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2009 Annual Report

Mobility Authority Releases 2009 Annual Report



The Central Texas Regional Mobility Authority's 2009 Annual Report is now available online for download. The report, "A Year of Change," was written and designed by the Mobility Authority's staff and contains information about the agency, its finances, its projects and special initiatives.

[Click here to download the report.](#)

Copies can also be picked up at Mobility Authority offices at 301 Congress Avenue, Suite 650.

In Depth

Study Finds Toll Road Users Save Fuel and Emit Fewer Pollutants

183A Update

Toll Rate Adjusted at 183A's Park Street Mainline Plaza

The Mobility Authority is reminding drivers that beginning January 1, 2010, the toll rate at the Park Street Mainline Plaza on 183A will increase from \$1.35 to \$1.55 for TxTag customers and will increase from \$1.80 to \$2.07 for Pay by Mail customers. Toll rates on the 183A ramps and at the Lakeline Plaza will remain the same. The rate increase has been planned since 2005 when more than \$233 million in toll revenue bonds were sold to finance 183A. The increase is needed to ensure the financial stability of the Mobility Authority and back the issuance of additional bonds to fund a 5-mile extension of 183A.

The Park Street Mainline Plaza rate increase will only be temporary until the 183A Northern Extension opens in 2012. At that time, toll rates at the Park Street Mainline Plaza will decrease by 30 cents, from \$1.55 to \$1.25. Under the revised toll schedule, customers will be able to drive the existing 183A for less than it cost when the roadway opened in 2007. Beginning in 2013, toll rate increases will be implemented annually and will be based on the consumer price increase in urban areas (CPI-U).

 183A Full Length Trip	2007	2010	2012
Crystal Falls Mainline (NEW)	NA	NA	\$0.95
Park Street Mainline	\$1.35	\$1.55	\$1.25
Lakeline Mainline	\$0.45	\$0.45	\$0.50
Total	\$1.80	\$2.00	\$2.70

For more information about the rate adjustment, [click here](#).

Mobility Authority News

Construction Coming Soon for 183A Northern Extension and Manor Expressway

The Mobility Authority is preparing to break ground on two key Central Texas expressway projects early next year, the 183A Northern Extension and the Manor Expressway. Construction contracts for both projects were awarded at a meeting of the Mobility Authority's Board of Directors on December 17. And due to a highly competitive bidding process, both projects will be constructed for less than originally estimated.



"These competitive bids are good news as the region continues to try to meet its growing transportation needs with shrinking resources and challenging conditions in the financial markets," said Mobility Authority



A scientific study conducted on behalf of the Mobility Authority has found that vehicles driven on the 183A toll road on average use less fuel and emit fewer pollutants than vehicles driven on the alternative parallel route, US 183.

According to the study, using 183A could potentially save the average driver 108 gallons of fuel a year, at a current cost savings of approximately \$281. Based on current traffic volumes, it has been calculated that the 183A toll road has reduced overall fuel consumption by nearly 665,000 gallons a year, saving local drivers more than \$1.7 million annually.

The study also found that vehicles on 183A on average emit significantly fewer pollutants:

- Nitrogen Oxide annual emissions are 56% lower
- Carbon Dioxide annual emissions are 28% less
- Total Hydrocarbon annual emissions are reduced by 37%.

"This study suggests that reducing traffic congestion has more benefits than first thought. Not only do drivers get where they want to go quicker and with less stress, but they can also conserve fuel and reduce vehicle emissions," says Mike Heiligenstein, Executive Director of the Central Texas Regional Mobility Authority. "The net benefit is a better environment and an improved quality of life."

[Click here](#) to watch a quick video about the project and download the study results.

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Executive Director Mike Heiligenstein. "We're greatly pleased that the Mobility Authority can move these projects forward, create jobs and investment that Central Texas needs and deliver the benefits of improved mobility. But projecting costs too far into the future could be very dangerous. It is clear that China, which has a significant influence on commodity prices, is aggressively pursuing infrastructure investment."

The 183A Northern Extension project is the second phase of the Mobility Authority's first toll road. Higher than projected traffic volumes on the existing 183A led the Mobility Authority to accelerate construction plans for the extension by more than seven years. The project, originally projected to cost \$120 million, will involve extending the existing 183A toll road an additional 5-miles north from FM 1431 to a point north of RM 2243 in the City of Leander. If all goes as planned, the 183A Extension could be open to traffic by 2012. Visit www.183A.com for more information.

Construction on the first phase of the Manor Expressway will include four direct-connect flyover ramps between US 183 and US 290. Completion of both the roadway segment and the flyover interchange is expected in 2013. This first phase of the project was originally estimated to cost \$245 million and is now projected to cost less than \$200 million. Future project phases will involve constructing the rest of the 6.2-mile Manor Expressway from U.S. 183 to Parmer Lane in an expanded median of U.S. 290 East. For more information and to stay informed, visit www.ManorExpressway.com.

Financing Update

\$31.6 Million SIB Loan for Manor Expressway Project Finalized

The Mobility Authority has closed on a \$31.6 million loan from the State Infrastructure Bank for the Manor Expressway project. The loan will help fund right-of-way acquisition and utility relocation on a critical 1.4-mile segment of the roadway between US 183 and Springdale Road. This segment, when combined with a new flyover interchange at US 183, will result in greatly improved traffic flow in the corridor.

"Anyone who drives the section of US 290 East knows firsthand what a tremendous improvement this project will make for their daily commute," says Mike Heiligenstein, Executive Director of the Mobility Authority. "This critical loan from our partners at TxDOT will help us fund immediate next steps on the Manor Expressway and bridge congested intersections at Tuscany Way and Springdale Drive while we engage the financial markets for financing on the remainder of the project."

In the Spotlight

183A Bicycle and Pedestrian Path Enhanced by Partnership

The Mobility Authority and Williamson County are joining forces in pursuit of federal funding for construction of a bridge across South Brushy Creek to connect the existing Williamson County Brushy Creek Regional Trail with the planned Mobility Authority 183A bicycle and pedestrian path.



Williamson County will be the local government sponsor on the Statewide Transportation Enhancement Program (STEP) application and will provide up to \$65,000 (10 percent match) to help fund the project. The Mobility



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Authority will match the \$65,000 (an additional 10 percent) contribution and will also provide environmental, design and construction services for the project. If selected, the STEP grant will fund 80 percent of the project's cost. "This bridge and the planned 183A bike and pedestrian path will connect and extend the regional trail network, providing safe access and travel from residential areas to schools, employment, entertainment and shopping," said Mobility Authority Executive Director Mike Heiligenstein. "We are excited to bring this project online and appreciate the support and participation of partners in helping make this a reality."

The planned 183A bicycle and pedestrian path is an integral component of a developing network of trails that provide connections between the communities of Leander, Cedar Park, Austin and Round Rock. Once completed, the 10.3-mile path will run from the north bank of South Brushy Creek and extend northward to the San Gabriel River. Construction on phase 1 of the project, from South Brushy Creek to FM 1431, should begin in spring 2010. Several communities have joined efforts to support and make the trail connection a reality. Austin, Cedar Park, Williamson County and the Mobility Authority have all endorsed the project in an effort to show regional cooperation.

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