be established by an RMA with surplus revenue from a transportation project.
- The fund may be used to study potential transportation projects, develop preliminary engineering plans, assess a project's toll viability, or payment for costs associated with a bond issuance. If feasibility funds are used to prepare and issue bonds, the fund must be reimbursed from bond proceeds or other revenue associated with the transportation project for which the bonds were issued.
- Feasibility studies may be paid for by other government entities or private groups, which may be reimbursed from proceeds or revenue generated from the transportation project.



# Financing Options of Regional Mobility Authorities

- **State Highway Funds**

(Title 43, Texas Admin. Code, Section 26.33)

- If TxDOT provides federal or state funds for an RMA turnpike project, the development of the project must comply with TxDOT rules related to financial assistance for toll facilities.
- TxDOT may loan or grant funds to the RMA for the acquisition, construction, maintenance and operation of a turnpike project or related costs.
- If state highway funds are given in the form of a grant, repayment is not required. This is known as toll equity.
- TxDOT may assist in, or cover the costs of, financial or traffic and engineering feasibility studies for a toll project.
- Any funding participation by TxDOT in a toll project will follow the rules of financial assistance for toll facilities.

(Title 43, Texas Admin. Code Sections 27.50-27.58)

- **State highway funds and state general revenue funds may only be used for a toll facility** (Transportation Code, Section 370.033)



## Financing Options of Regional Mobility Authorities

- **Texas Mobility Fund**

- The Texas Mobility Fund, a funding source supported by transportation-related fees, allows the transportation commission to issue up to \$3 billion in bonds.
- Bonds issued under the Texas Mobility Fund may be used to finance construction or improvements to state highways, publicly owned toll roads and other public transportation projects.
- Projects financed by the Texas Mobility Fund are selected at the discretion of the transportation commission.



## Financing Options of Regional Mobility Authorities

---

- **State Infrastructure Bank**

- The State Infrastructure Bank (SIB) is open to any public or private entity authorized to construct, maintain or finance a highway project.
- Eligible projects are typically on the state highway system and included in the Statewide Transportation Improvement Plan. However, there are some exceptions to the eligibility rule.
- The SIB program is administered by TxDOT. An applicant handbook is located on the Internet [www.dot.state.tx.us/moneymatters/sibtoc.htm](http://www.dot.state.tx.us/moneymatters/sibtoc.htm)



## Financing Options of Regional Mobility Authorities

---

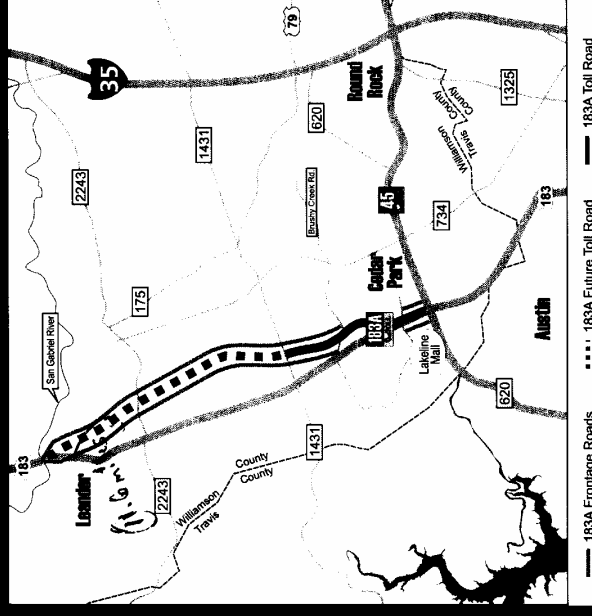
- **Federal Funds**

- RMA toll projects using federal funds provided by TxDOT must comply with rules related to financial assistance for toll facilities  
(Title 43, Texas Admin. Code Sections 27.50 – 27.58)
- Applications for federal highway or rail funds must be approved by TxDOT (Transportation Code 370.033).



## The Focus of CTRMA

- 183-A identified as CTRMA's first toll project
- Project being delivered utilizing a Comprehensive Development Agreement
  - Guaranteed Maximum Price of \$178 million
  - Guaranteed Completion date of March 2007
- Working with CAMPO and TxDOT to implement \$1.6 billion Phase 2 Regional Mobility Plan for Central Texas







## Sources of Funds

|                                    |               |
|------------------------------------|---------------|
| Senior Lien Bonds                  | \$167,967,611 |
| BANS (Bond Anticipation Notes)     | \$66,000,000  |
| TxDOT Equity                       | \$64,700,000  |
| Local Contributions (Right-of-Way) | \$14,100,000  |

# CTRMA FINANCING PLAN



**Toll Revenues**

**\$55,000,000**

**TxDOT Toll  
Equity Grant**

**\$167,967,611  
Senior Lien  
Revenue Bonds**

**\$55,000,000**

**TxDOT Toll  
Equity Grant**

**\$167,967,611  
Senior Lien  
Revenue Bonds**

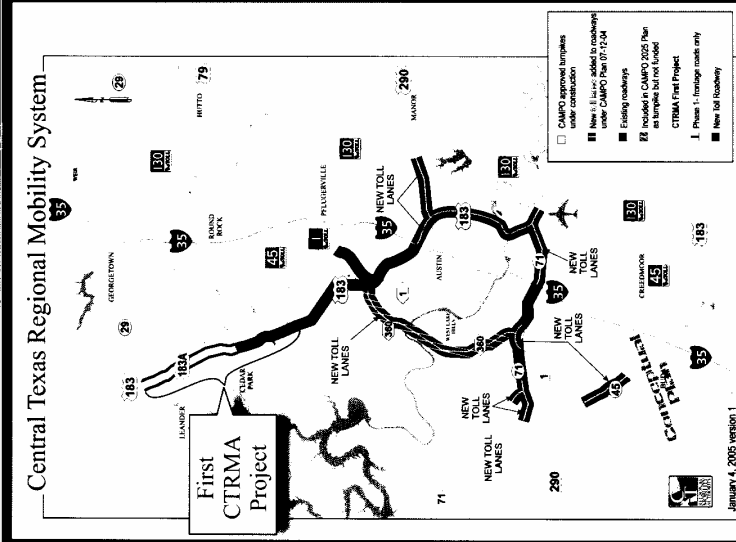
**March 2007  
Complete**

**January 1, 2008**

**March 2, 2005  
Funded**



# Regional Mobility Plan





## Key Points about the Regional Mobility Plan

- Provides a regional solution
- Only new capacity will be tolled
- A non-toll alternative will always be available
- Surplus revenue stays in the local community
- Surplus revenue can be used to fund congestion relief
- Innovative project development methods can accelerate project completion
- Tolls=Choice



# Tolls = Choice

- **Gas Tax = No Choice**
  - Auto owners required to fund projects they may never use!
- **Property Tax = No Choice**
  - Property owners required to fund projects they may never use!
- **Tolls = Choice**
  - Only those who choose to use the new toll roads will be required to pay
  - More gas tax revenue is available to address other transportation needs and to maintain existing roadways
  - Everyone benefits from reduced congestion



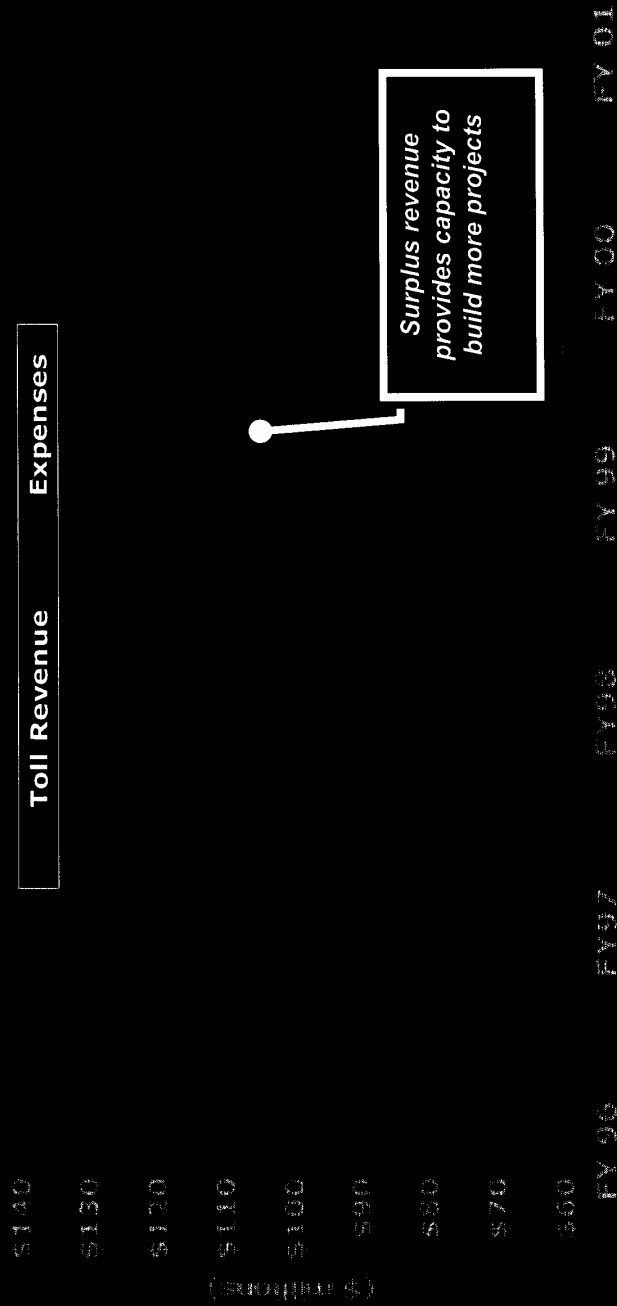
## Tolls = Choice

- **Lexus lane criticism unwarranted**
  - Research has found that people of all income levels use toll roads
  - Toll roads are an alternative to higher taxes that lower income drivers would have to pay
  - Tolls represent a small percentage of the cost of owning a vehicle
  - If a particular roadway attracts a disproportionate number of high income drivers then those drivers end up paying a disproportionate amount of tolls



# Building a Financial Engine

A Financial Overview of the Orlando-Orange County Expressway Authority 1996-2002





# Building a Financial Engine

## *The Orlando-Orange County Expressway Authority*

| Fiscal Year | Capital Budget  |
|-------------|-----------------|
| FY2005      | \$285.8 million |
| FY2006      | \$343.6 million |
| FY2007      | \$346.2 million |
| FY2008      | \$295.6 million |
| FY2009      | \$114.3 million |





## CTRMA – Lessons Learned

- **Why has the CTRMA been successful?**
  - The Board has been open-minded and supportive of innovation
  - An experienced team of professionals was put in place early to assist the CTRMA in its start-up, including financial, legal & engineering
  - Developed an aggressive schedule to implement our first project, the US 183-A turnpike
  - Initiated an informed consent process to gain public understanding & support of the CTRMA.



## The Reality

- ✓ *This is not an easy path to pursue*
- ✓ *It is not for the weak of heart*
- ✓ *Be prepared to spend a huge portion of your early resources on public involvement and public education*
- ✓ *Keep your efforts above reproach*
- ✓ *Strong community leadership is essential*
- ✓ *And lastly, for the Chairman and the Board to remember....*



## 3 Important Points

---

*1. Ask the hard questions.....*

*2. Ask the hard questions.....*

*3. Ask the hard questions.....*

NOTE: At this time the Board took a ten minute break.

---

- (III) **REPORT FROM INTERIM EXECUTIVE DIRECTOR  
REGARDING IMPORTANT CALENDAR DATES AND  
TIMELINES ON THE ADMINISTRATIVE  
OPERATIONS OF THE CCRMA, THE WEST LOOP  
PROJECT AND THE SECOND CAUSEWAY**
- (IV) **PRESENTATION BY INTERIM EXECUTIVE  
DIRECTOR ON PASS THROUGH TOLL PROJECTS  
SCHEDULES**

Mr. Pete Sepulveda, Interim Executive Director, presented and highlighted the following Reports:

# *From RMA Formation to Toll Facility Opening*

*July 2005*

## ***RMA First Steps***

### ➤ **First Steps**

- Appoint Board and Chairman
- Hire Executive Director/staff
- Hire legal counsel
- Hire GEC
- Develop operational rules
- Prepare strategic plan
- Identify first project
- Apply to TxDOT for toll equity grant for first project
- Develop first project for implementation

## ***RMA First Steps***

- **Hire Executive Director/staff**
  - Public appearance requires some agency staff, even if agency wants to operate as lean as possible
- **Hire legal counsel**
  - Advise chairman and board
  - Public appearance

## ***RMA First Steps***

- **Hire General Engineering Consultant (GEC)**
  - Later slides
- **Develop operational rules**
  - Governance
  - Accounting related
  - Procurement
  - Environmental
  - Equal opportunity
  - Models available (NTTA, CTRMA, ARMA)



## ***RMA First Steps***

- **Prepare strategic plan**
  - Mission
  - Objectives
  - Strategies
    - Approach to agency staffing
    - Approach to outsourcing/privatization
    - Approach to public/key message points

## ***RMA First Steps***

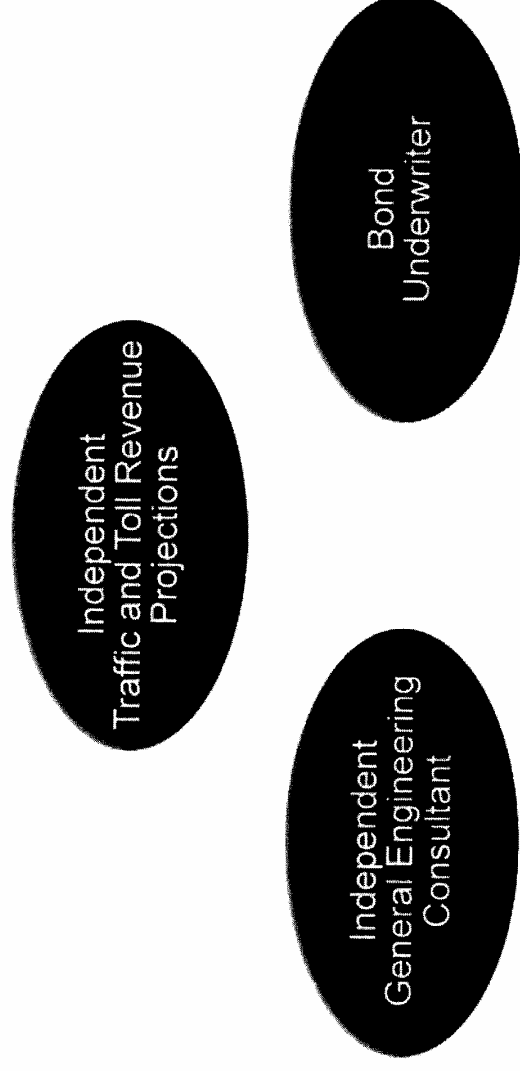
- **Identify first project/TxDOT toll equity grant**
  - Equity grant is the chief source of financing prior to the bond sale
  - Equity grant pays for studies necessary to get to the bond market
  - After bond sale, bond proceeds fund agency in early years

**What is a GEC?**  
**Why Do We Need One?**

## ***What is a GEC, and Why Do You Need One***

- **Required function**
  - Required by bond provisions
- **Optional roles**
  - Toll agency staffing
  - Toll industry knowledge

## *Required Function of GEC*



## **Primary Participants Required To Sell Bonds**

## ***Required Function of GEC***

- **Basic types of risk with any new bond indenture**
  - *Construction cost and schedule risk*
  - Traffic/revenue risk
  - Financing risk
- **The reputation of the GEC in the bond market addresses the comfort of the bond market with the *construction cost and schedule risk*, and impacts financing cost**

## *Required Function of GEC*

- **Bond trust indentures require a General Engineering Consultant**
  - Must be independent from toll agency
  - For bond sale, must certify
    - Construction cost
    - Construction schedule/traffic opening date
    - Maintenance reserve amount
  - During construction – Report to Bondholders
    - Approval of payment requisitions
    - Design and construction progress/opening date
    - Cost estimate to complete versus funds remaining
  - After construction – Report to Bondholders
    - Annual inspection of condition
    - Insurance review and recommendation
    - Annual budget reviews and recommendations

### ***Required Function of GEC***

- The GEC role must be maintained for the length of the bond indenture
- The GEC can be changed over the length of the bond
- An agency can have a different GEC for each bond indenture



## ***Optional Roles for GEC***

- **Optional GEC roles for toll agencies**
  - Toll agency staffing
    - Acts as staff to the Executive Director
    - Management and oversight of other consultants for studies and final design
    - Does NOT perform final design
  - Toll industry knowledge
    - Expertise in developing toll projects for bonding
    - Expertise in all facets of toll collection, operation and maintenance

## *Summary*

### ➤ Why a GEC?

- Required at time of bond sale and after bond sale
- Serve as staff to the agency Executive Director
- Management and oversight of other consultants. Does NOT perform final design
- Industry knowledge of all facets of toll road development, operation and maintenance

Mr. Sepulveda noted the need to have proper professionals assisting in keeping control of projects. In highlighting the need for all facets of toll collection, Mr. Sepulveda indicated that to the advantage of the RMA the county has and operates three international bridges, thus staff has expertise in toll operations and collections. He noted the need to continue the good relationship with TxDOT as the RMA begins to work on different projects in order to maximize its resources and accomplish more projects in a more efficient manner. Mr. Sepulveda stated that funding might be available from local municipalities and the county within the next sixty to ninety days to fund staff and professional services. At this time, he proceeded to highlight the CCRMA draft calendar schedule, noting the need to stay within the overall schedule for the **West Loop Project**.

Chairman Alex requested that an agenda item be placed for the next meeting regarding the hiring of an Executive Director.

Director Garza asked if early completion of a project could be anticipated if started early, and Mr. Sepulveda responded in the affirmative.

Mr. Mario Jorge, Texas Department of Transportation District Engineer, agreed.

Director Garza asked if applying for the equity grant scheduled for January 2006 could be moved up since the toll feasibility study was complete.

Mr. Jorge responded that the toll equity grant could be done sooner, and added that this would go hand in hand with the hiring of a GEC. He noted the need to finalize the schematics for the West Loop Project and to hold a public meeting.

Mr. Sepulveda proceeded to highlight the draft schedule for the proposed **2<sup>nd</sup> Causeway Project**.

Chairman Alex indicated that good results were anticipated with regards to having an accord between South Padre Island, Port Isabel and Cameron County.

Mr. Sepulveda highlighted the draft schedule to prepare the strategic plan for **PTT Projects** beginning November 2005. He explained that the major task for the Board and staff would be to convince municipalities to budget funding for the RMA during their ongoing budgetary process. Mr. Sepulveda stated that a public hearing could be scheduled in September for the West Loop Project and that the date would be confirmed to secure presence of Board Members.

Mr. Pete Sepulveda, Interim Executive Director, reported that each PTT Project has different tasks, all having the same basic time frame and different consultants. He reported that Mr. Arnold Cortez, TxDOT

Representative, was handling PTT Projects and that updates were obtained via the monthly meetings held with TxDOT thru the MPO.

Chairman Alex asked if the GEC was needed to work on the PTT Projects, and Mr. Sepulveda responded in the affirmative.

Mr. Mario Jorge, Texas Department of Transportation District Engineer, stated that the PTT Projects could be worked on simultaneously. He stated that lending to all PTT Projects at one time versus individually could facilitate sooner construction of the projects, noting that TxDOT was bound by an annual lending cap for statewide projects. Mr. Jorge stated that this funding mechanism could get projects built, which could otherwise be delayed, and explained that the RMA was also able to spend money in Mexico versus TxDOT was unable to do this.

Mr. Sepulveda stated that the Engineering Firm of Cale y Mayor would work on the West Loop Project in Mexico, it being a very prestigious firm. He stated that the important thing was that the RMA would work with all these projects concurrently.

Mr. David Garcia, Texas Department of Transportation Assistant Director, stated that the projects were identified in letters sent to all municipalities.

Mr. Jorge stated that the Brownsville MPO set aside \$9 million for construction of the West Railroad Relocation Project, and explained that some of the engineering work would be eligible for the equity grant.

**The Report is as follows:**

| Task ID                                                                   |  |  |  |  |  |  |  |  |  |  |  | 2005 |   |   |   |   |   |   |   |   |    |    |    | 2006 |   |   |   |   |   |   |   |   |    |    |    | 2007 |   |   |   |   |   |   |   |   |    |    |    | 2008 |   |   |   |   |   |   |   |   |    |    |    |
|---------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|------|---|---|---|---|---|---|---|---|----|----|----|------|---|---|---|---|---|---|---|---|----|----|----|------|---|---|---|---|---|---|---|---|----|----|----|------|---|---|---|---|---|---|---|---|----|----|----|
|                                                                           |  |  |  |  |  |  |  |  |  |  |  | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| <b>Task I - Executive Director, FA, DEC, &amp; Legal Counsel</b>          |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| Funding / Approach cities and county for S/Complete Interlocal Agreements |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 2                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 3                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 4                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 5                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| <b>Task II - West Loop Project Development</b>                            |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 2                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 3                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 4                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 5                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 6                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 7                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 8                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 9                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 10                                                                        |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 11                                                                        |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| <b>Task III - 2nd. Cutaway</b>                                            |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 2                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 3                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 4                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 5                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| <b>Task IV - Pass Through Toll Projects</b>                               |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 2                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 3                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 4                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 5                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 6                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| <b>Task V - Planning Process</b>                                          |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1                                                                         |  |  |  |  |  |  |  |  |  |  |  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |

| Task ID                                                                                 |               | 2005 |   |   |   |   |   |   |   |   |    |    |    | 2006 |   |   |   |   |   |   |   |   |    |    |    |
|-----------------------------------------------------------------------------------------|---------------|------|---|---|---|---|---|---|---|---|----|----|----|------|---|---|---|---|---|---|---|---|----|----|----|
|                                                                                         |               | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| <b>Task I</b>                                                                           |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| FM 802 - Expressway 77 to Paredes Line Road<br>(Contractor) KBR - EA, Schematics & PS&E |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1                                                                                       | Schematics    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 2                                                                                       | PS&E          |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 3                                                                                       | EA clearances |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 4                                                                                       | Letting date  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| <b>Task II</b>                                                                          |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| FM 1847- FM 511 to SH 100<br>(Contractor) MacTec - EA, Schematics & PS&E                |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1                                                                                       | Schematics    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 2                                                                                       | PS&E          |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 3                                                                                       | EA clearances |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 4                                                                                       | Letting date  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| <b>Task III</b>                                                                         |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| FM 3248 - Paredes Line to FM 511<br>(Contractor) MacTec - EA, Schematics & PS&E         |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1                                                                                       | Schematics    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 2                                                                                       | PS&E          |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 3                                                                                       | EA clearances |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 4                                                                                       | Letting date  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| <b>Task IV</b>                                                                          |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| FM 3195 - Expressway 77 Wilson Road<br>(Contractor) TXDOT Area Office                   |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1                                                                                       | Schematics    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 2                                                                                       | PS&E          |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 3                                                                                       | EA clearances |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 4                                                                                       | Letting date  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| <b>Task V</b>                                                                           |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| FM 1479 - End of existing C&G to Thiene Road<br>(Contractor) L&G Engineering            |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1                                                                                       | Schematics    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 2                                                                                       | PS&E          |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 3                                                                                       | EA clearances |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 4                                                                                       | Letting date  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| <b>Task VI</b>                                                                          |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| FM 3248 - Expressway 77 to Military Highway<br>(Contractor) TXDOT Area Office           |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1                                                                                       | Schematics    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 2                                                                                       | PS&E          |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 3                                                                                       | EA clearances |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 4                                                                                       | Letting date  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| <b>Task VII</b>                                                                         |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| FM 2520 - Expressway 77 to Pennsylvania Ave.<br>(Contractor) TXDOT Area Office          |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1                                                                                       | Schematics    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 2                                                                                       | PS&E          |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 3                                                                                       | EA clearances |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 4                                                                                       | Letting date  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| <b>Task VIII</b>                                                                        |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| FM 1847 - SH 100 to Henderson Road<br>(Contractor) TXDOT Area Office                    |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1                                                                                       | Schematics    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 2                                                                                       | PS&E          |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 3                                                                                       | EA clearances |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 4                                                                                       | Letting date  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| <b>Task IX</b>                                                                          |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| FM 506 - Expressway to Clark Street<br>(Contractor) TXDOT Area Office                   |               |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1                                                                                       | Schematics    |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 2                                                                                       | PS&E          |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 3                                                                                       | EA clearances |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 4                                                                                       | Letting date  |      |   |   |   |   |   |   |   |   |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |

---

(V) **AUTHORIZE INTERIM EXECUTIVE DIRECTOR TO  
BEGIN PROCESS OF ISSUING RFQ'S FOR A  
GENERAL ENGINEERING CONSULTANT**

Director Garza moved that Mr. Pete Sepulveda, Interim Executive Director, be authorized to begin process of issuing RFQs for General Engineering Consultant.

The motion was seconded by Director Campbell and carried unanimously.

Chairman Allex asked what other critical need existed for the RMA in order to place it on the next agenda.

Mr. Pete Sepulveda, Interim Executive Director, responded that the RMA must obtain funds for operation and recommended that county resources be used until then. He explained that three main needs include: to begin process to hire Financial Advisor, now ongoing; to begin process to hire a General Engineering Consultant, soon to begin; and, to begin process to hire an Executive Director and staff, soon to begin. Mr. Sepulveda stated that they would continue to push projects concurrently, and that the ball would be on the court of the consultant once they begin the study for the West Loop Project. He stated that they would push to keep within the prepared schedule, which may change quarterly, noting that the key was to end with the same timeline in place.

Mr. Sepulveda requested assistance from the Board of Directors in approaching the different municipalities to solicit grant funds for the RMA. He explained that an attempt was made to clarify to the municipalities that they would get direct benefit from the RMA via correspondence. Mr. Sepulveda reiterated that it was perfect timing since the entities were going thru the budgetary process.

---

(VI) **DISCUSSION AND POSSIBLE AGREEMENT ON  
DATES FOR CCRMA WORKSHOP/TRAINING**

Mr. Pete Sepulveda, Interim Executive Director, reported that staff has been working closely with the Federal Division of TxDOT, whom has consultants that provide training programs for RMA Directors, them being Association Strategies. He stated that training was available at no cost to the RMA, and requested that anyone interested in the training inform him for purposes of making preparations, adding that Association Strategies needs about four weeks notice to prepare for the day and a half training session. Mr. Sepulveda stated that the dates when the training can be provided would be e-mailed to the Directors and requested that they respond if acceptable.

**The Report is as follows:**

# Education and Training Programs

**Leadership & Professional Development Training** Concentrating on business and interpersonal skill development designed to enhance self-confidence, demonstrate leadership and effectively consolidate support; Association Strategies facilitates several types of leadership training. Professional development training enhances sophisticated social interaction talents; provides speaking and writing skills to get your point across quickly and clearly; modern media relations giving you control of your message; and methods for successfully influencing public policy-makers.

**Media Relations** Designed to keep you on your message clearly and succinctly-no matter what your interviewer asks. This class will prepare you to formulate a brief message clearly communicating the position of you and your organization for a variety of contingencies. Tips and techniques for handling friendly, neutral and adversarial print and broadcast reporters are covered along with reasons why reporters do the things they do and how to establish respectful professional relationships.

**Negotiation** Negotiation is one of the most important of all business skills. Some situations call for "win/win" negotiations and some don't. This course covers how to know the difference and proceed accordingly. It's all about procuring what you or your organization need and the strategy, work and skills it takes to succeed. Covered topics include anticipating a fellow negotiator's methods and goals and assembling persuasive counter strategies, how to pre-select throwaways, how and when to give up pre-selected items and when to hold your ground and how to quit when you're ahead. Knowledge of Social Styles is a real plus as background for this class.

**Business Planning** As a strategic plan focuses on "where" the organization will go, the business plan concentrates on "how" the organization will get there. Association Strategies facilitates business plans from relatively specific single use plans to more complex standing plans.

**Social Styles** Probing how we interact with others in business and interpersonal relationships this course provides an in-depth look at the participant's own personal social style and an analysis of other styles. When we understand why we behave the way we do in a variety of situations the participant's style serves as a reference to identify the styles of others. The goal is to successfully adapt our behavior to more closely match the style of someone with whom we desire influence. A real eye-opener.

**Successful Board Membership** What do organizations expect and need from their board members? This customized training session outlines the board member's responsibility to the organization and how to accomplish that responsibility recognizing that board members have lives outside their board membership. This course identifies and enhances the skills necessary to maintain a cohesive and responsive board of directors that fulfills the needs of the organization while avoiding some of the more common problems that can develop.

**Lobby Skills** How effective is your organization at lobbying state and federal government? This session demonstrates how to craft a message that's easy to understand and shows you how to communicate that message to public policy-makers in a concise and consistent manner. Complementary to, but differing from grassroots training, this course is designed for establishing ongoing and long-term legislative relationships. This course includes appropriate skills training customized to your group's needs.

**Under the Dome** A fast-paced simulation of the first session of a United States Representative, Under the Dome gives the participant a perspective like no other activity for such a small investment in time. The course is based on a sophisticated interactive computer simulation which varies with the participants input on policy decisions and votes yielding different poll results, press coverage, contributions and support, from back home, and party leadership. Under the Dome is an entertaining and fun way to gain real appreciation for what it takes to succeed inside the beltway or in the statehouse.

**Strategic Planning** Association Strategies organizes and conducts strategic planning for state, regional and national organizations, associations and businesses. Strategic planning sessions include comprehensive services from pre-meeting, canvassing to post-meeting follow-through of the plan. Processes used are designed to engage participants, encourage broad thinking and probe real issues resulting in a strategic plan that the organization can utilize as a blueprint to achieve their goals in today's dynamic business environment.

**Effective Business Presentations** Public speaking skills tailored to making effective and persuasive presentations to individuals or large and small groups. This session prepares participants to make thoughtful business presentations taking the three P's: purpose, process and payoff, into consideration. Topics covered include crafting the message, logical packaging of the message and how to get your point across in a clear and concise manner. Tips to make your presentations smoother are covered in detail. Association Strategies provides effective, affordable professional development and leadership training for businesses, associations and professional groups that will strengthen your organization by cultivating the government relations, business, social and leadership skills of your membership.

**Grassroots Campaigns** Association Strategies develops, organizes, deploys and manages grassroots campaigns to influence public policy utilizing your organization's staff, officers, board or general membership. This training can be urgent and issue specific or general and reserved as a contingency plan for future actions.

**Business Writing** How to say what you mean and mean what you say; this course covers formal business letters, follow-ups, memos, e-mails, position statements, press releases and thank-you notes. Tips on how to construct your message logically and communicate your ideas and position are covered in depth. Special emphasis on how to make a request that will get a response with lots of helpful hints and easy to remember processes covered.



# ASSOCIATION STRATEGIES



## About Association Strategies...

Association Strategies provides effective advocacy, professional development and leadership training for businesses, associations and professional groups that strengthen organizations by cultivating the public policy, business, and social skills of your leadership.

The legislative consultants, advocates and trainers on the Association Strategies team are ready to advise and assist you and your organization to maximize your leverage and influence with public policy-makers and business associates.

Association Strategies has a fully developed training curriculum designed to hone your group's political, business and leadership skills structured to enhance your effectiveness and professionalism. Courses include: Motivated Board Membership, Strategic Planning To Succeed, Social Styles-Persuasive Counseling, Business Writing for Results, Effective Business Presentations, Negotiating to Consensus, Successful Media Relations, Lobbying Skills, and Under the Dome.

In addition, Association Strategies develops, organizes, deploys and manages grassroots campaigns to optimize your organization's efforts to influence public policy.

Utilizing your organization's staff, officers, directors or general membership, Association Strategies can organize and direct targeted, issue-specific, campaigns or train your membership to manage more general plans for future actions. Association Strategies can guide your organization through any complimentary media and public relations campaigns common to grassroots efforts.

Whether your message is best delivered verbally in face-to-face meetings or communicated through a variety of sophisticated mediums, Association Strategies will help you craft your message and insure you deliver it most effectively. An internationally award-winning design group is on the Association Strategies team and can package your communications to perfection providing both a professional appearance and maximum comprehension.

*Let us help you deliver your message.*

### **Association Strategies**

**P.O. Box 685064**

**Austin, Texas 78768-5064**

**Phone (512) 458-8991**

**Fax (512) 458-1338**

**[bryan@associationstrategies.net](mailto:bryan@associationstrategies.net)**

**Association Strategies**  
**P.O. Box 685064**

**Austin, Texas 78768-5064**

**Phone (512) 458-8991**

**Fax (512) 458-1338**

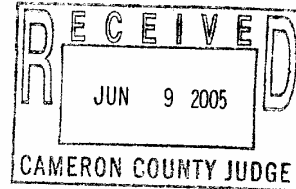


**SAN ANTONIO MOBILITY COALITION, INC.**  
*Transportation Solutions for an Improved Quality of Life*

602 E Commerce St • San Antonio, TX 78205 • (210) 229-2125 • (210) 229-1600 Fax  
[www.samobilitycoalition.org](http://www.samobilitycoalition.org)

June 6, 2005

The Honorable Gilberto Hinojosa  
County Judge  
Cameron County  
964 E Harrison  
Brownsville, TX 78520



Dear Judge Hinojosa:

The San Antonio Mobility Coalition, Inc. (SAMCo) is preparing for its 4th Annual Transportation Leadership Forum to be held on **Wednesday, September 7 and Thursday, September 8, 2005** at the Convention Center of the City of San Antonio.

As you may be aware, this Forum is one of the State's premier transportation conferences and has been at the forefront of innovative transportation funding concepts such as pass through financing, regional mobility authorities, and advanced transportation districts. This year, the Forum is taking on a regional tone and highlighting transportation issues affecting Central and South Texas, including regional funding issues, transit, rail, corridors, and related transportation issues.

The keynote speaker for the 4<sup>th</sup> Annual San Antonio Transportation Leadership Forum is James R. Young. Mr. Young was named President and Chief Operating Officer of Union Pacific Railroad in January 2004. Union Pacific is also our Title Sponsor for this year's Forum.

In light of our new regional focus, SAMCo is, for the first time, extending Co-Host opportunities to other Cities and Counties. We hope you will join Bexar County and the City of San Antonio in this effort to increase regional transportation planning.

**Co-Host Opportunity Benefits:**

- ++ County/City has priority placement of 1 table at the Dinner (9/7) and Luncheon (9/8)
- ++ County/City has admission of 8 officials/employees to the Forum (9/8)
- ++ County/City has its name printed on the inside program
- ++ County/City has its name displayed on our website registration area
- ++ County/City has its name listed on signage at event
- ++ County/City may participate with the Forum Program Planning Committee

**Co-Host Levels:**

|                   |                                 |
|-------------------|---------------------------------|
| County Population | 0 -150,000.....= \$2,000.00     |
|                   | 150,000-350,000 ...= \$3,000.00 |
|                   | 350,000-700,000....= \$4,000.00 |
|                   | 700,000-and up.....= \$5,000.00 |

**GOVERNMENTAL:** Bexar County • City of San Antonio • VIA Metropolitan Transit **PATRON:** Carter & Burgess, Inc. • Flasher Equipment Company • Loeffler Tuggey Pauerstein Rosenthal LLP • Martin Marietta Materials Southwest • Pape-Dawson Engineers, Inc. • Raba-Kistner Consultants, Inc. • The Greater San Antonio Chamber of Commerce • Turner Collier & Braden • USAA • Williams Brothers Construction Company, Inc. • **ADVOCATE:** Alamo Cement Company, Ltd. • ARDADIS • Bain Medina Bain, Inc. • Broadway Bank • Cemex, Inc. • CH2M HILL • Civil Engineering Consultants, Don Durden • Clark Construction of Texas, Ltd. • Halff Associates, Inc. • HDR Engineering, Inc. • HNTB Corporation • HOLT CAT • Lockwood, Andrews & Newnam, Inc. • Parsons Brinckerhoff • Pate Engineers, Inc. • PBS&J • SBC • Vickrey & Associates • Unitech Consulting Engineers • URS Corporation • Vulcan Materials • Zachry Construction Corporation  
**ASSOCIATE:** Greater Austin/San Antonio Corridor Coalition • City Public Service • Free Trade Alliance of San Antonio • Greater Kelly Development Authority • Medical Center Alliance • North San Antonio Chamber of Commerce • Real Estate Council of San Antonio • San Antonio Council of Engineering Companies • San Antonio River Authority • San Antonio Water System • South San Antonio Chamber of Commerce • Witte Museum

City Population      0 -100,000.....= \$1,500.00  
                         100,000-250,000....= \$2,000.00  
                         250,000-500,000....= \$2,500.00  
                         500,000-and up.....= \$3,000.00

If you have any questions or require additional information on this event, please contact Victor Boyer, Executive Director of the San Antonio Mobility Coalition. Checks may be made payable to the *San Antonio Mobility Coalition, Inc.* Please send payment to Greg Morse, Attn: 4<sup>th</sup> Annual Transportation Forum, 602 E Commerce St, San Antonio, TX 78205-2620.

Sincerely,



Bexar County Judge Nelson Wolff  
Chairman, Board of Directors  
San Antonio Mobility Coalition, Inc.



City of San Antonio Mayor Edward Garza  
Member, Executive Committee  
San Antonio Mobility Coalition, Inc.

---

**(VII) DISCUSSION REGARDING CURRENT CCRMA NAME**

Director Garza recommended that the Directors think of and present names during the next meeting and that a name be selected at that time.

Chairman Alex asked if the title "RMA" must be kept.

Mr. Mario Jorge, Texas Department of Transportation District Engineer, responded in the affirmative; however, he noted that he would confirm the requirement.

Mr. Pete Sepulveda, Interim Executive Director, asked if the Board has considered keeping the same name.

Director Garza responded in the affirmative.

Chairman Alex instructed that proposed names be submitted to Director Garza.

---

**(VIII) CHAIRMAN'S REPORT**

None was presented.

---

**(IX) DISCUSSION AND POSSIBLE ACTION REGARDING  
THE SAN ANTONIO MOBILITY COALITION  
MEETING AND TEAM TX MEETING**

Mr. Pete Sepulveda, Interim Executive Director, stated that he received an invitation from the San Antonio Mobility Coalition Forum to be held September 7-8, 2005, and requested to be notified if anyone was interested in attending in order to do necessary arrangements. He added that the TEAM TX Meeting would take place next Friday and that the CCRMA was on the agenda to make a presentation concerning its status, thus noted the need for staff to be present.

---

**(X) PUBLIC COMMENTS**

Mr. Richard Latherer asked if the RMA would function separately from the County.

Mr. Mario Jorge, Texas Department of Transportation District Engineer, clarified that the RMA was an independent Board appointed by Commissioners Court and the governor, and has its own authority although presently it relies on cities and county until financially stable.

Mr. Latherer asked if a GEC was needed to do the work because it seems to be needed more for the selling of bonds.

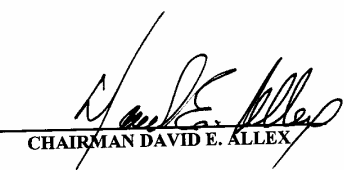
Mr. Pete Sepulveda, Interim Executive Director, responded that the Board has several options: to allow the GEC to do only 30% of the work and to form or to allow it to do 100% of the work. He stated that the GEC would guide the Board and that other consultants would be hired, yet that the Board would decide as to the option in the near future.

Director Ramon suggested that a recording device be obtained to facilitate in the preparation of minutes.

The suggestion was made that the room presently being used allows for better audio recording, and Chairman Alex stated that future meetings would be held in this room.

There being no further business to come before the **Board**, the meeting was **ADJOURNED** by Chairman Alex at 3:16 P.M.

**APPROVED** this 11<sup>th</sup> day of **August 2005**.



CHAIRMAN DAVID E. ALEX

**ATTESTED:**

**SECRETARY LAURA BETANCOURT**