



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

2019

Texas Transportation Commission **PROJECT REPORT**

Required per Texas Administrative Code Rule § 26.65(b)

TABLE OF CONTENTS

3

INTRODUCTION

6

REGIONAL MAP

7

OPEN TO TRAFFIC

- 183A Toll Phases I & II
- 290 Toll Phases I & II
- MoPac Express Lane
- 71 Toll Lane
- 45SW Toll

21

UNDER CONSTRUCTION

- 183 South
- 290 Toll Phase III

27

IN DEVELOPMENT

- 183 North
- 183A Toll Phase III
- MoPac South
- Travis County Program

Per Texas Administrative Code (TAC) Rule § 26.65(b), this written report describes the progress made during 2019 on each Mobility Authority transportation project or system of projects, including the initial project undertaken by the Mobility Authority.

INTRODUCTION



DID YOU KNOW?

The Mobility Authority is delivering more than infrastructure to Central Texas. Our open roads have driven economic development in Williamson and Travis counties, with additional development on the horizon.

ABOUT THE CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

The Central Texas Regional Mobility Authority (Mobility Authority) is a political subdivision of the State of Texas, created in 2002 to improve the transportation system in Williamson and Travis counties. Our mission is to implement innovative, multimodal transportation solutions that enhance quality of life and economic vitality.

The Mobility Authority was created by and operates under the Texas Transportation Code, Chapter 370, and is authorized under state law to implement a wide range of transportation systems, including roadways, airports, seaports, and transit services.

The Mobility Authority operates the 183A Toll Road in Williamson County, the 290 Toll Road in East Austin, the 71 Toll Lane in east Austin, the MoPac Express Lane in central Austin, the 45SW Toll Road in southern Travis County, and the 183 Toll Road in east Austin. The agency is also completing the second and final phase of the 8-mile 183 South Project and building the 290/130 Flyovers Project. Our projects in development include the 183 North Project, the 183A Phase III Project, and the MoPac South Environmental Study.

Since the Mobility Authority's inception, the agency has transformed a regional investment of \$559 million into nearly \$2.1 billion in added-capacity infrastructure improvements. About one-half of that investment includes non-tolled improvements such as new and enhanced frontage roads, bicycle and pedestrian improvements, and aesthetic upgrades. Moving forward, we anticipate leveraging an investment by the region to develop \$3.4 billion in infrastructure improvements.

For more information, visit www.MobilityAuthority.com.

¹*U.S News & World Report, 2019.*
<https://realestate.usnews.com/places/rankings/best-places-to-live>

²*Commercial Real Estate News, Development, Featured, Job Market, National, 2019.* <https://www.commercialcafe.com/blog/metro-to-metro-migration-metro-areas-winning/>



FOR THE THIRD YEAR IN A ROW,
AUSTIN WAS RANKED THE #1
BEST PLACE TO LIVE BY U.S. NEWS
AND WORLD REPORT.¹



AUSTIN HAS A NET
POPULATION GAIN OF NEARLY
27,000 PEOPLE EACH YEAR.²

Mobility Authority Board of Directors

The Mobility Authority Board of Directors comprises seven local community volunteers who are responsible for setting policies, identifying priority projects, and ensuring the agency is operated in an efficient, effective, and transparent manner. The governor appoints the chairman; and the Commissioners Courts for both Travis and Williamson counties each appoint three members to serve on the board.

Bobby Jenkins, *CHAIRMAN*

Gubernatorial Appointee, 2019

Nikelle S. Meade, *VICE CHAIRMAN*

Travis County Appointee, 2012

David Singleton, *TREASURER*

Williamson County Appointee, 2003

Mark Ayotte, *SECRETARY*

Williamson County Appointee, 2017

David B. Armbrust

Travis County Appointee, 2012

Mike Doss

Williamson County Appointee, 2019

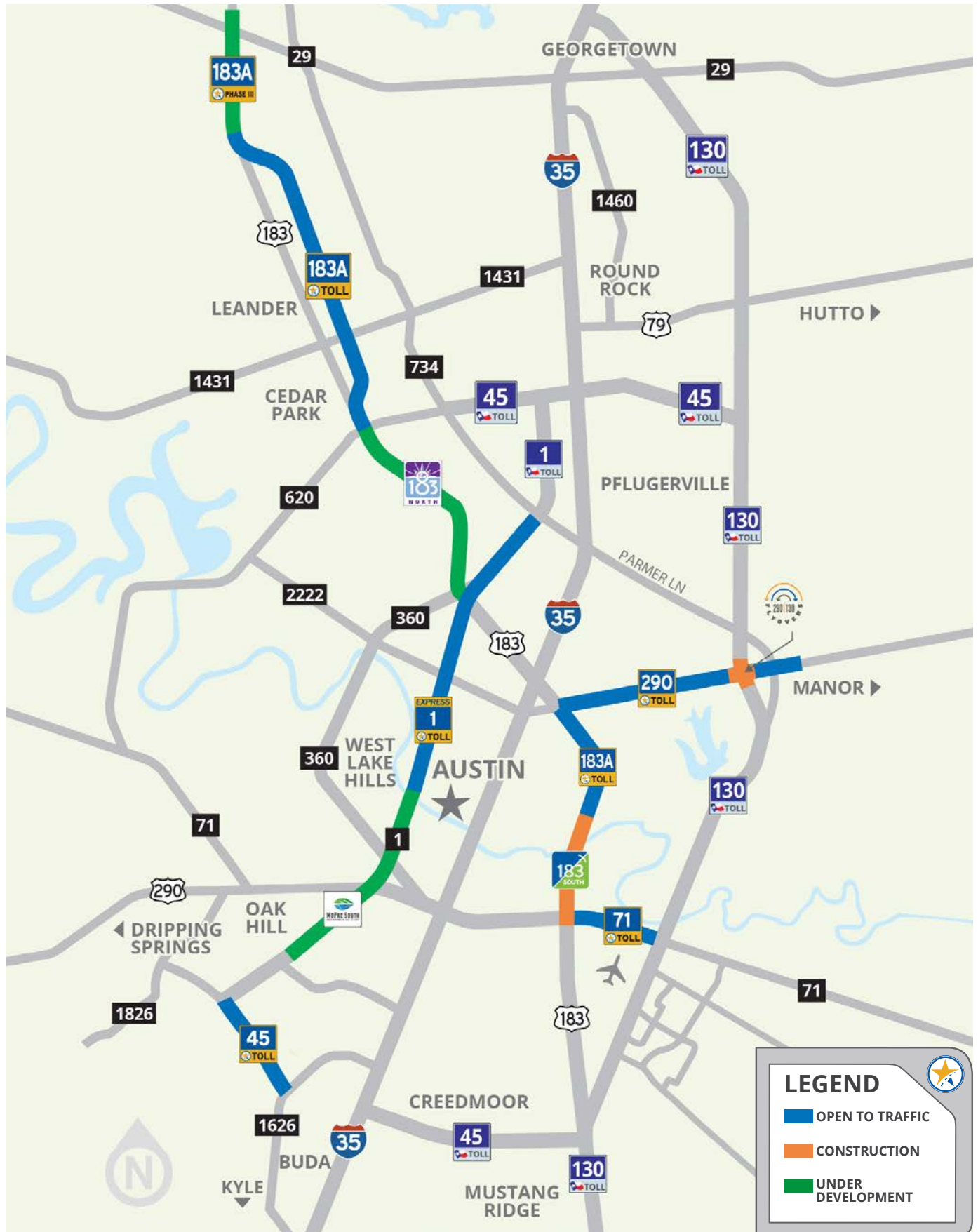
John Langmore

Travis County Appointee, 2018

A SPECIAL Thank You

To our outgoing chairman, Ray A. Wilkerson, for *10 years of dedicated service* to Central Texas. We appreciate the many benefits his time and expertise made possible for the region.

Regional Map



OPEN TO TRAFFIC



183A

TOLL

183A TOLL

PHASES I & II

PROJECT DESCRIPTION

183A Toll Road, the initial project undertaken by the Mobility Authority, is an 11.6-mile toll road extending northward from RM 620 through Cedar Park and Leander in northwest Williamson County. This greenfield project consists of tolled mainlanes with non-tolled frontage roads at the north end. It also includes a parallel 10-foot-wide, 7-mile-long, shared use path for pedestrians and bicyclists with a trailhead at Brushy Creek.

The project was developed in two phases:

- **Phase I (2007):** A tolled roadway between RM 620 and RM 1431 with non-tolled frontage roads from RM 1431 northward to the South San Gabriel River.
- **Phase II (2012):** Five-mile extension of the tolled mainlanes from RM 1431 to Hero Way.

2019 PROGRESS

During 2019, the average monthly weekday transactions were around 182,000, which is a 7 percent increase over 2018.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2020

No major activities are planned for 2020.

OPEN TO TRAFFIC

**Average monthly weekday transaction calculations do not include the month of December.*

11.6
CENTERLINE
MILES

73
TOLLED LANE
MILES

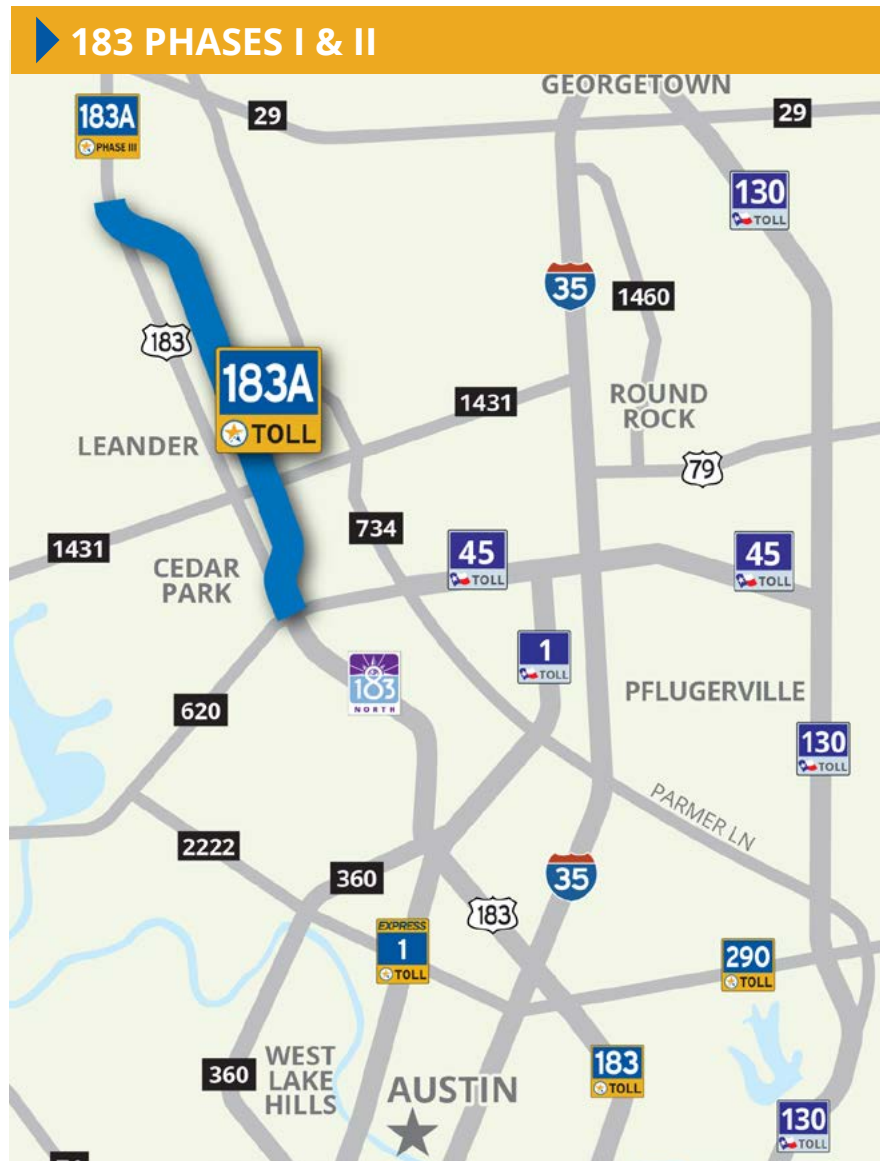
33
NON-TOLLED
LANE MILES

7 MI
SHARED USE PATH

Financials

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO	\$65,000,000
TIFIA Loan	\$66,000,000
Toll Revenue Bonds	\$200,000,000
Williamson County	\$18,000,000
Total Project Cost	\$349,000,000





290 TOLL

PHASES I & II

PROJECT DESCRIPTION

290 Toll Road is a 6.2-mile toll road along US 290 from US 183 to SH 130 in the city of Manor in Travis County. This project upgraded the existing US 290 to a new facility with three tolled mainlanes and three non-tolled general-purpose lanes in each direction, tripling the previous capacity of the roadway. A parallel, 10-foot-wide, 6-mile-long shared use path spans the corridor for pedestrian and bicycle travel.

The 290 Toll Road was developed and constructed by the Mobility Authority in two phases:

- **Phase I (2012):** Four tolled direct connectors at the US 183/290 Toll interchange.
- **Phase II (2014):** Three tolled mainlanes and three non-tolled general-purpose lanes in each direction from US 183 to SH 130.

2019 PROGRESS

During 2019, the average monthly weekday transactions were approximately 89,000, which is a 4 percent increase over 2018.

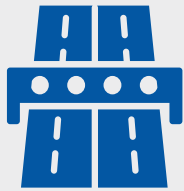
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2020

No major activities are planned for 2020.

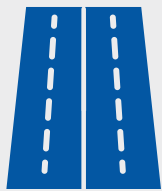
OPEN TO TRAFFIC

**Average monthly weekday transaction calculations do not include the month of December.*

6.2
CENTERLINE
MILES



43
TOLLED
LANE MILES



38
NON-TOLLED
LANE MILES

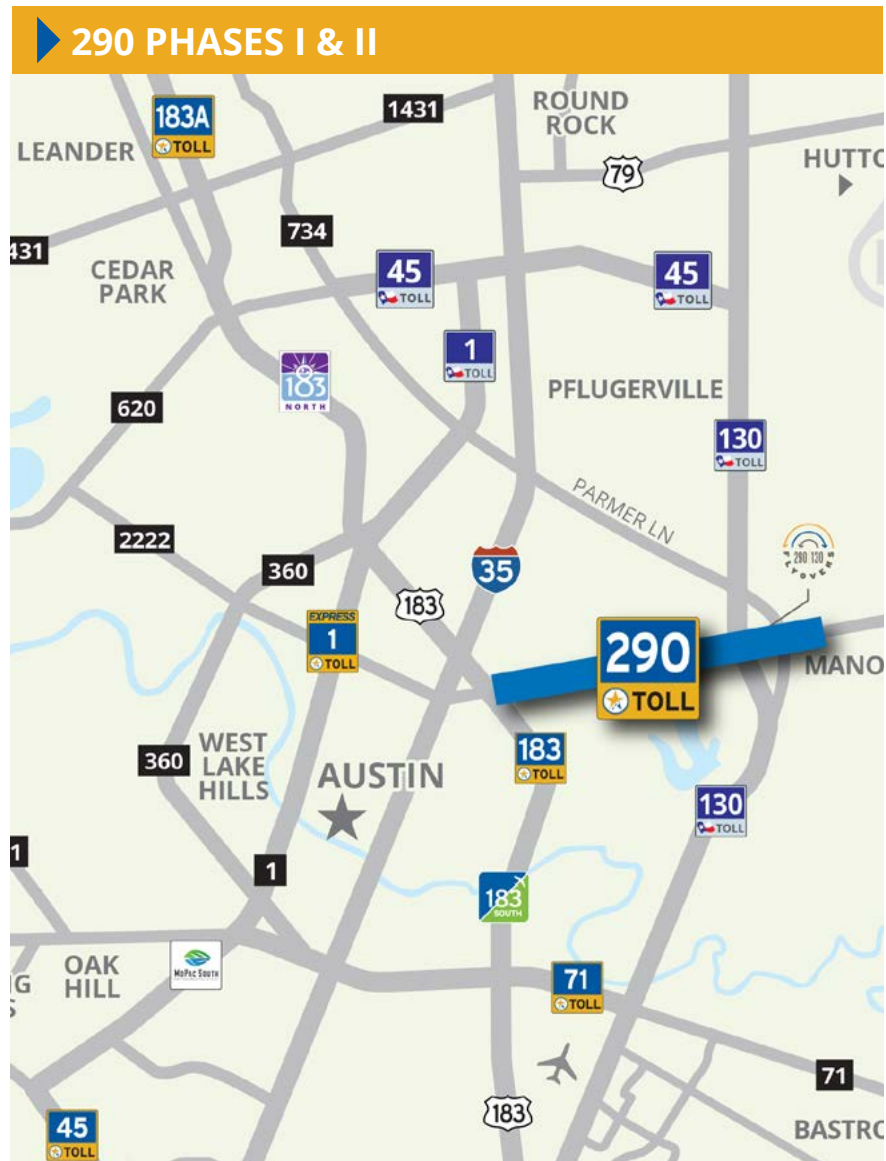


6 MI
SHARED USE PATH

Financials

FUNDING SOURCES & AMOUNTS

ARRA Funds	\$59,500,000
TxDOT/CAMPO (Category 2)	\$126,700,000
Toll Revenue Bonds	\$153,100,000
Local Agencies	\$62,900,000
Total Project Cost	\$402,200,000





MOPAC

EXPRESS LANE

PROJECT DESCRIPTION

The MoPac Express Lane Project added one variably priced express lane in each direction along an 11-mile stretch of MoPac from Cesar Chavez Street in downtown Austin to north of Parmer Lane, all within the existing right-of-way. The project was fully opened to traffic in October 2017.

The Express Lane, located in the middle of the MoPac corridor, is separated from the general-purpose lanes by a striped buffer zone with flexible plastic delineator sticks. The project also included 7 miles of sound walls; a collector distributor road under Steck Avenue; aesthetic enhancements; significant landscaping; bicycle and pedestrian improvements; Permeable Friction Course pavement which serves as a wet weather safety improvement measure while reducing tire noise; and enhanced incident management through the Traffic & Incident Management (TIM) Center.

Transactions continue to exceed projections, demonstrating the strong demand for reliable travel options. Drivers are realizing significant improvements in traffic flow, trip reliability, and travel times.

2019 PROGRESS

- The Design-Build contractor completed punch list items.
- Sound walls were completed at all remaining locations.
- A bicycle and pedestrian crossing was constructed at the US 183 interchange.



OPEN TO TRAFFIC

11
CENTERLINE
MILES

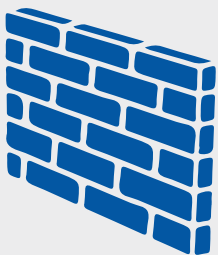
Financials

FUNDING SOURCES & AMOUNTS

Federal/State	\$199,500,000
Regions Bank Loan	\$25,000,000
Total Project Cost	\$224,500,000



\$5M
INVESTMENT
IN BICYCLE/
PEDESTRIAN
FACILITIES



7 MI
SOUND WALLS



SCHEDULE OF OPERATIONAL, AESTHETICS AND TECHNOLOGY IMPROVEMENT ACTIVITIES ANTICIPATED FOR 2020

- Plans for supplemental modifications to the northbound Express Lane exit near Parmer Lane will continue.
- The Mobility Authority will investigate potential operational updates to improve safety and add capacity to the southbound Express Lane entrance near RM 2222. In addition, pavement markings are being reviewed in some areas to improve safety for motorists.
- The Mobility Authority is considering updating and beginning enforcement of policies regarding commercial vehicles, large trucks, and trailers in the Express Lane.
- The Mobility Authority is considering implementing new technology along the corridor to better detect incidents and communicate with drivers on the road through dynamic message signs and connected vehicle technology.
- A plan to improve express lane delineators to discourage motorists from entering or exiting the Express Lane outside of designated areas is anticipated to be implemented in 2020.
- Implementation of an enhanced signage plan is anticipated in 2020.
- Implementation of landscaping and aesthetic improvements for the Lake Austin Boulevard intersection area is planned for 2020.

MANAGING CONGESTION

As an alternative to fixed tolls, the MoPac Express Lane charges a variable-priced toll that increases when traffic is heavy and decreases when it is light. This method leverages supply and demand principles to manage the number of vehicles entering the lane. The goal is to keep traffic flowing at a target speed of at least 45 miles per hour.

A SMART CORRIDOR

Housing state-of-the-art technology to monitor traffic flow in real time, the TIM Center is the heart of MoPac operations. The data fed to operators at the TIM Center through high-definition cameras and vehicle-detection sensors enable faster emergency response, improve coordination of resources for incident or debris clearance, and enhance safety for all users.



METRO

Capital Metro has *toll-free access to the MoPac Express Lane*, contributing to a

**66% INCREASE
IN EXPRESS
BUS RIDERSHIP**

on MoPac in FY 2018-2019



EXPRESS

1

TOLL

AVERAGE WEEKDAY TRIPS

32,023

AVERAGE MORNING PEAK-PERIOD TRAVEL TIME SAVINGS

1min NB | 5min SB

AVERAGE EVENING PEAK-PERIOD TRAVEL TIME SAVINGS

9min NB | 12min SB

AVERAGE EVENING PEAK-PERIOD TOLL RATE

\$6.31 NB | \$6.26 SB

AVERAGE MORNING PEAK-PERIOD TOLL RATE

\$0.59 NB | \$3.99 SB

Statistics for October 2018 through August 2019:

- A.M. Peak Period: 6:30 a.m. - 9:30 a.m.
- P.M. Peak Period: 3:30 p.m. - 6:30 p.m.
- NB trip from Cesar Chavez Street to Parmer Lane
- SB trip from Parmer Lane to Cesar Chavez Street

71

TOLL

71 TOLL LANE

PROJECT DESCRIPTION

The 71 Toll Lane Project added one tolled lane in each direction along a 3.9-mile stretch of SH 71 near Austin-Bergstrom International Airport (ABIA) as a bypass route for commuters. The project opened to traffic in February 2017. The Texas Department of Transportation (TxDOT) constructed the facility with support from the Mobility Authority. The project has improved traffic flow, mobility, and safety within the SH 71 corridor.

The project included new bridges over FM 973 and SH 130, ramps between the tolled lanes and the mainlanes of SH 71 and SH 130, widening of Presidential Boulevard and FM 973, and bicycle and pedestrian facility connections along the south side of SH 71. The project is one of several improvements planned to complete a highway upgrade to SH 71 between I-35 and SH 130.

With transactions exceeding projections, more drivers are experiencing the time-saving benefits of reliable travel through a congested corridor. The availability of this bypass lane for through-traffic heading to Bastrop and points beyond increases capacity on the non-tolled lanes for drivers traveling to ABIA. The 71 Toll Lane is estimated to reduce travel times by 54 percent by 2026.

2019 PROGRESS

During 2019, the average monthly weekday transactions were approximately 31,000, which is a 4 percent increase over 2018.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2020

No major activities are planned for 2020.

OPEN TO TRAFFIC

**Average monthly weekday transaction calculations do not include the month of December.*

Financials

FUNDING SOURCES & AMOUNTS

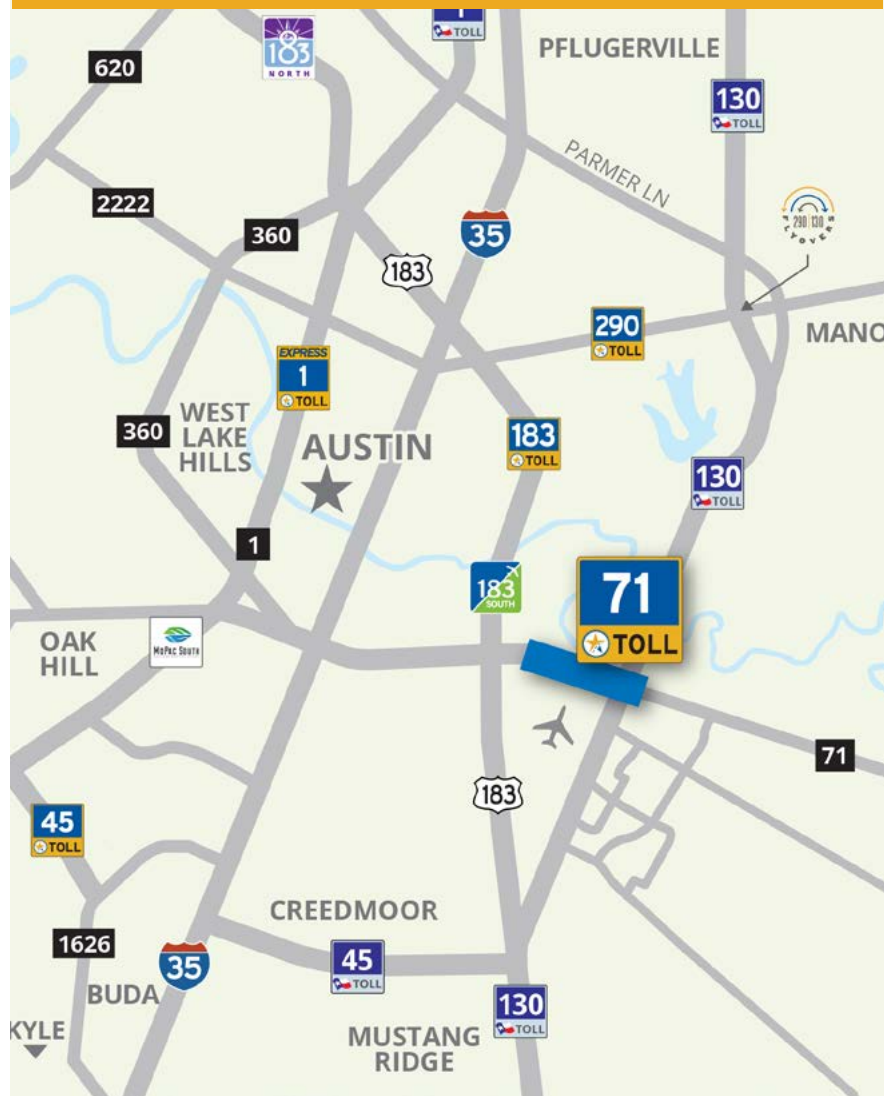
TxDOT/CAMPO (Category 12) \$80,000,000

TxDOT/CAMPO (Category 3) \$60,000,000

Total Project Cost \$140,000,000*

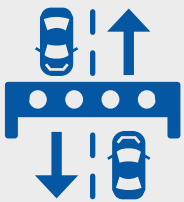
**Approximately \$60 million of TxDOT funding will be repaid by the Mobility Authority.*

71 TOLL LANE



3.9

CENTERLINE
MILES



1

TOLLED LANES IN
EACH DIRECTION

45

 TOLL

45SW TOLL

PROJECT DESCRIPTION

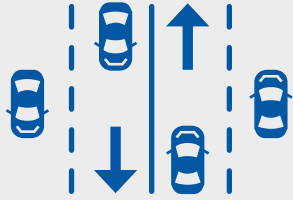
45SW Toll is a new 3.6-mile toll road with two lanes in each direction connecting MoPac eastward to FM 1626 in Hays County. The greenfield project is a new alignment that includes an at-grade intersection at FM 1626, an overpass at Bliss Spillar Road, and an interchange at MoPac. The project was built within existing TxDOT right-of-way with support from TxDOT, as well as Travis and Hays counties. Construction began in November 2016 and was completed in 2019.

This new roadway improves mobility in the rapidly growing area of northern Hays and southern Travis counties. It includes a continuous shared use path along the entire length of the corridor, which will complement the regional Violet Crown Trail. The shared use path features a shaded “Hill Country Classroom,” where cyclists and pedestrians can rest while viewing maps and wayfinding and interpretive signage.

Through the Mobility Authority’s efforts to balance environmental sensitivity with new infrastructure to manage congestion, an industry-leading model for environmental compliance has been developed. Construction Best Management Practices (BMPs), observation, on-site compliance monitoring, and other project elements ensured protection of the sensitive Edwards Aquifer Recharge Zone through 98 percent removal of the increase in total suspended solids, going above and beyond the 80 percent requirement by the Texas Commission on Environmental Quality.

OPEN TO TRAFFIC

3.6
CENTERLINE
MILES



2
LANES IN EACH
DIRECTION



4.5 MI
SHARED USE PATH

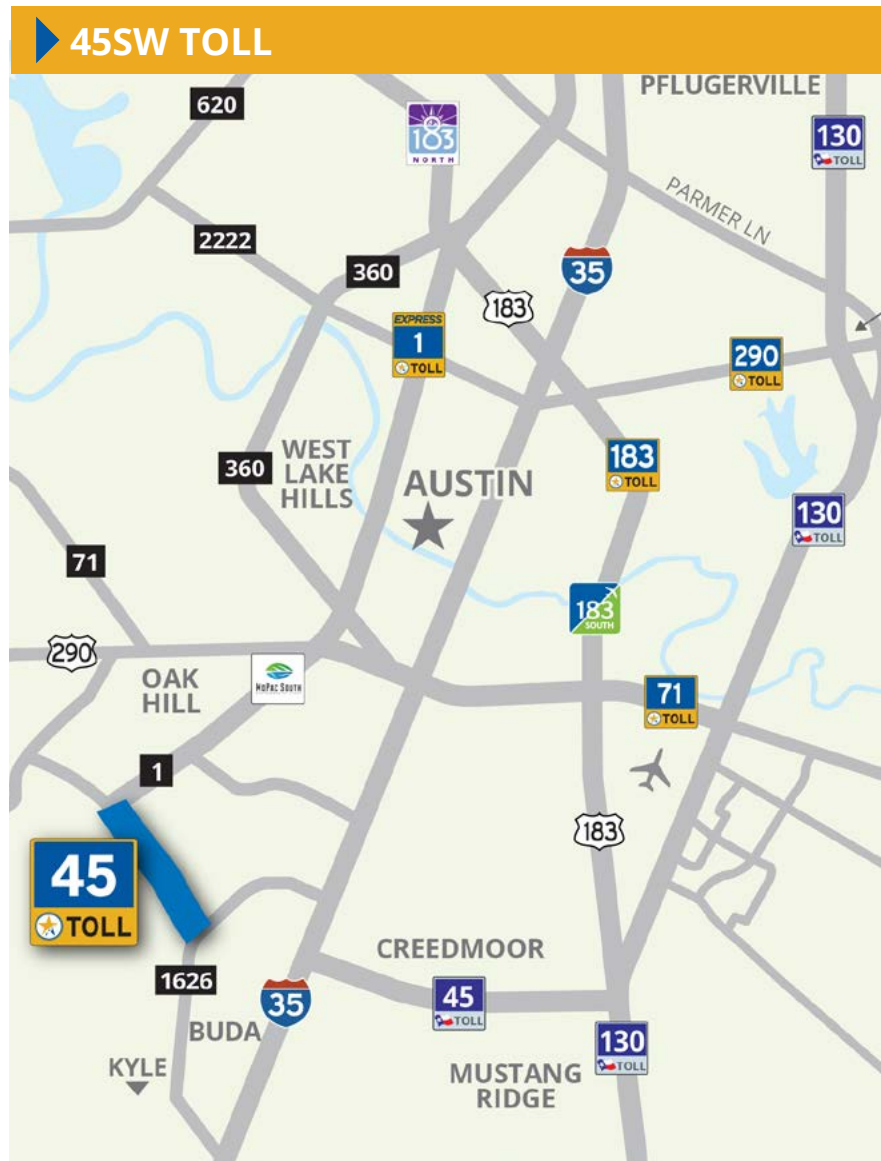


100%
COMPLETE

Financials

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO	\$28,920,000
Hays County	\$5,000,000
Travis County	\$15,000,000
SHF Loan	\$60,000,000
Total Project Cost	\$108,920,000



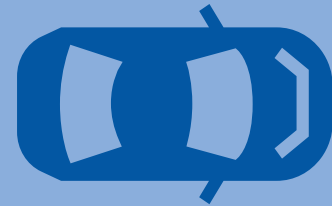
2019 PROGRESS

- Construction was completed and the road opened to traffic on June 1, 2019.
- During construction, major operations were focused on placing Permeable Friction Course pavement, water quality ponds and BMPs.
- The shared use path was completed, including the installation of more than a dozen educational signs to teach participants about the region’s history, plants, animals and the key role of the Edwards Aquifer.
- The Mobility Authority hosted the Grand Opening Jubilee, a community event celebrating the completion of the project.
- More than 400 guests attended the event held on the Bear Creek Bridge.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2020

- The Mobility Authority is developing a mobile application that will provide users of the 45SW Trail an interactive augmented reality animation experience. The narrated educational experience will be available in English and Spanish, and will teach users about the region’s history, its native plants and animals, and the Edwards Aquifer.
- The application, “Trail Explorer by CTRMA,” is anticipated to be available in iTunes and the Google Play store in December 2019.

As of November 2019, each weekday



**11,000 CARS
USE 45SW**

Neighboring arterial streets have benefitted from congestion relief, including Brodie Lane, which has seen

**TRAFFIC
VOLUME
DECREASE BY
32% SINCE
45SW OPENED**



UNDER CONSTRUCTION





183 SOUTH

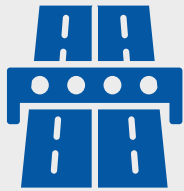
PROJECT DESCRIPTION

The 183 South Project is transforming an 8-mile section of US 183 between US 290 and SH 71 into a new facility built for tolled and non-tolled travel. The project will triple the corridor's previous capacity, adding three tolled lanes and three non-tolled general-purpose lanes in each direction. This is the largest single roadway project in the history of Central Texas led by a local entity, which will improve quality of life for the entire region. Phase I of the project opened in August 2019 and Phase II will open in 2020, offering greater mobility for all users of the corridor.

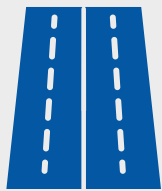
Aesthetic enhancements are a major project component and are visible in the unique design of the bridges, walls, and other features. The project also includes amenities for active transportation users, including continuous bicycle lanes, a shared use path, sidewalks, four pedestrian bridges, two major trailheads, and several smaller trailheads.

The project team remains focused on incorporating sustainability into the design and is currently pursuing certification from a reputable third-party entity — the Greenroads Foundation. In addition, the project team continues its partnership with the non-profit group TreeFolks to hold community tree-planting events in support of their mission to expand the tree canopy in Central Texas.

UNDER CONSTRUCTION



48
TOLLED
LANE MILES



42
NON-TOLLED
LANE MILES

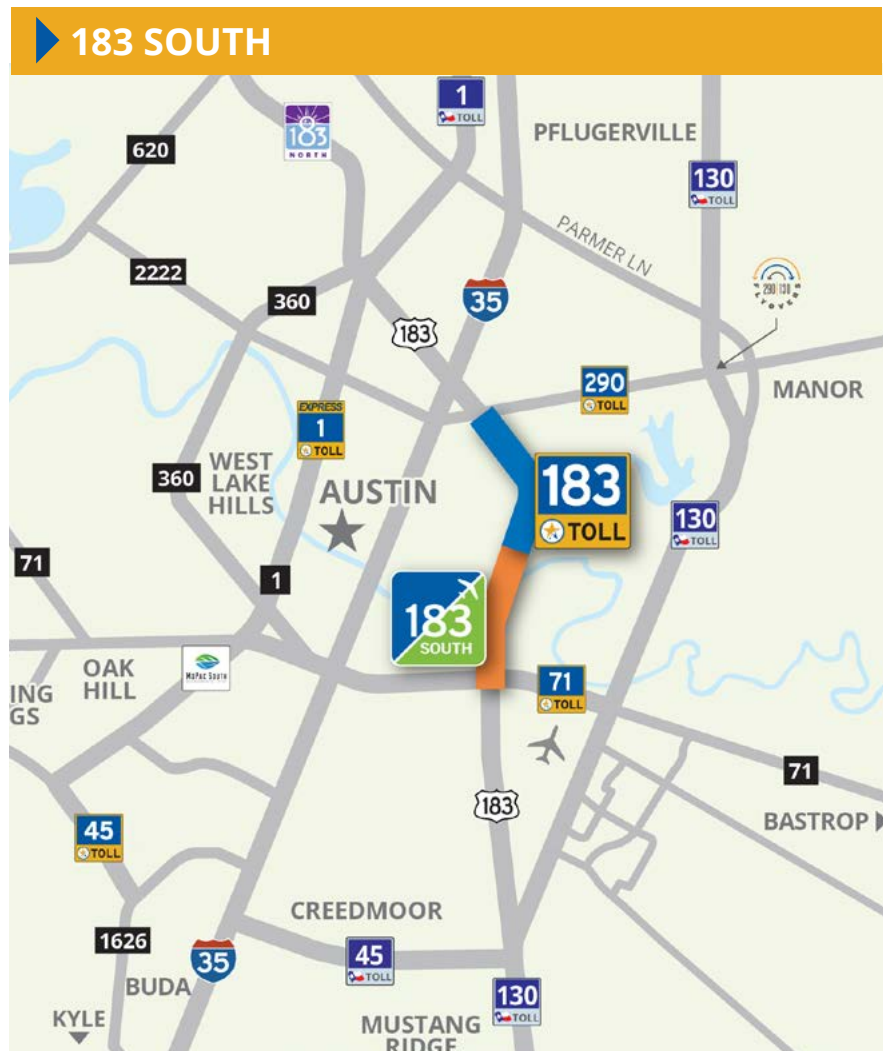


10 MI
SHARED USE PATH

Financials

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 2)	\$102,000,000
TxDOT/CAMPO (Category 7)	\$18,300,000
TxDOT/CAMPO (Category 12)	\$26,100,000
SIB/SHF Loan	\$60,000,000
TIFIA Loan	\$282,200,000
Toll Revenue Bonds	\$254,300,000
Total Project Cost	\$742,900,000



2019 PROGRESS

- Overall construction is approximately 70 percent complete.
- The tolled lanes between US 290 and north of Techni Center Drive opened to traffic in August 2019.
- The northbound bridge over the Colorado River was demolished and construction of the new northbound bridge began.
- The new general-purpose lanes between Bolm Road and FM 969 (MLK Jr. Boulevard) opened to traffic.
- The new Montopolis Drive Bridge has been constructed.
- Major earthwork was completed for new mainlane construction between Montopolis Drive and SH 71.
- Retaining wall construction advanced at Patton Avenue and along SH 71.
- Aesthetic painting of bridge beams and retaining walls was completed for most of the areas north of FM 969.
- Landscaped beds and tree planting progressed at the Springdale/Manor Road, Loyola Lane, and FM 969 intersections.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2020

- Mainlane and general-purpose lane construction will continue with work focused primarily south of Boggy Creek.
- All utility relocations will be completed.
- Bridge construction at the Colorado River, Patton Avenue, and the US 183/SH 71 interchange will be completed.
- Overhead signs, roadway illumination, shared use paths, retaining walls, and tolling infrastructure will be completed.
- Phase II is anticipated to be complete in August 2020.



Exceeding Projections

Phase I (North End) of 183 Toll was opened to traffic in August 2019. More than 987,000 toll transactions were recorded during the first month, which is more than 75 percent above projections.

Connecting Communities

The reconstructed pedestrian bridge at Purple Sage Drive was opened to pedestrian and bicycle traffic in August 2019, just in time for students to walk to and from nearby schools.

The 51st Street pedestrian bridge opened in October 2019 and provides access to the East Communities YMCA and nearby hike and bike trails.



290 TOLL PHASE III

UNDER CONSTRUCTION

PROJECT DESCRIPTION

Working in coordination with TxDOT, the Mobility Authority is constructing three flyover bridges at the 290 Toll/SH 130 interchange to provide drivers a free-flowing direct connection between the two toll facilities. The project will alleviate congestion and improve safety and operations at the existing frontage-road intersection.

2019 PROGRESS

- Construction began in November 2018, with full notice to proceed in early 2019.
- 94 percent of drilled shafts have been completed.
- 60 percent of columns have been constructed.
- 42 percent of bent caps have been placed.
- 30 percent of beams have been set.
- The south-to-west flyover is anticipated to be complete before the end of 2019.

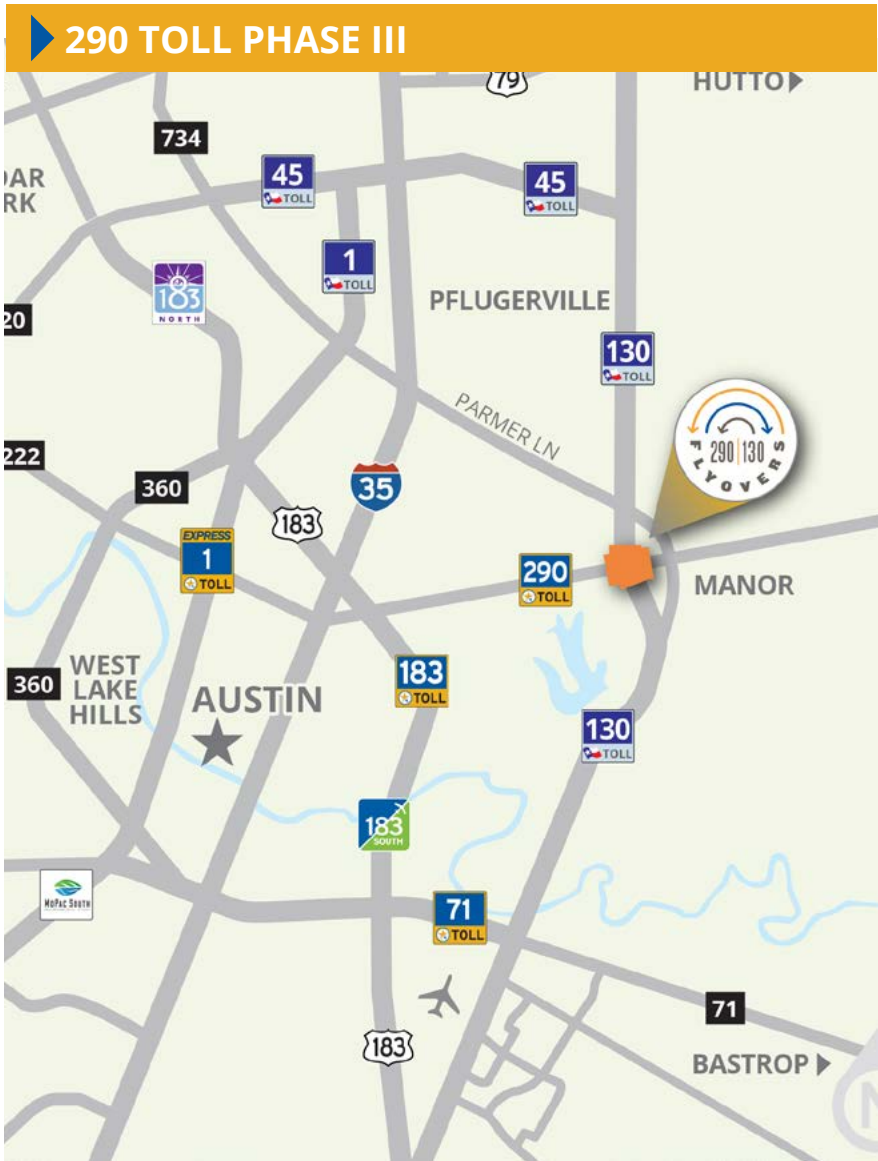
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2020

- The south-to-west flyover will open to traffic in early 2020.
- Construction of the north-to-west and east-to-south flyovers will continue.

Financials

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 3)	\$41,100,000
TIFIA Loan	\$44,900,000
Toll Revenue Bonds	\$41,000,000
Total Project Cost	\$127,000,000



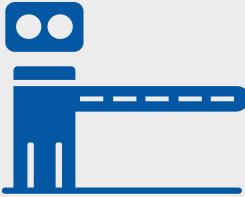
2

TOLLED FLYOVERS



1

NON-TOLLED FLYOVER



2

TOLL FACILITIES

IN DEVELOPMENT





183 NORTH

PROJECT DESCRIPTION

The 183 North Project will add two variably priced express lanes in each direction along a 9-mile stretch of US 183 between MoPac and SH 45/RM 620 in northwest Austin. The project will also widen the highway to bring the total number of general-purpose lanes to four in each direction where only three exist currently. Express lane direct connectors will be constructed to provide a free-flowing connection to the MoPac Express Lane. Other improvements include two new shared use path segments near Pond Springs Drive, new sidewalks, and new cross-street connections for bicyclists and pedestrians.

2019 PROGRESS

- The Mobility Authority initiated and progressed with Design-Build procurement, including the release of a Request for Qualifications, review and scoring of Statements of Qualifications, short-listing of three Design-Build proposers, and the release of the final Request for Detailed Proposals.

- The Mobility Authority and TxDOT executed a Project Development Agreement.
- A formal Cost Estimate Review was completed in partnership with FHWA.
- A biological assessment was prepared and a formal consultation was initiated with USFWS.
- The Project Management Plan and Initial Financial Plan were finalized.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2020

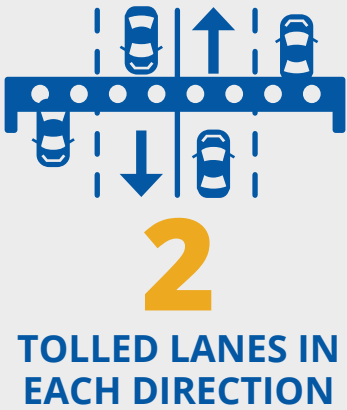
- The Mobility Authority will evaluate proposals and select a Design-Build contractor.
- The Mobility Authority will then execute an agreement with the Design-Build contractor, initiating final design and construction of the project.

IN DEVELOPMENT

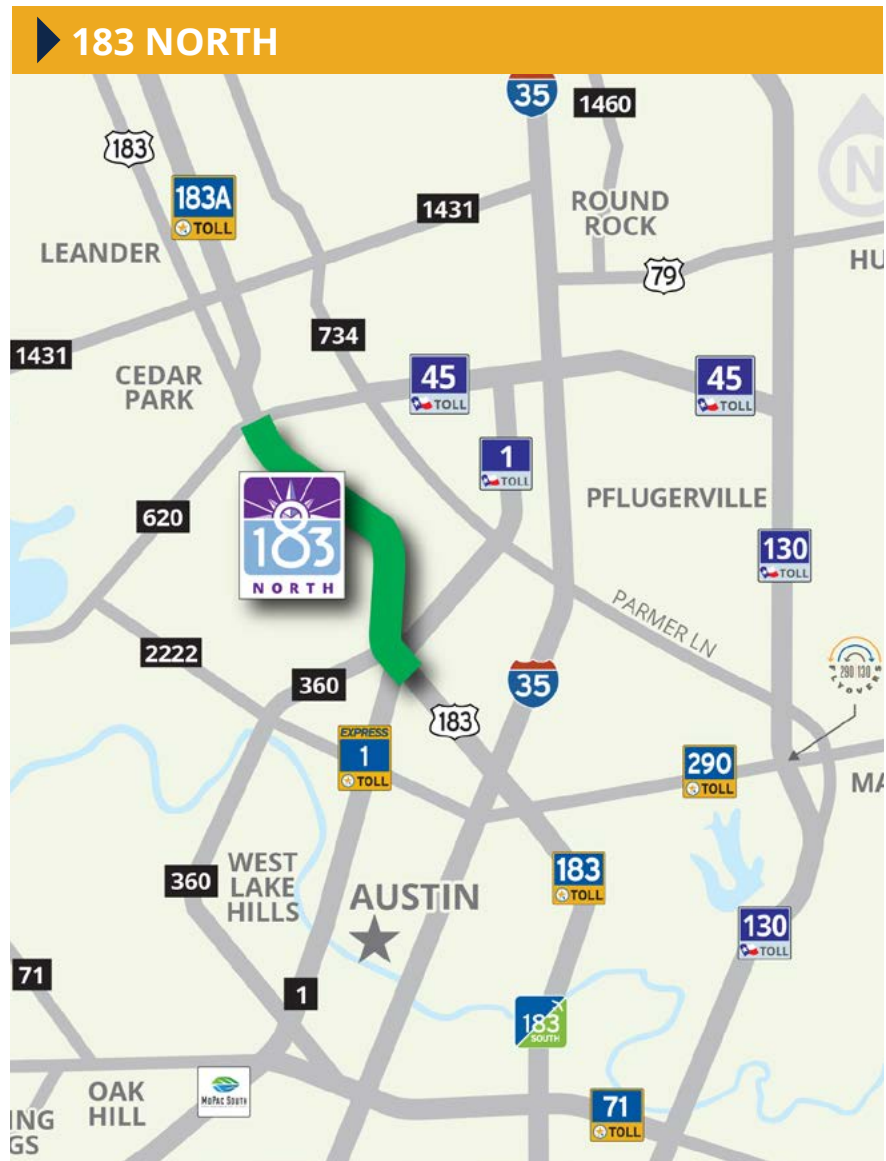
Financials

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 7)	\$7,200,000
TxDOT Administered FHWA Funding	\$104,175,000
Anticipated TIFIA Loan/Toll Revenue Bonds	\$468,625,000
Total Project Cost	\$580,000,000



*Adding pavement to bring the total number of non-tolled lanes to 4 where only 3 exist today



183A TOLL

PHASE III

PROJECT DESCRIPTION

With unprecedented growth in Cedar Park, Leander, and Liberty Hill, traffic volumes along US 183 north of Hero Way are projected to increase by nearly 200 percent over the next 25 years. The Mobility Authority is proposing to extend the existing 183A Toll Road 6.6 miles northward from Hero Way to north of SH 29 in Liberty Hill. Constructing this third phase of 183A Toll will satisfy the demand for additional capacity while improving safety and mobility for residents and commuters.

The new capacity will be constructed primarily within the median of the existing US 183/183A corridor, with two lanes in each direction and plans to add a third in the future. A parallel shared use path will be constructed from Hero Way to the proposed Seward Junction Loop South project.

2019 PROGRESS

- The Mobility Authority hosted a public hearing on June 13, 2019.

- The environmental study of the corridor was completed and TxDOT issued a Finding of No Significant Impact (FONSI) on August 19, 2019.
- Multiple homeowners' association meetings were held with communities along the corridor.
- The Mobility Authority initiated the development of final design plans and specifications for construction of the project.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2020

- The Mobility Authority will finalize plans and specifications for Design-Bid-Build project delivery.
- Priority utility relocation and right-of-way acquisition efforts will continue.

IN DEVELOPMENT

Financials

FUNDING SOURCES & AMOUNTS

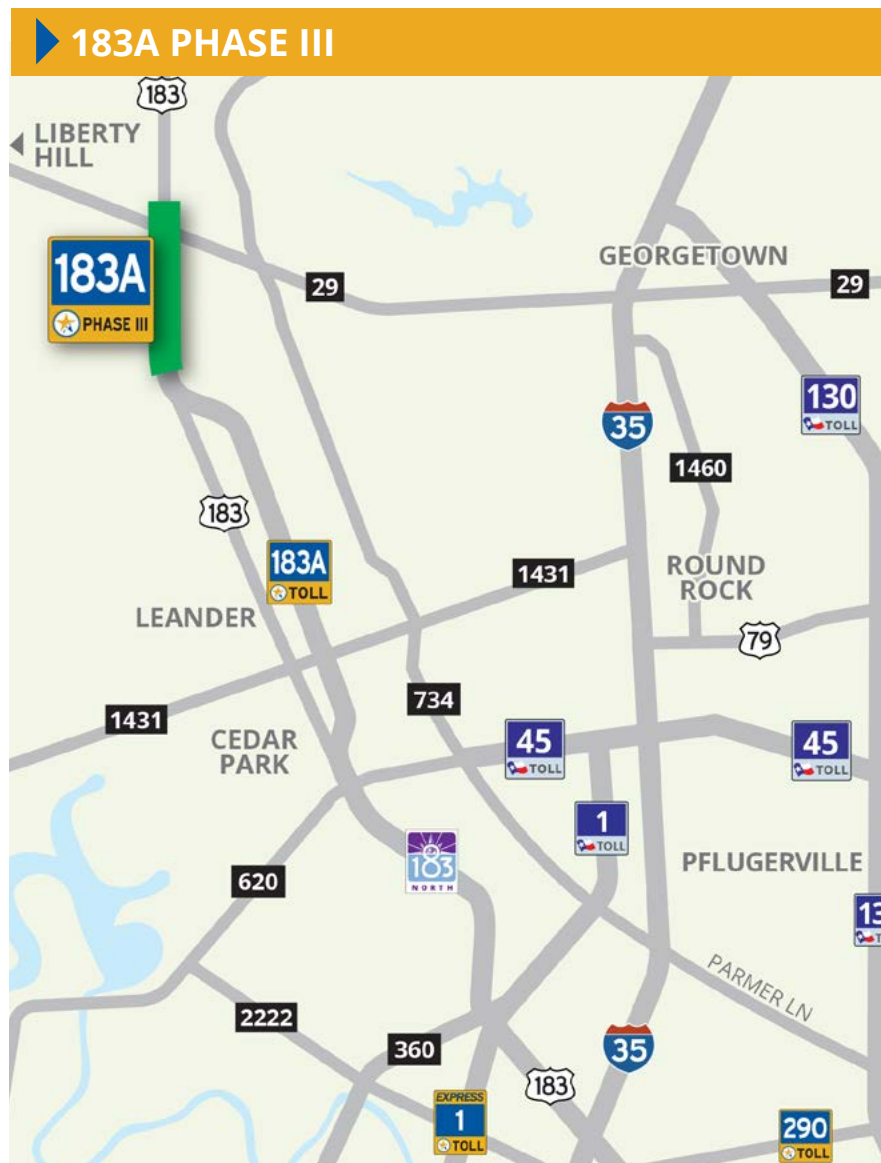
Anticipated TIFIA Loan/Toll Revenue Bonds \$260,000,000

Total Project Cost \$260,000,000

6.6
CENTERLINE
MILES

2
TOLLED LANES IN
EACH DIRECTION

4.6 MI
SHARED USE PATH





MOPAC SOUTH

PROJECT DESCRIPTION

MoPac (Loop 1) south of Cesar Chavez Street is a vital artery providing a critical link to downtown Austin and other major highways such as Loop 360 and US 290. Consistently ranked among the top 25 most congested roadways in Texas, it attracts up to 160,000 cars and trucks per day. If we do nothing to address congestion, drivers could spend an additional 35 minutes traveling the corridor by 2035.

The Environmental Study is being prepared by the Mobility Authority with oversight by TxDOT. The Express Lane(s) Alternative, which proposes to add one or two variably priced express lanes in both directions along approximately 8 miles from Cesar Chavez Street to Slaughter Lane, was selected as the Recommended Build Alternative. In coordination with the community and the cities of Austin and Rollingwood, the Mobility Authority is analyzing several potential operational configurations for crossing Lady Bird Lake.

2019 PROGRESS

- The Mobility Authority resumed work on the MoPac South Environmental Study in August 2019 following a three-year project hold.
- The team continued schematic refinements and analysis of six potential operational configuration options in preparation of Open House #5.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2020

- The Recommended Preferred Alternative will be presented at Open House #5 in early 2020.
- A robust community and stakeholder outreach effort will be conducted in advance of Open House #5 and through the Public Hearing.
- Work on the Draft Environmental Assessment and related technical reports will continue.

IN DEVELOPMENT

Financials

FUNDING SOURCES & AMOUNTS

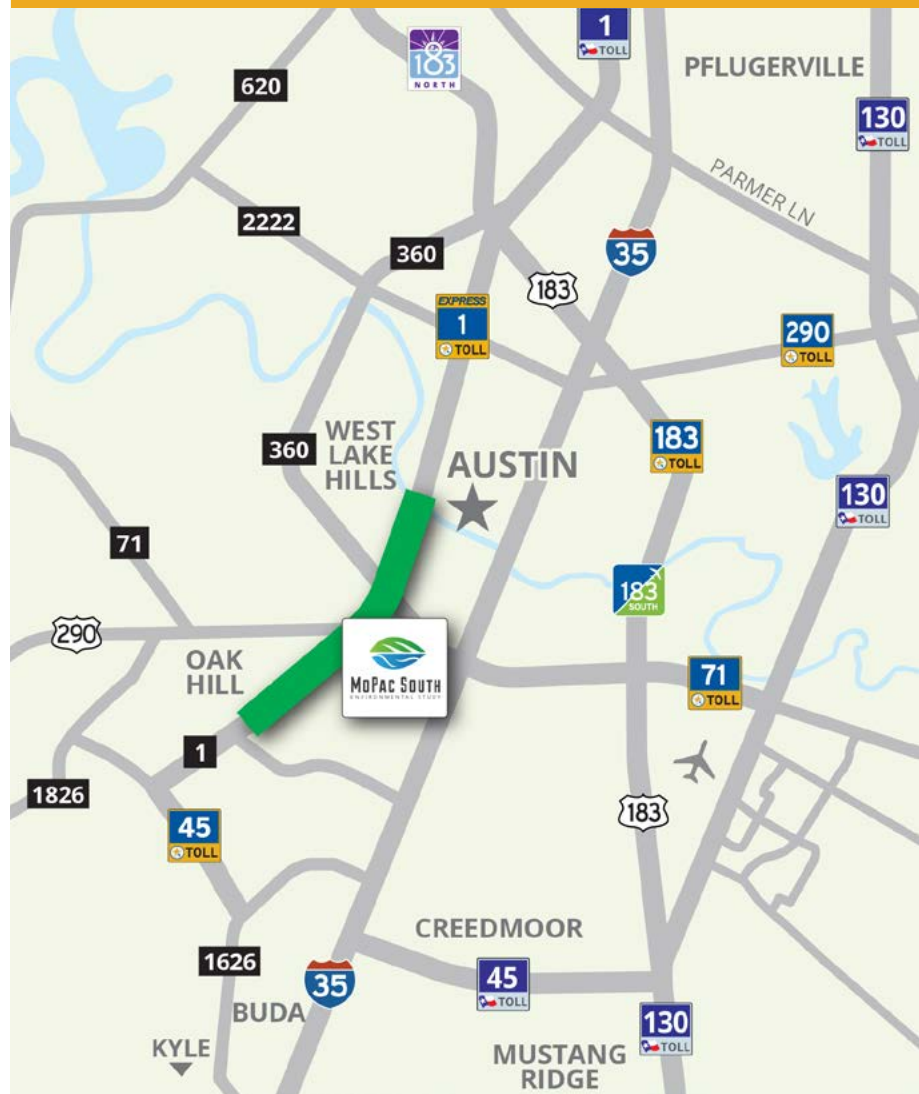
TxDOT/CAMPO (Category 3)..... \$16,500,000

TBD..... \$524,000,000

Total Project Cost \$540,000,000*

**Currently being updated*

MOPAC SOUTH



8
CENTERLINE
MILES

2
EXPRESS LANES IN
EACH DIRECTION

The Kellam Road project, shown, constructed by the Mobility Authority in partnership with Travis County in 2015 using the same delivery method planned for the Travis County program of projects.



TRAVIS

COUNTY PROGRAM

PROGRAM DESCRIPTION

Travis County has engaged the Mobility Authority to expedite delivery of several projects in the county's Capital Improvement Program. This unique partnership allows the Mobility Authority to develop and construct the projects on an expedited timeline. Travis County will provide the non-tolled funding, operation, and maintenance of the non-tolled facilities.

Elroy Road: The two-lane Elroy Road, which stretches 1.12 miles from McAngus Road to Kellam Road, will be reconstructed into a five-lane, urban arterial with a continuous center turn lane with sidewalks and bike lanes in both directions. The project will mitigate flooding issues, permitting safe access and evacuation when needed. Construction is ongoing, and anticipated to be complete in 2021.

Ross Road: A 0.8-mile section of Ross Road from Pearce Lane to Heine Farm Road is currently serving as a 2-lane collector for commuter and school traffic. The project will widen the existing roadway to a 3-lane roadway with bicycle and pedestrian facilities and accommodate an ultimate 5-lane roadway. Construction is anticipated to begin in 2020 with completion in 2021.

Thaxton Road: A 0.71-mile section of Thaxton Road from McKinney Falls Parkway to Sassman Road will reconstruct the existing two-lane road to a four-lane road with bike lanes and sidewalks. The project will address roadway safety concerns and allow for safer movement for bicycle and pedestrian traffic.

IN DEVELOPMENT

South Pleasant Valley Road: A 1.3-mile section of South Pleasant Valley Road from FM 1327 to Bradshaw Road will reconstruct the existing two-lane road to a four-lane road with bike lanes and sidewalks. The project will address roadway safety concerns and allow for safer movement of bicycle and pedestrian traffic.

Pearce Lane: A 3.25-mile section of Pearce Lane from west of Kellam Road to east of Wolf Lane will reconstruct the existing two-lane road to a four-lane road with bike lanes and sidewalks. The project will address roadway safety concerns and allow for safer movement for bicycle and pedestrian traffic.

Old San Antonio Road: A 3.2-mile section of Old San Antonio Road from FM 1626 to the Hays/Guadalupe county line will have shoulders added in both directions to address bicycle and pedestrian safety concerns.

Old Lockhart Road: A 3.4-mile section of Old Lockhart Road from Slaughter Lane to Thaxton Road will have shoulders added in both directions to address bicycle and pedestrian safety concerns.

County Line Road: The bridge on County Line Road at Elm Creek will be replaced. This reconstruction will address stream crossing drainage concerns by replacing the current undersized bridge and adjacent structures.

2019 PROGRESS

- **Elroy Road:** Partial Notice to Proceed was sent September 6, 2019; right-of-way is being purchased and utilities are being cleared while the contractor provides submittals and sets up a field office.
- **Ross Road:** Finalized 30 percent schematic.
- **Thaxton Road:** Finalized schematic design and progressing toward 60 percent design.
- **South Pleasant Valley Road:** Finalized schematic and progressing toward 30 percent design.
- **Pearce Lane:** Completed field surveys, subsurface utility engineering, and environmental constraints mapping.
- **Old San Antonio Road:** Procurement process

for PS&E design services began, with consultant selection anticipated in late 2019.

- **Old Lockhart Road:** Procurement process for PS&E design services began, with consultant selection anticipated in late 2019.
- **County Line Road:** Procurement process for PS&E design services began, with consultant selection anticipated in late 2019.

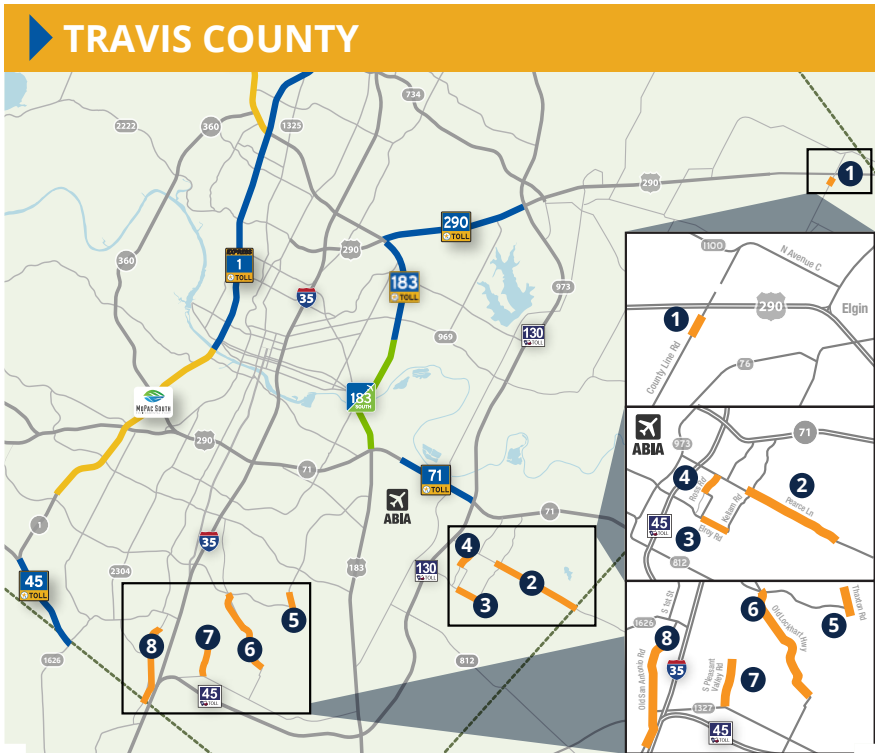
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2020

- **Elroy Road:** Full notice to proceed will be issued at the beginning of 2020. Final plans, construction letting, and notice to proceed for construction will occur.
- **Ross Road:** Project development through 100 percent plans and bid documents; begin right-of-way acquisition and utility relocation.
- **Thaxton Road:** Project development through 100 percent plans and bid documents; begin right-of-way acquisition and utility relocation.
- **South Pleasant Valley Road:** Project development through 100 percent plans and bid documents; begin right-of-way acquisition and utility relocation.
- **Pearce Lane:** Project development through 100 percent plans and bid documents; begin right-of-way acquisition and utility relocation.
- **Old San Antonio Road:** Project development through 100 percent plans and bid documents; begin right-of-way acquisition and utility relocation.
- **Old Lockhart Road:** Project development through 100 percent plans and bid documents; begin right-of-way acquisition and utility relocation.
- **County Line Road:** Project development through 100 percent plans and bid documents; begin right-of-way acquisition and utility relocation.

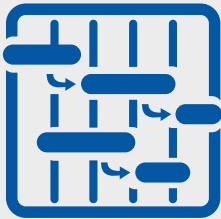
Financials

FUNDING SOURCES & AMOUNTS

Elroy Road	\$25,900,000
Ross Road	\$5,400,000
Thaxton Road	\$7,930,000
South Pleasant Valley Road	\$12,600,000
Pearce Lane	\$27,000,000
Old San Antonio Road	\$7,500,000
Old Lockhart Road	\$6,200,000
County Line Road	\$7,100,000
Total Project Cost	\$99,630,000



COUNTY



8

PROJECTS





CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

**3300 NORTH IH-35, SUITE 300
AUSTIN, TX 78705**

MOBILITYAUTHORITY.COM