

2018

**Central Texas
Regional Mobility
Authority
Project Report
for Texas
Transportation
Commission**



*Required per Texas Administrative
Code (TAC) Rule §26.65(b)*



**CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY**

Contents

Per Texas Administrative Code (TAC) Rule § 26.65(b), this written report describes the progress made during 2018 on each Mobility Authority transportation project or system of projects, including the initial project undertaken by the Mobility Authority.

OPEN TO TRAFFIC

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- » MoPac Express Lane 3
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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.

**DID
YOU
KNOW?**

\$1.2B

The increase in property values along the **183A corridor** from 2007 to 2018 – a growth of 171 percent

#7

Manor's ranking in a Realtor.com list of fastest growing U.S. zip codes in 2018 due in part to the emergence of the **290 Toll corridor**



Introduction

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 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, and the MoPac Express Lane in Central Austin. We are also building the 8-mile 183 South project in East Austin, and the 3.6-mile SH 45SW project between FM 1626 and MoPac in southern Travis and northern Hays counties. Our projects in development include the 290/130 Flyovers, the 183 North project, the 183A Phase III Environmental Study, and the MoPac South Environmental Study.

Since our inception in 2002, the Mobility Authority has transformed a regional investment of \$518 million into nearly \$2 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 additional \$184 million investment into \$1.4 billion in new infrastructure.

For more information, visit www.MobilityAuthority.com.

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 and effective 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.

Ray A. Wilkerson
CHAIRMAN
Gubernatorial
Appointee,
2009

Nikelle S. Meade
VICE CHAIRMAN
Travis County
Appointee,
2012

David Singleton
TREASURER
Williamson County
Appointee,
2003

Mark Ayotte
SECRETARY
Travis County
Appointee,
2017

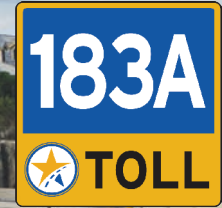
David B. Armbrust
Travis County
Appointee,
2012

John Langmore
Williamson County
Appointee,
2018

Frank Leffingwell
Williamson County
Appointee,
2018

Regional Map





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. The 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.

2018 PROGRESS

During 2018, the average monthly weekday transactions are around 85,000, which is a 3 percent increase over 2017.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2019

No major activities are planned for 2019.

183A Toll Phases I&II

■ OPEN TO TRAFFIC

11.6 CENTERLINE MILES

73 TOLLED LANE MILES

33 NON-TOLLED LANE MILES

7MI SHARED USE PATH



FINANCIALS

FUNDING SOURCES & AMOUNTS

TxDOT/Capital Area Metropolitan Planning Organization (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

■ OPEN TO TRAFFIC

6.2
CENTERLINE MILES

43
TOLLED LANE MILES

38
NON-TOLLED LANE MILES

6MI
SHARED USE PATH

PROJECT DESCRIPTION

290 Toll Road is a 6.2-mile toll road along US 290 East from US 183 to 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 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.

FINANCIALS

FUNDING SOURCES & AMOUNTS

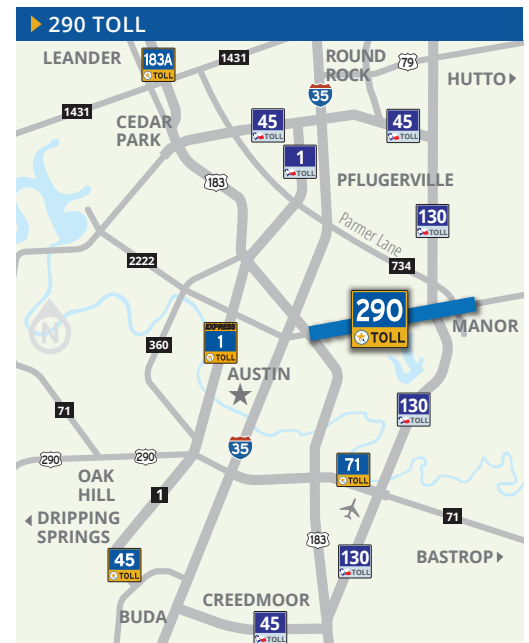
ARRA Funds.....	\$59,500,000
TxDOT/CAMPO (Category 2)....	\$126,700,000
Toll Revenue Bonds.....	\$153,100,000
Local Agencies	\$62,900,000
Total Project Cost	\$402,200,000

2018 PROGRESS

During 2018, the average monthly weekday transactions are approximately 170,000, which is a 6 percent increase over 2017.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2019

No major activities are planned for 2019.





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 Parmer Lane, all within the existing right-of-way. The project was fully opened to traffic in October 2017.

The Express Lanes, located in the middle of the MoPac corridor, are separated from the existing general-purpose lanes by a striped buffer zone with flexible-plastic delineator sticks. The project also includes seven 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.

To date, transactions have exceeded projections, demonstrating the strong demand for reliable travel options. Drivers are realizing significant improvements in traffic flow, trip reliability, and reductions in travel times.

2018 PROGRESS

- » The contractor achieved substantial completion.
- » Sound walls 99 percent complete.
- » Work continues on punch list items and painting.

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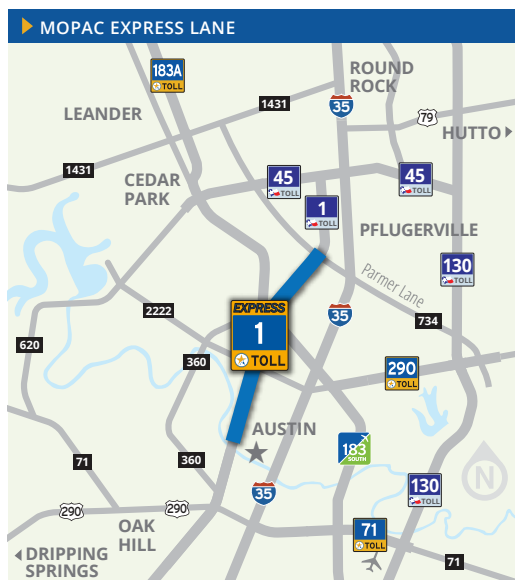
MoPac Express Lane

■ OPEN TO TRAFFIC

11
CENTERLINE MILES

\$5M
MILLION IN BICYCLE AND PEDESTRIAN FACILITIES

7 MI
OF SOUND WALLS



FINANCIALS

FUNDING SOURCES & AMOUNTS

Federal/State	\$199,500,000
Local	\$22,300,000
Regions Bank Loan	\$25,000,000
Total Project Cost	\$246,800,000

Year-to-Date Statistics

- » NB trip from Cesar Chavez to Parmer
- » SB trip from Parmer to Cesar Chavez

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AVERAGE WEEKDAY TRANSACTIONS

37,004

AVERAGE PEAK-PERIOD TRAVEL TIME SAVINGS

A.M. **1 min.** NB **6 min.** SB
 P.M. **12 min.** NB **12 min.** SB

AVERAGE MORNING PEAK-PERIOD TOLL RATE

\$0.57 NB
\$5.64 SB

AVERAGE EVENING PEAK-PERIOD TOLL RATE

\$7.88 NB
\$5.08 SB

A.M. Peak Period: 8:00 a.m. - 9:00 a.m. P.M. Peak Period: 5:00 p.m. - 6:00 p.m.
 Year-to-date statistics through October 31, 2018



73%

CAPITAL METRO HAS **TOLL-FREE ACCESS TO THE MOPAC EXPRESS LANE**, ACCOUNTING FOR A 73% INCREASE IN EXPRESS BUS RIDERSHIP ON MOPAC BETWEEN OCTOBER 2017 AND OCTOBER 2018

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2019

- » The Mobility Authority will study options to increase capacity of the southbound bridge across Lady Bird Lake to relieve congestion.
- » Plans will be developed for supplemental modifications to the northbound Express Lane exit near Parmer Lane.

- » The Mobility Authority will investigate potential operational improvements for added capacity to the southbound Express Lane entrance near RM 2222.
- » The Mobility Authority will update policies regarding commercial vehicles, large trucks and trailers in the Express Lane.
- » Plans will be developed for enhanced signage in the corridor.

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 enables faster emergency response, improves coordination of resources for incident or debris clearance, and enhances safety for all users.



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 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 includes 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 the new 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.

71 Toll Lane

■ OPEN TO TRAFFIC

3.9
CENTERLINE MILES

17.2

ACRES PURCHASED BY **GROCEER H-E-B** NEAR ABIA ON THE SH 71 CORRIDOR, WHERE NO MAJOR GROCERY STORES CURRENTLY EXIST



2018 PROGRESS

During 2018, the average monthly weekday transactions are approximately 31,000, which is a 10 percent increase over 2017.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2019

No major activities are planned for 2019.



FINANCIALS

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 12).... \$80,000,000
 TxDOT/CAMPO (Category 3)..... \$60,000,000
Total Project Cost\$140,000,000*

*A percentage of the TxDOT funding, about \$60 million, will be repaid by the Mobility Authority to TxDOT.



183 South

■ UNDER CONSTRUCTION

8
CENTERLINE MILES

10MI
SHARED USE PATH

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 rebuilding three non-tolled, general-purpose lanes in each direction. The project will open to traffic in phases between 2019 and 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.

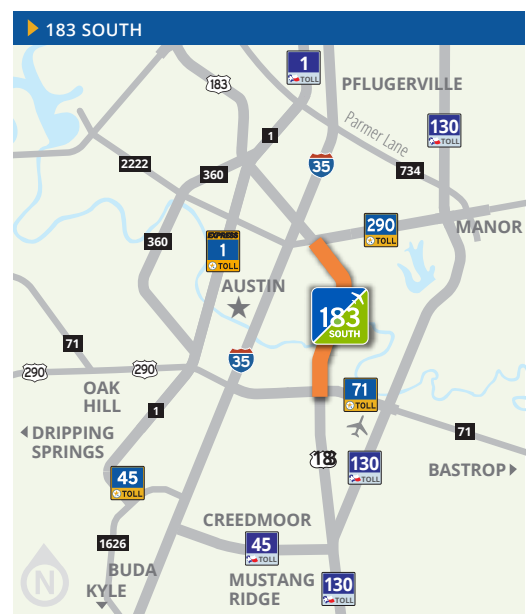
The project team remains focused on implementing sustainability into the design and is currently pursuing certification from a reputable third-party entity – the Greenroads Foundation. In addition, the project team has partnered with the non-profit group TreeFolks to hold community tree-planting events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

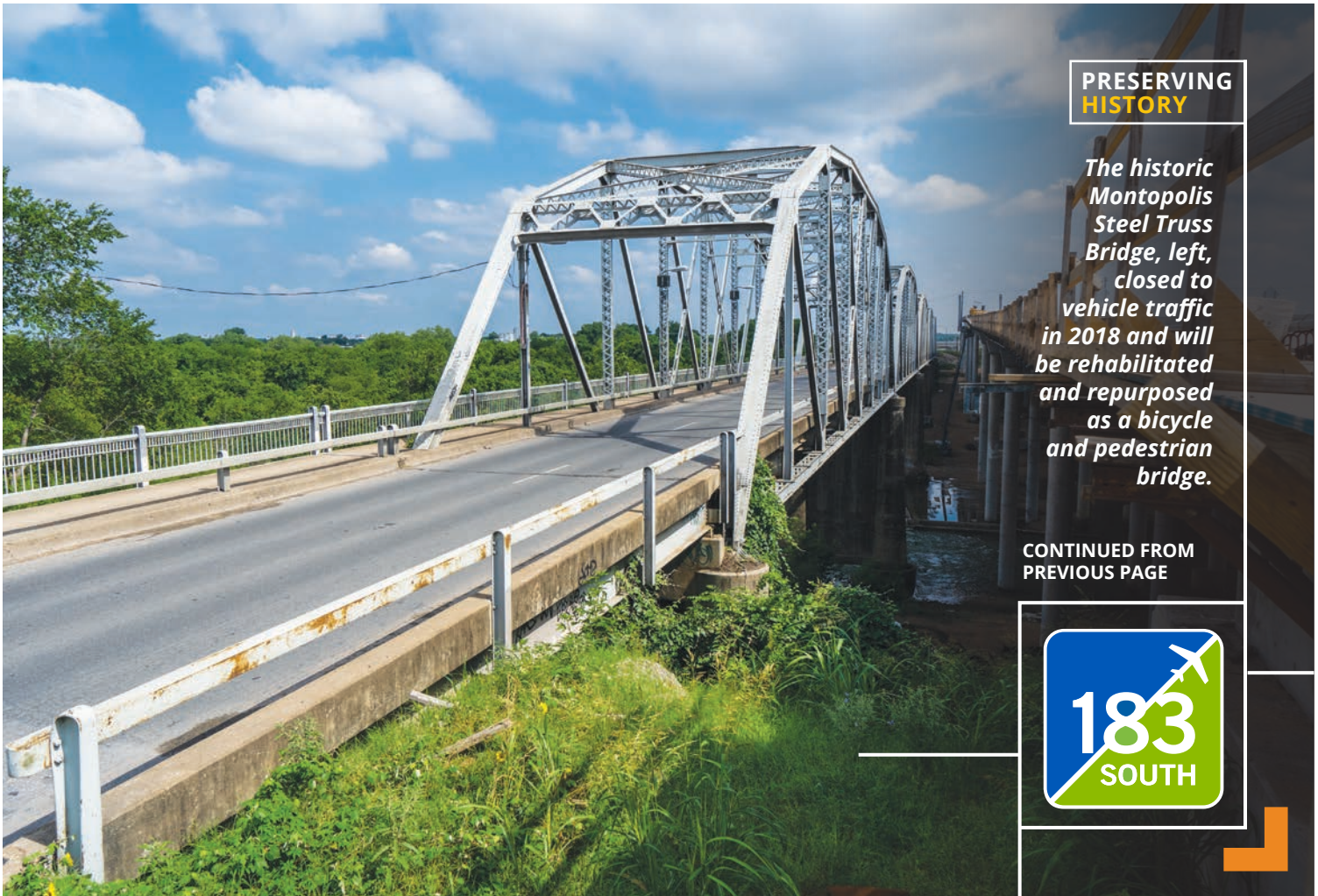
FINANCIALS

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

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PRESERVING HISTORY

The historic Montopolis Steel Truss Bridge, left, closed to vehicle traffic in 2018 and will be rehabilitated and repurposed as a bicycle and pedestrian bridge.

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2018 PROGRESS

- » Overall construction progress is approximately 55 percent complete.
- » The new general-purpose lanes between Manor Road/Springdale Road and FM 969 (MLK Jr. Boulevard) are now carrying traffic.
- » Construction of the mainlanes included paving the area near Manor Road/Springdale Road, the collector-distributor lanes at FM 969, and at the Colorado River.
- » Concrete bridge decks at Manor Road/Springdale Road, Little Walnut Creek, FM 969, and Airport Boulevard at the Colorado River are now carrying traffic.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2019

- » Construction progress in 2019 is anticipated to reach 96 percent.
- » Mainlane and general-purpose lanes construction will continue.
- » The project will reach the interim milestone, defined as substantial completion and open to tolling from US 290 to approximately Techni Center Drive.
- » All utility relocations will be completed.
- » Bridge construction at Loyola Lane, Little Walnut Creek, and the US 183/SH 71 interchange is expected to be completed.
- » Overhead signs, roadway illumination, shared use paths, retaining walls, and tolling infrastructure are expected to be complete.





SH 45SW

■ UNDER CONSTRUCTION

3.6
CENTERLINE MILES

2
LANES IN EACH DIRECTION

4.5 MI
SHARED USE PATH

85%
COMPLETE

PROJECT DESCRIPTION

The Mobility Authority is constructing a new **3.6-mile toll road** connecting MoPac eastward to FM 1626 in Hays County with two lanes in each direction. 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 is being constructed within existing TxDOT right-of-way with support from TxDOT, and Travis and Hays counties. Construction began in November 2016 and will be complete in 2019.

This new roadway will improve 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 will

feature a shaded “Hill Country Classroom,” where cyclists and pedestrians may rest while viewing maps and wayfinding and interpretive signage.

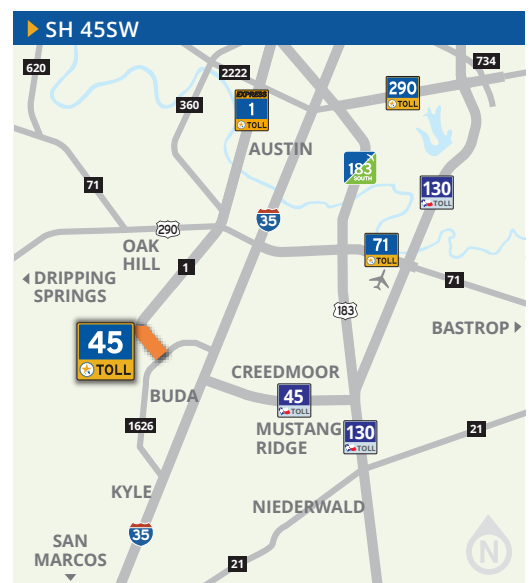
Through our efforts to balance environmental sensitivity with new infrastructure to manage congestion, we have developed an industry-leading model for environmental compliance. Construction best management practices (BMPs), observation, on-site compliance monitoring, and other project elements ensure protection of the sensitive Edwards Aquifer Recharge Zone

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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



ENVIRONMENTAL CHAMPIONS

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PREVIOUS PAGE

The Mobility Authority is honored to be the recipient of the 18th Annual Austin Chamber of Commerce Brookfield Residential Environmental Champion Award for our investment in sustainability, innovation, and leadership in the transportation industry, most notably the SH 45SW project.



2018 WINNER



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.

2018 PROGRESS

- » Construction progress is approximately 85 percent complete.
- » Major construction operations were focused on retaining walls, water quality ponds and BMPs.
- » The contractor completed most bridge work as well as the four direct connectors at the Loop 1/MoPac Interchange.

- » The shared use path was completed with the exception of landscaping, which will occur in 2019.
- » Toll gantry structures and roadway signs were installed.
- » Work on median barriers and concrete rails.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2019

- » The Hill Country Classroom and interpretive signage for the shared use path will be completed.
- » Permeable Friction Course pavement will be added.
- » The facility will open to traffic.





290 Toll Phase III

■ UNDER CONSTRUCTION



PROJECT DESCRIPTION

Working in coordination with TxDOT, the Mobility Authority will construct 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.

2018 PROGRESS

- » The funding agreement and construction project development agreement were executed with TxDOT in June.
- » The Mobility Authority received TxDOT's Letter of Authority in June.
- » The Mobility Authority awarded a construction engineering and inspection services contract to HDR in June.
- » Agreements with Capital Metro were

executed in July.

- » Final construction plans and bid documents were completed in September.
- » The construction contract was awarded to Webber, LLC, in September.
- » Webber was issued a limited notice to proceed for construction to begin in December.

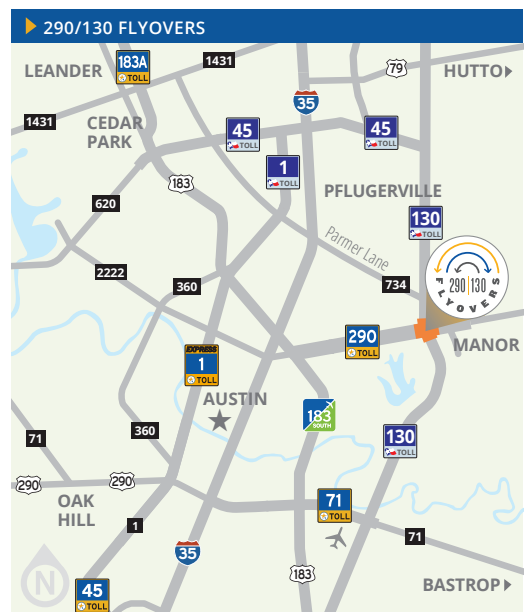
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2019

Construction of the south-to-west and north-to-west flyovers will begin.

FINANCIALS

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 3).....\$41,100,000
 TIFIA Loan/Toll Revenue Bonds...\$85,900,000
Total Project Cost\$127,000,000





183
NORTH
MOBILITY PROJECT

PROJECT DESCRIPTION

The **183 North project** will add two variably priced express lanes in each direction in the existing median of US 183 between MoPac and SH 45 North in northwest Austin. The project also proposes to widen the highway where required to bring the total number of general-purpose lanes to four in each direction where only three exist currently. Other improvements include two new shared use path segments near Pond Springs Drive, new sidewalks, and new cross-street connections for bicyclists and pedestrians.

2018 PROGRESS

- » The Mobility Authority continued with pre-procurement activities such as utility identification, geotechnical exploration, and survey.
- » The Mobility Authority and TxDOT continued to progress on project terms.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2019

The process of procuring a design-build contractor could begin in early 2019.

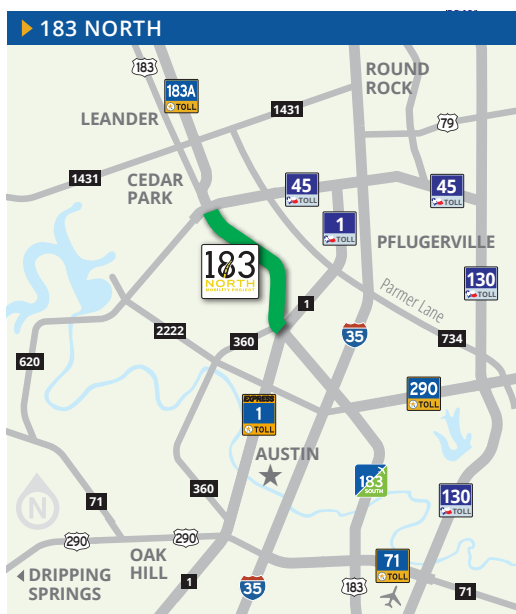
183 North

■ IN DEVELOPMENT

9
CENTERLINE MILES

2
TOLLED LANES IN EACH DIRECTION

4
NON-TOLLED LANES IN EACH DIRECTION*



FINANCIALS

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 7).....	\$7,200,000
Anticipated TIFIA Loan/ Toll Revenue Bonds.....	\$493,200,000
Total Project Cost	\$500,400,000

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



183A
PHASE III

183A Toll Phase III

■ IN DEVELOPMENT

6.6
CENTERLINE MILES

2
LANES
IN EACH
DIRECTION

4.6MI
SHARED USE
PATH

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 166 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 proactively satisfy the demand for additional capacity while improving safety and enhancing 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 span from Hero Way to the proposed Seward Junction Loop South project.

2018 PROGRESS

- » The Mobility Authority initiated an environmental study of the corridor and a draft of the Environmental Assessment.

- » Multiple homeowners' association meetings were held with communities along the corridor.
- » An open house meeting was held for the community to learn about the project and submit feedback.

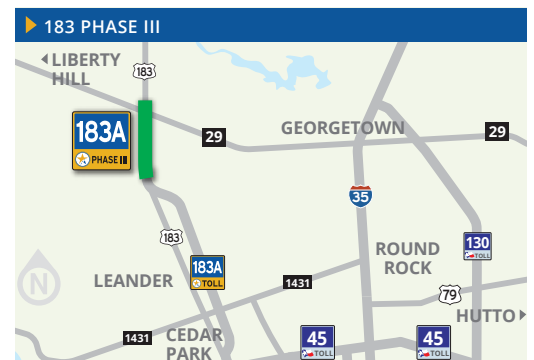
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2019

- » The Mobility Authority to contract a design firm to develop plans and specifications for design-bid-build project delivery.
- » The Mobility Authority will continue community outreach activities, including holding a public hearing.
- » An environmental finding is anticipated in summer 2019.
- » Final design plans are anticipated to be complete in late 2019/early 2020.
- » Priority utility relocation and right-of-way acquisition efforts will begin.

FINANCIALS

FUNDING SOURCES & AMOUNTS

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





PROJECT DESCRIPTION

The Mobility Authority is proposing to add one or two variably priced express lanes in both directions along approximately eight miles of **MoPac** from Cesar Chavez Street to Slaughter Lane.

The Environmental Assessment is being prepared by the Mobility Authority with oversight by TxDOT. The express lane(s) alternative has been 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.

2018 PROGRESS

No significant progress occurred as the project was placed on indefinite hold.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2019

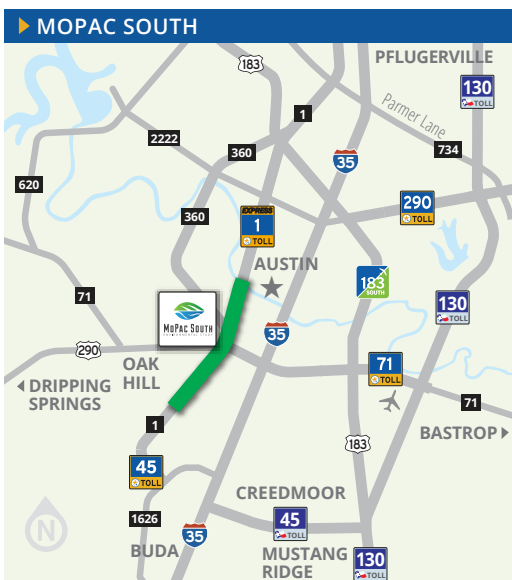
- » Final screening of the operational configuration options as well as work on the technical reports and draft Environmental Assessment will begin.

MoPac South

■ IN DEVELOPMENT

8 MILES

UP TO 2 EXPRESS LANES IN EACH DIRECTION



FINANCIALS

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 3).....	\$16,000,000
TBD	\$419,000,000 – 524,000,000
Total Project Cost.....	\$435,000,000 – \$540,000,000*

*Depending on the preferred alternative



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 Ross and Elroy Road safety projects.



Ross Road, Elroy Road

■ IN DEVELOPMENT



PROJECT DESCRIPTION

Travis County has engaged the Mobility Authority to expedite delivery of these two safety projects in the county's Capital Improvement Program. This unique partnership allows the Mobility Authority to develop and construct both projects. Travis County will provide the 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 anticipated to begin in early 2019 and completed in 2021.

Ross Road: A 0.8-mile section of Ross Road from Pearce Lane to Heine Farm Road will be expanded to a four-lane, urban arterial. The upgraded roadway will improve mobility for nearby neighborhoods and includes sidewalks and bike lanes in both directions.

Construction is anticipated to begin in 2020 with completion in 2021.

2018 PROGRESS

- » Elroy Road: Subsurface utility exploration, surveying, geotechnical investigations, hydrologic and hydraulic studies, environmental documentation, and 30 percent schematic design were completed.
- » Ross Road: Budget approval.

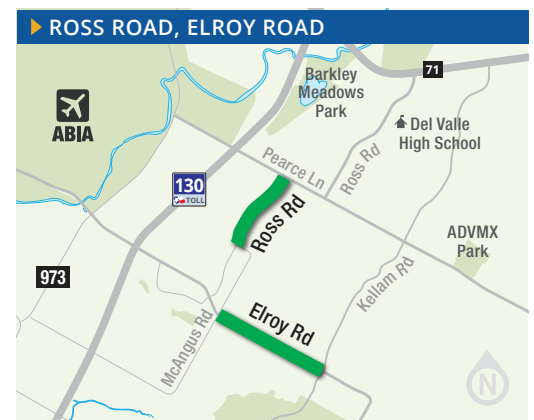
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2019

- » Elroy Road: Final plans, construction letting, and notice to proceed for construction.
- » Ross Road: Project development through 60 percent plans; begin right-of-way acquisition and utility relocation.

FINANCIALS

FUNDING SOURCES & AMOUNTS

Travis County (Elroy Road).....	\$26,000,000
Travis County (Ross Road).....	\$5,600,000
Total Project Cost	\$31,600,000





DID YOU KNOW?



Austin Community College – San Gabriel Campus opened in 2018 off of 183A in Leander

As a traffic generator for 290 Toll, the city of Elgin’s population is expected to triple in the next 10 years





CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

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