



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

2022

TEXAS TRANSPORTATION COMMISSION

PROJECT REPORT



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Per Texas Administrative Code (TAC) Rule § 26.65(b), this report describes the progress made during 2022 on each Mobility Authority transportation project or system of projects, including the initial project undertaken by the Mobility Authority.

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 develop, deliver, operate and maintain high-quality roadways and related transportation solutions.

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 and the 71 Toll Lane in east Austin, the MoPac Express Lane in central Austin, the 45SW Toll Road in southern Travis and northern Hays counties, and the 183 Toll Road in east Austin. The agency is also constructing the 183A Phase III and 183 North Mobility Projects.

Projects under development include the MoPac South Environmental Study and the Barton Skyway Ramp Relief Project.

Since the Mobility Authority's inception, the agency has transformed a regional investment of \$670 million into nearly \$2.97 billion in added-capacity infrastructure improvements. About one-half of that investment includes non-tolled improvements such as new and enhanced general-purpose lanes, bicycle and pedestrian improvements, and aesthetic upgrades. Moving forward, we anticipate leveraging an investment by the region to develop \$3.8 billion in infrastructure improvements.

For more information, visit www.MobilityAuthority.com.

MOBILITY AUTHORITY BOARD OF DIRECTORS

The Mobility Authority Board of Directors is comprised of 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
Sworn in 2019



NIKELLE S. MEADE
Vice-Chair
Travis County Appointee
Sworn in 2012



DAVID SINGLETON
Board Treasurer
Williamson County Appointee
Sworn in 2003



MIKE DOSS
Board Secretary
Williamson County Appointee
Sworn in 2019



DAVID B. ARMBRUST
Board Member
Travis County Appointee
Sworn in 2012



HEATHER GADDES
Board Member
Williamson County Appointee
Sworn in 2021



JAY BLAZEK CROSSLEY
Board Member
Travis County Appointee
Sworn in 2022

REGIONAL MAP



OPEN TO TRAFFIC





183A TOLL



PHASES I & II

PROJECT DESCRIPTION

The 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 general-purpose lanes 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 and constructed in two phases:

- **Phase I (2007):** A tolled roadway between RM 620 and RM 1431 with non-tolled general-purpose lanes from RM 1431 northward to the South Fork San Gabriel River.
- **Phase II (2012):** 5-mile extension of the tolled mainlanes from RM 1431 to Hero Way.

2022 PROGRESS

- During 2022, weekday transactions (through November) on 183A Toll averaged 199,742.
- A maintenance project to replace all large ground mount and overhead signage within the Phase II limits was completed in spring 2022.

- A safety improvement maintenance project along 183A Phases I & II was let in early 2022 and construction was completed in fall 2022. The project included the installation of cable median barrier and upgrades to existing metal beam guard fence.

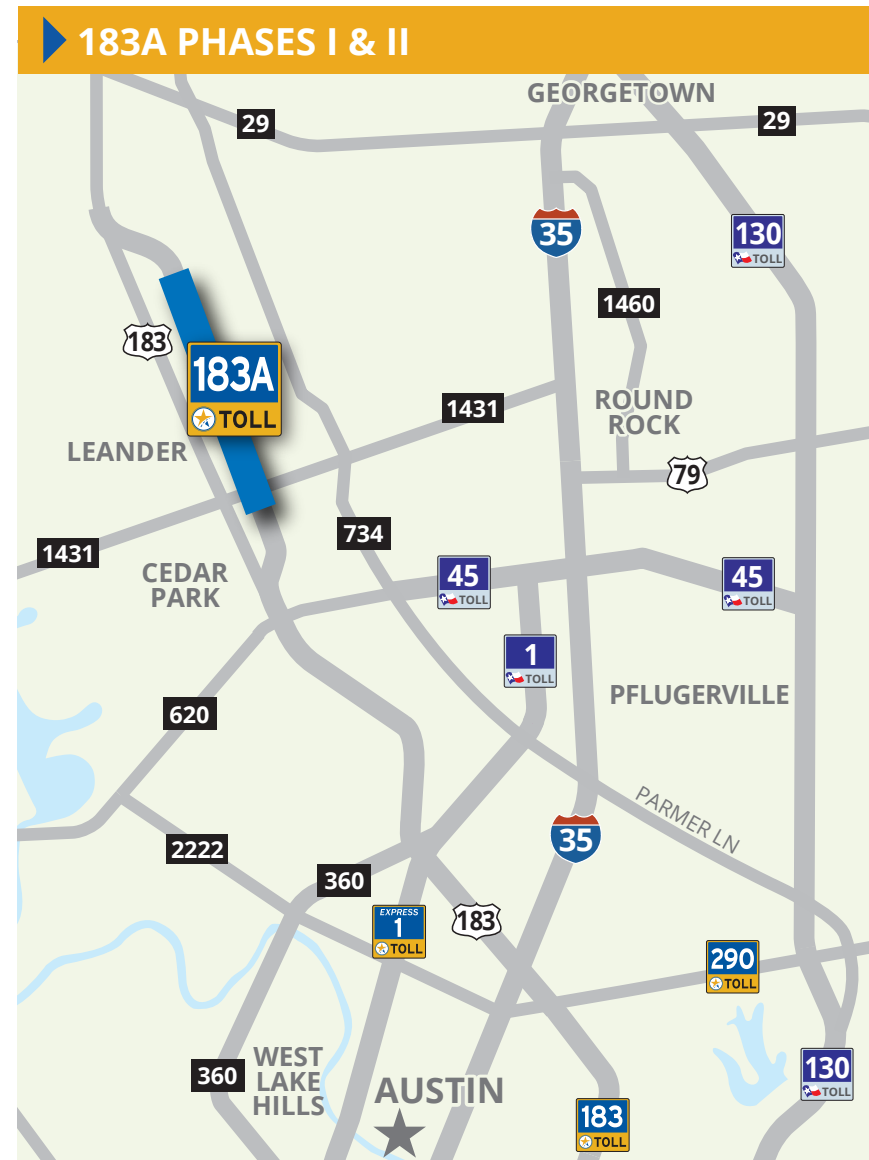
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

- A maintenance project to replace all small ground mount signage within the Phase I & II limits is expected to be let in December 2022 and completed by summer 2023.

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 & III

PROJECT DESCRIPTION

The 290 Toll Road is a 6.2-mile toll road along US 290 from US 183 to SH 130, stretching from Austin into the city of Manor in northeast 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. It also includes three direct connect flyovers at the 290 Toll/SH 130 intersection. A parallel, 10-foot-wide, 6-mile-long shared use path spans the corridor for pedestrian and bicycle travel.

The project was developed and constructed in three 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.
- **Phase III (2020-2021):** Two tolled and one non-tolled* direct connectors at the 290 Toll/SH 130 interchange.

* Funded and operated by TxDOT

2022 PROGRESS

- During 2022, weekday transactions on 290 Toll (through November) averaged 125,766.
- Miscellaneous landscaping and punch list work.

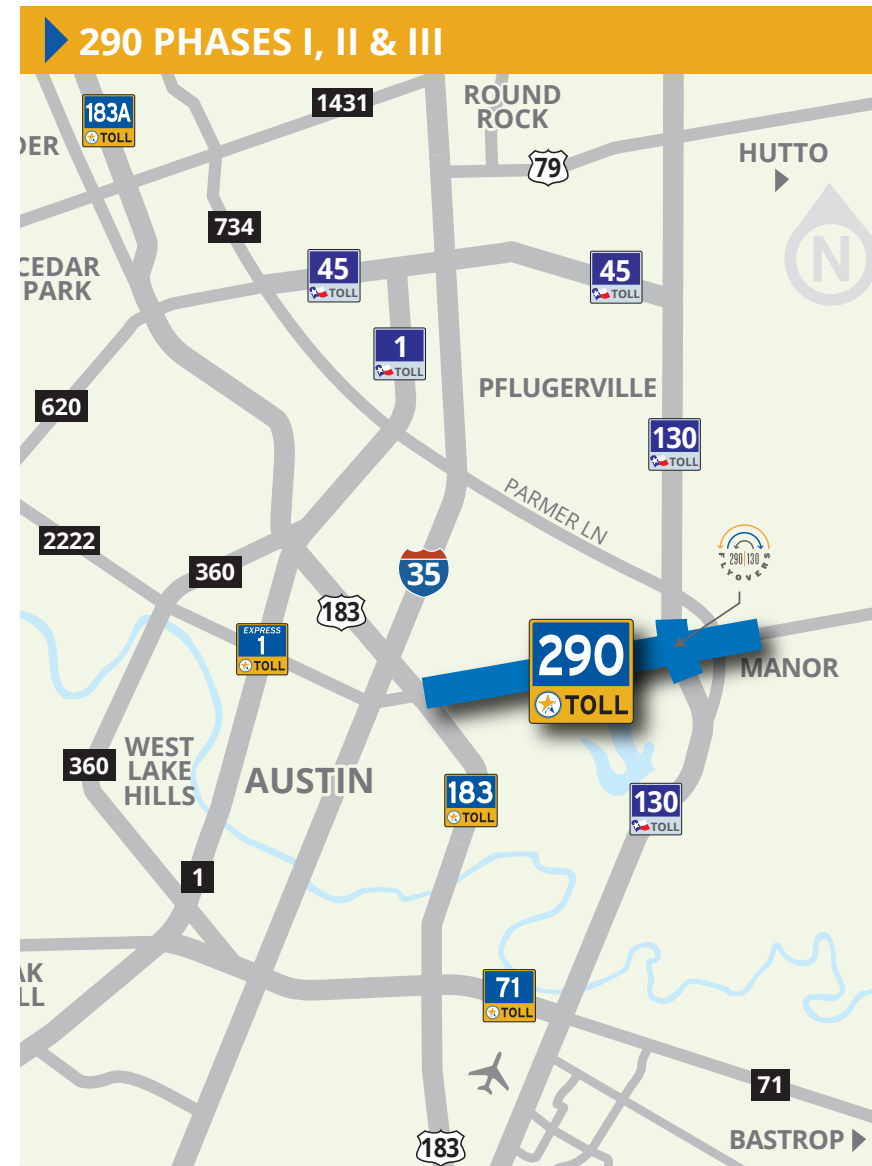
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

- No major activities are planned for 2023.

FINANCIALS

FUNDING SOURCES & AMOUNTS

ARRA Funds:.....	\$59,500,000
TxDOT/CAMPO (Category 2):.....	\$126,700,000
TxDOT/CAMPO (Category 3):.....	\$41,100,000
Toll Revenue Bonds:.....	\$194,100,000
Local Agencies:.....	\$62,900,000
TIFIA Loan:.....	\$44,900,000
Total Project Cost:.....	\$529,200,000



OPEN TO TRAFFIC



MOPAC

EXPRESS LANE

PROJECT DESCRIPTION

The MoPac Improvement 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 2017.

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; and enhanced incident management through the Traffic & Incident Management (TIM) Center.

2022 PROGRESS

- During 2022, the average daily transactions on the MoPac Express Lane (through November) averaged 29,602.
- A landscaping improvement project adjacent to Austin's Memorial Park Cemetery was let in October 2022 and construction is expected to be completed in late 2022. Improvements include the planting of trees and installation of an irrigation system.

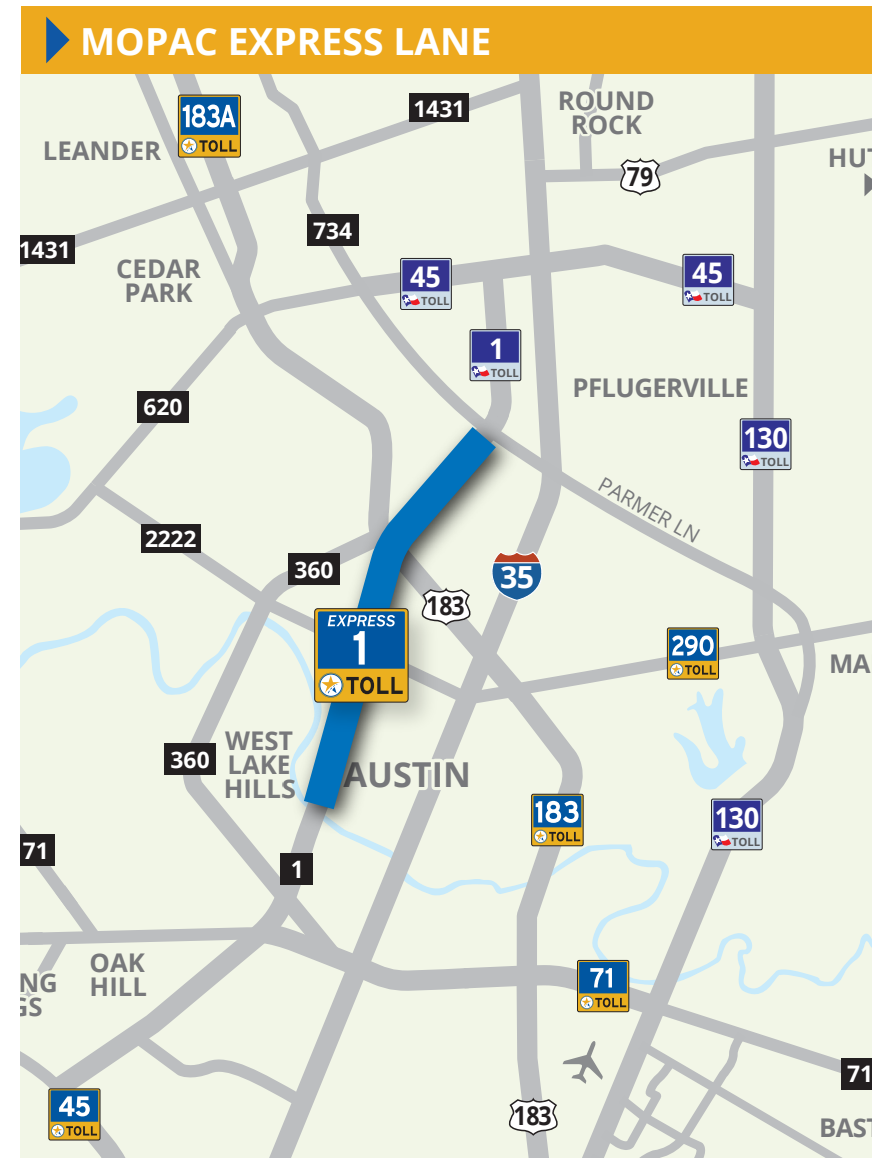
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

- No major activities are planned for 2023.

FINANCIALS

FUNDING SOURCES & AMOUNTS

Local Agencies:	\$ 5,500,000
Federal/State:	\$199,500,000
Regions Bank Loan:	\$25,000,000
Total Project Cost:.....	\$230,000,000



OPEN TO TRAFFIC



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 (AUS) 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 along 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.

Drivers along the SH 71 corridor 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 AUS.

2022 PROGRESS

- During 2022, weekday transactions on 71 Toll Lane (through November) averaged 34,910.
- A signing and marking improvement maintenance project let in September 2022. Project scope includes large sign replacements and pavement marking improvements. This project is expected to be completed in spring 2023.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

- Tolling equipment will be replaced for use with a new vendor.

FINANCIALS

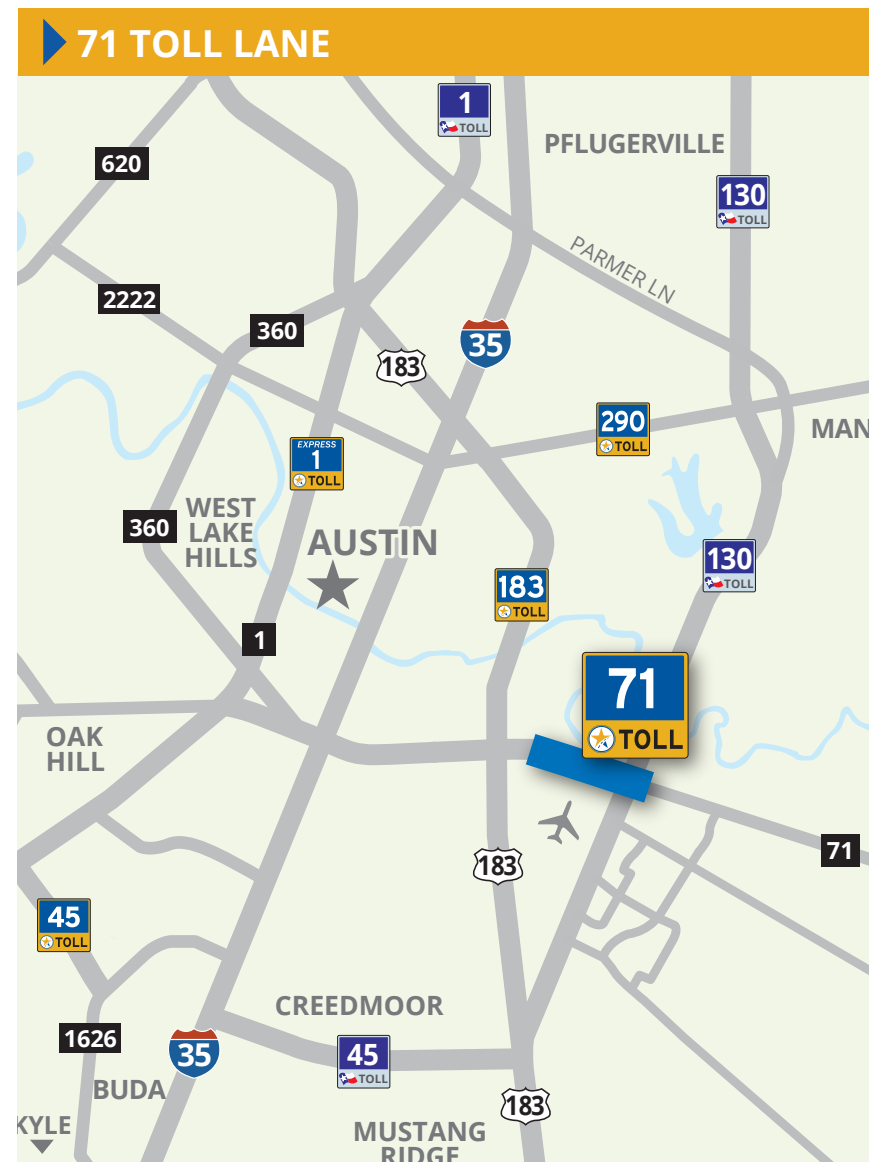
FUNDING SOURCES & AMOUNTS

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.*





45 SW TOLL

PROJECT DESCRIPTION

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

The 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 complements the regional Violet Crown Trail. The shared use path features a shaded “Hill Country Classroom,” where cyclists and pedestrians can rest while viewing wayfinding and interpretive signage.

It is through the Mobility Authority's efforts to balance the need for infrastructure improvements and congestion management with its commitment to environmental stewardship, that this project became an industry-leading model for environmental compliance.

Construction and permanent 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 (TCEQ).

2022 PROGRESS

- During 2022, weekday transactions on 45SW Toll (through November) averaged 19,898.
- The Mobility Authority increased the posted speed limit on the roadway from 65 mph to 70 mph.
- The Mobility Authority installed a dedication plaque at the trailhead in honor of former executive director, Mike Heiligenstein, for his years of service to Central Texas.

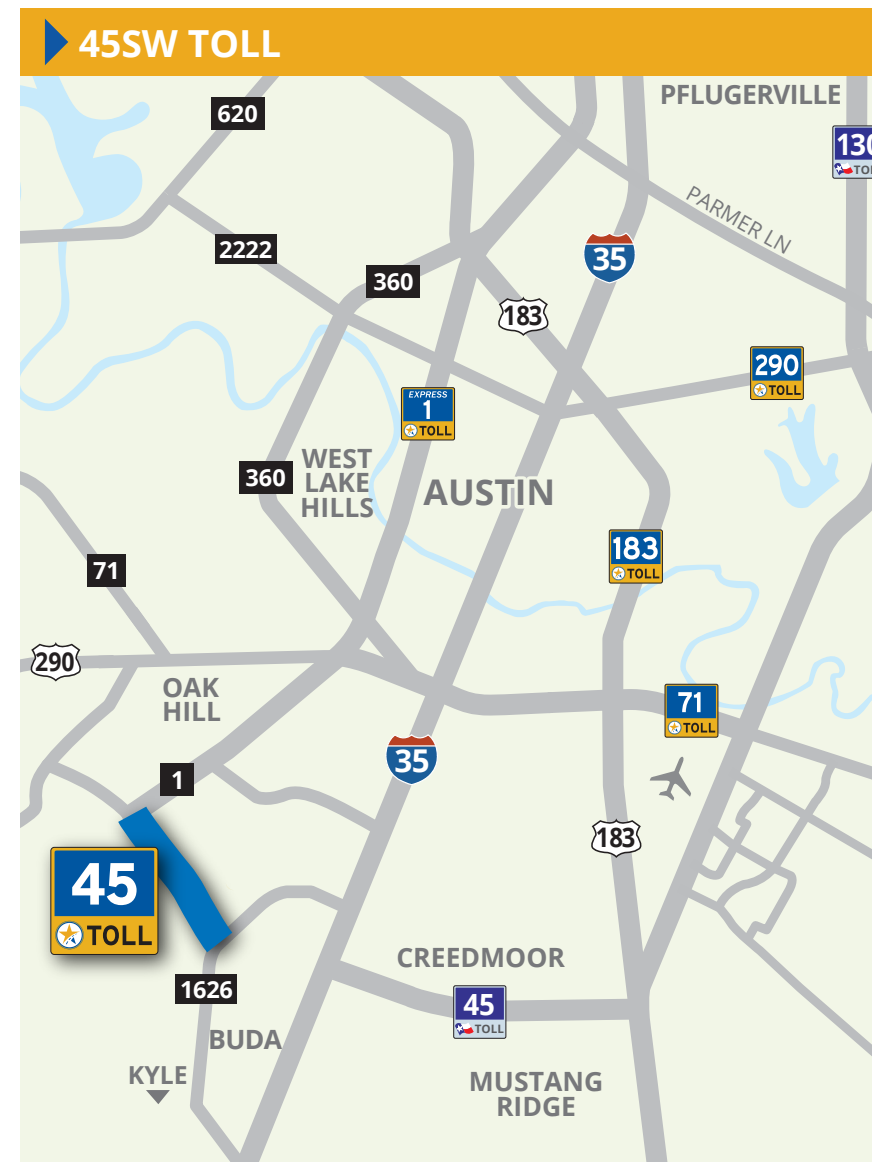
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

- No major activities are planned at this time.

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



OPEN TO TRAFFIC



183

183
TOLL

TOLL

PROJECT DESCRIPTION

The 183 South Project transformed 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 tripled the corridor's previous capacity, adding three tolled lanes and up to three non-tolled general-purpose lanes in each direction. Phase I of the project opened in 2019 and Phase II fully opened to traffic in early 2021, offering greater mobility for all users of the corridor.

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

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

2022 PROGRESS

- During 2022, weekday transactions on 183 Toll (through November) averaged 165,513.
- A signing improvement maintenance project let in September 2022. Project scope includes installation of wayfinding and interpretive signage along the shared use path. This project is expected to be completed in spring 2023.
- Small signs were installed, and striping was substantially completed.
- Substantial Completion was issued in February 2022.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

- Interpretive signage along the shared use path is scheduled for installation in early 2023.

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





UNDER CONSTRUCTION



183A

183A
PHASE III

PHASE III PROJECT

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 183 percent by 2042. The Mobility Authority is extending the existing 183A Toll Road 5.3 miles northward from Hero Way to north of SH 29 in Liberty Hill. Together with the associated access ramps, frontage road improvements, and transitions, the project includes 6.6 miles of improvements. 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 is being constructed primarily within the median of the existing US 183/183A corridor, with two tolled 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 Seward Junction Loop.

2022 PROGRESS

- Bridge drilled shaft foundations, concrete columns and caps, beam placements, and deck placements have advanced project-wide.
- Roadway excavation continues project wide and embankment efforts for the new mainlanes has begun.

- Waterline installations were completed. Drainage system installation and underground ITS ductwork continue throughout the project limits.
- Retaining wall construction has commenced and is complete in several locations.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

- Efforts will continue for all elements of construction project-wide including:
 - Beginning bridge work at SH 29.
 - Advancing bridges along the project-limits, including the pedestrian bridge over the river.
 - The progression of drainage systems, water quality ponds, and installation of sign structures.
 - Construction of retaining walls.
 - Excavation and embankment work is expected to be completed to allow for roadway paving to commence.
 - Tolling equipment installation and testing.

FINANCIALS

FUNDING SOURCES & AMOUNTS

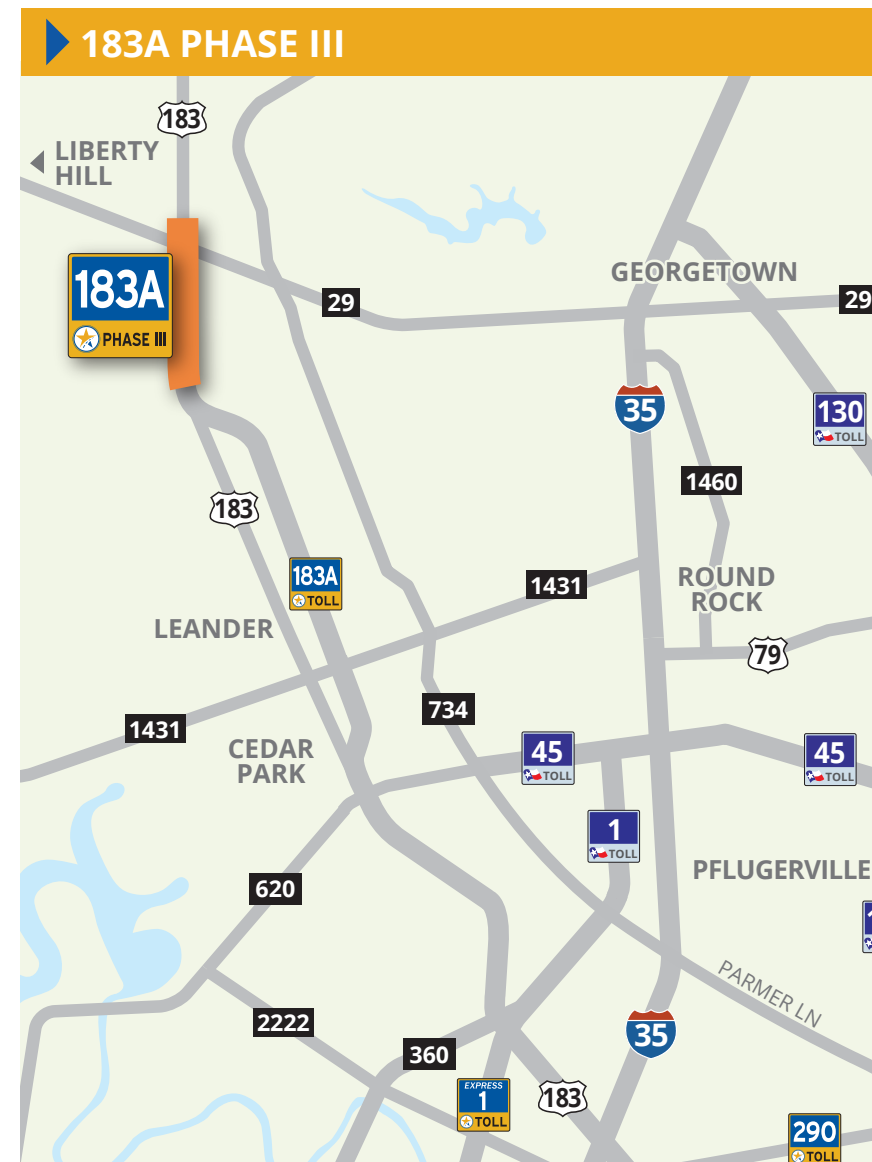
TIFIA:\$106,710,000 *

Senior Lien Bonds\$148,120,000

Subordinate Lien Bond
Anticipation Notes (BANS):\$110,880,000

Total Project Cost: \$259,000,000

* It is anticipated that the TIFIA loan would refund all or a portion of the Subordinate Lien BANS.



UNDER CONSTRUCTION



183 NORTH

MOBILITY PROJECT

PROJECT DESCRIPTION

The 183 North Mobility Project will add two variably priced tolled 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 currently exist along northbound and southbound US 183.

In addition, the project will construct express lane direct connectors between the future US 183 express lanes and the existing MoPac Express Lane, and will include a collector distributor road from the direct connectors to the southbound MoPac general-purpose lanes and frontage road to just south of Far West Boulevard. Other improvements include two new shared use path segments near Pond Springs Drive, new sidewalks, and new cross-street connections for bicyclists and pedestrians, and other operational improvements.

2022 PROGRESS

- The Mobility Authority issued Notice to Proceed to the Contractor in April.
- The Mobility Authority and Great Hills Constructors hosted a virtual Groundbreaking event.

- Project Technical Working Group meetings continued.
- TCEQ Permits were approved.
- Construction activities include: Yard set up, pavement grinding for Next Generation Pavement Surfacing, High-Mast Lighting Installations, construction of median access points for the express lane work, clearing and grubbing in the median, installation of drainage structure in the median, and bridge substructure work.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

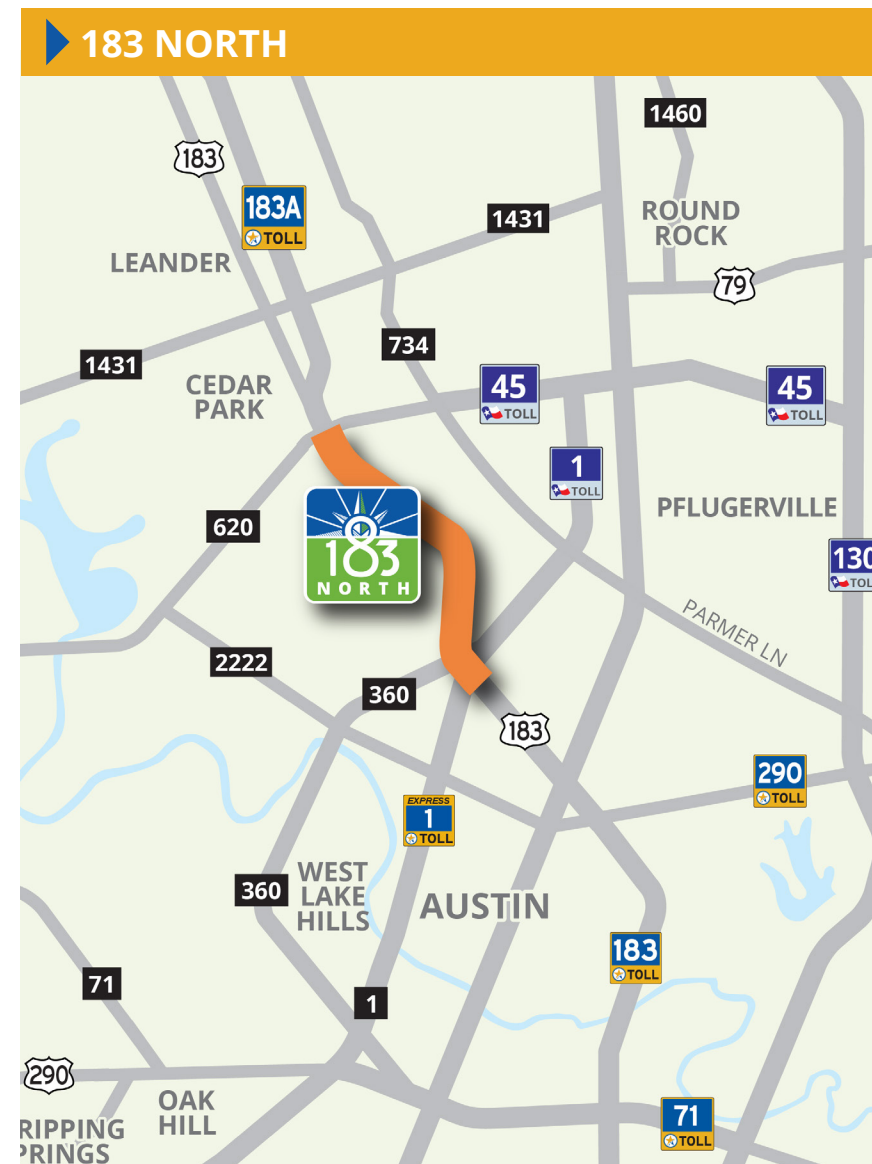
- The following construction activities are expected to commence:
 - Retaining Wall Construction
 - Bridge Column Construction
 - Pavement widening activities for express lanes in median of US 183
 - Bridge construction
 - Utility adjustments
 - Retaining wall work and roadway construction on Mopac
 - Work on surface ponds and existing vaults

FINANCIALS

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 7):	\$7,200,000
TxDOT Administered FHWA Funding:.....	\$120,000,000
Toll Revenue Bonds:	\$234,510,000
Subordinate Lien Bond Anticipation Notes (BANS):	\$244,185,000
TIFIA:	\$250,290,000 *
Total Project Cost:.....	\$612,000,000

*It is anticipated that the TIFIA loan would refund all or a portion of the Subordinate Lien BANS.





LOOP 360 NORTH
Capital of Tx Hwy
EXIT 3/4 MILE

360 NORTH 1/2
360 SOUTH LEFT EXIT 1
Southwest Pkwy 2 1/2

UNDER DEVELOPMENT

UNDER DEVELOPMENT



MOPAC SOUTH PROJECT

PROJECT DESCRIPTION

The MoPac Expressway (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, US 290, and 45SW Toll. Consistently ranked as one of the most congested roadways in Texas (Texas A&M Transportation Institute), MoPac attracts up to 179,000 cars and trucks per day.

The Environmental Assessment 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 after Open House No. 2 in 2014.

2022 PROGRESS

- The project team continued seasonal environmental studies and began updating the traffic modeling to the CAMPO 2045 model.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

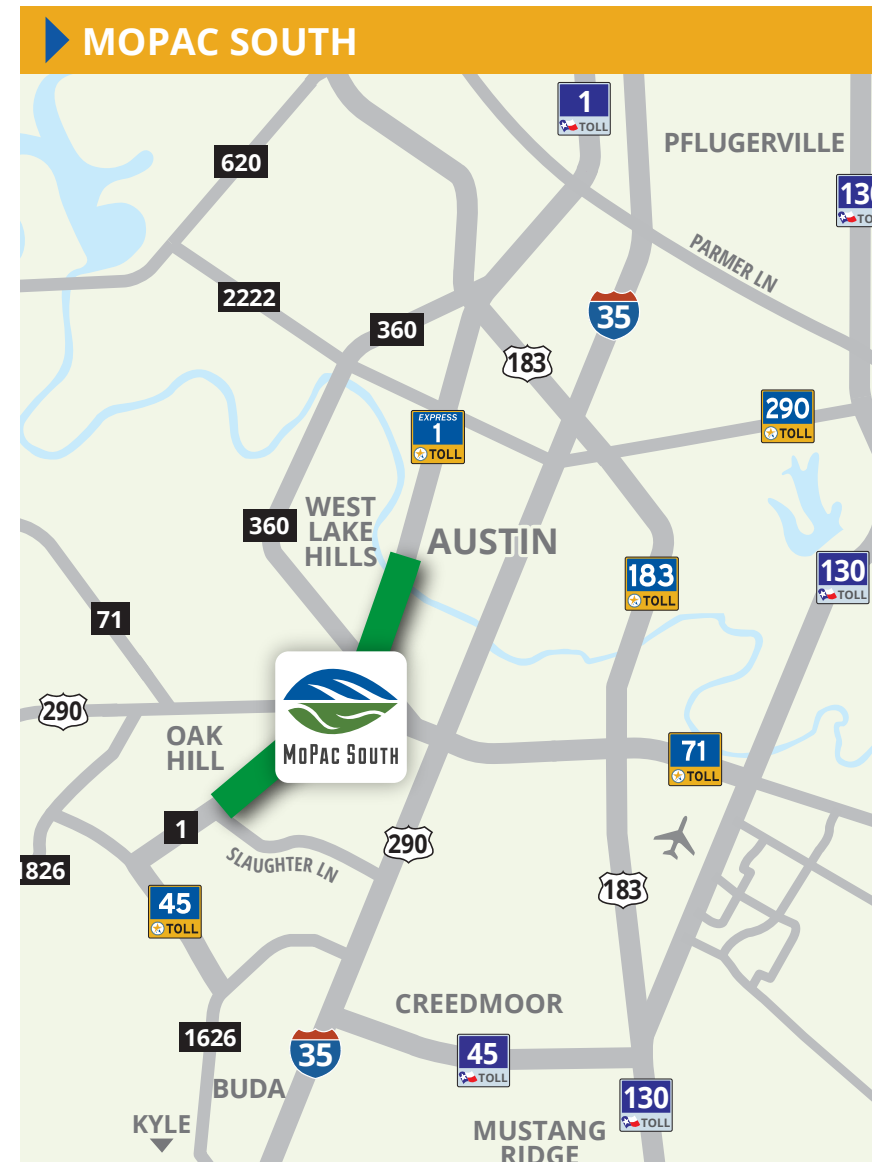
- The project team will complete the updated traffic forecast modeling to the CAMPO 2045 Regional Transportation Plan model and share those results with the public at a Public Meeting.
- The project team will continue work on the Draft Environmental Assessments and related technical reports.

FINANCIALS

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 3):	\$16,500,000
To Be Determined:	\$808,500,000 *
Total Project Cost:	\$825,000,000 *

*Based on 2019 cost estimate; estimate to be updated





BARTON SKYWAY



RAMP RELIEF PROJECT

PROJECT DESCRIPTION

The southbound MoPac corridor near Barton Skyway in Austin is plagued by significant congestion issues. Improvements are needed to help alleviate the consistent bottleneck from traffic merging onto southbound MoPac at the Barton Skyway and Bee Caves Road entrance ramps. Current conditions cause backups to the Winsted Lane and Enfield Road entrance ramps and beyond. Proposed non-tolled improvements include adding pavement for auxiliary and merge lanes on southbound MoPac at the Bee Caves Road and Barton Skyway entrance ramps. This intends to alleviate congestion at Winsted Lane, Enfield Road, Bee Caves Road, and Barton Skyway, and improve travel time throughout the corridor.

2022 PROGRESS

- The Mobility Authority received approval of the environmental study of the corridor from TxDOT.
- The Mobility Authority completed the development of final design plans and specifications for construction of the project.
- The Mobility Authority received approval from the Texas Commission on Environmental Quality for the project's Water Pollution Abatement Plan.
- The Mobility Authority awarded the construction contract to Dan Williams Company in August.

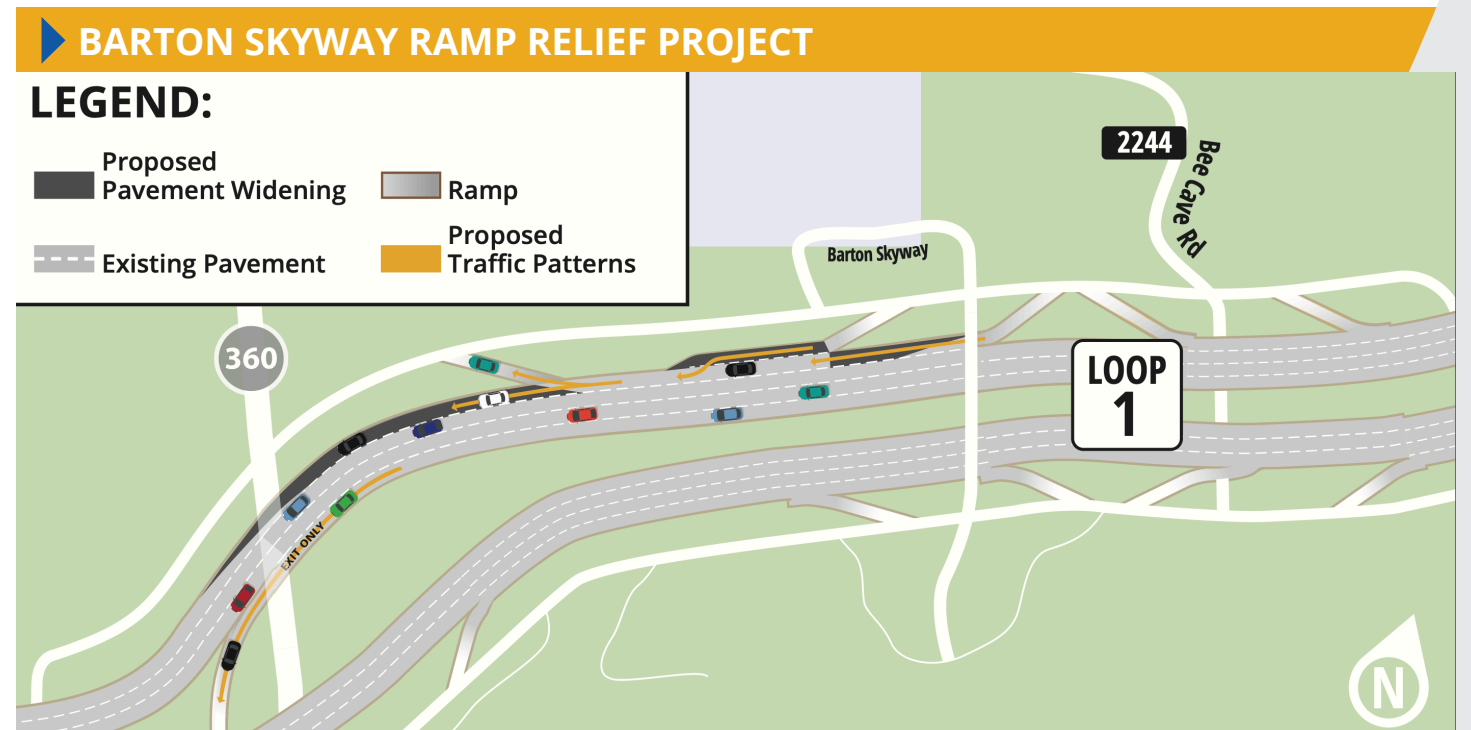
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

- The Mobility Authority anticipates issuing construction Notice to Proceed in early 2023.

FINANCIALS

FUNDING SOURCES & AMOUNTS

Central Texas Regional Mobility Authority:\$10,000,000
Total Project Cost:..... \$10,000,000





TRAVIS COUNTY PROGRAM

PROJECT DESCRIPTION

The Mobility Authority is expediting delivery of several projects in Travis County's Capital Improvement Program. This unique partnership leverages the Mobility Authority's unique organizational structure to develop and construct the projects on an accelerated timeline, with the County providing the funding, operation, and maintenance of the non-tolled facilities. These projects will address drainage and roadway safety concerns while facilitating bicycle and pedestrian movement.

Project	Phase	Description	2022 Progress	2023 Activities
County Line Road	Development	The culvert on County Line Road at Elm Creek will be replaced. This reconstruction will address stream crossing drainage concerns by replacing the current undersized culvert and adjacent structures.	<ul style="list-style-type: none"> 100% design plans submitted ROW and utility relocations 	<ul style="list-style-type: none"> Bid documents and project letting, construction
Pearce Lane	Development	A 3.25-mile section of Pearce Lane from west of Kellam Road to east of Wolf Lane will be reconstructed from the existing two-lane road to a four-lane divided road with bike lanes and sidewalks.	<ul style="list-style-type: none"> 60% design plans submitted 	<ul style="list-style-type: none"> ROW and utility relocations Bid documents and project letting

Project	Phase	Description	2022 Progress	2023 Activities
Elroy Road	Open to Traffic	A 1.12-mile section of Elroy Road from McAngus Road to Kellam Road is being reconstructed from a two-lane road to a five-lane road with a continuous center turn lane, bike lanes, and sidewalks.	<ul style="list-style-type: none"> Road and bridge construction advanced Project opened to traffic 	N/A
Ross Road	Development	A 0.8-mile section of Ross Road from Pearce Lane to Heine Farm Road is currently serving as a two-lane road for commuter and school traffic. The project will widen the existing road to a three-lane road with bicycle and pedestrian facilities.	<ul style="list-style-type: none"> Finalizing joint-bid waterline with Austin Water Utility and final plans ROW acquisitions and revisions Utility relocations 	<ul style="list-style-type: none"> Bid documents and project letting
Thaxton Road	Development	A 0.71-mile section of Thaxton Road from McKinney Falls Parkway to Sassman Road will be reconstructed from the existing two-lane road to a four-lane divided road with a continuous center turn lane, bike lanes and sidewalks.	<ul style="list-style-type: none"> 100% design plans submitted ROW and utility work Coordination with County Floodplain Administrator 	<ul style="list-style-type: none"> Project letting and construction
Old Lockhart Road	Development	A 1.7-mile section of Old Lockhart Road from Capitol View Drive to Thaxton Road will have shoulders added in both directions.	<ul style="list-style-type: none"> 100% design plans submitted 	<ul style="list-style-type: none"> ROW and utility relocations Bid documents and project letting
South Pleasant Valley Road	Development	A 2.5-mile section of Bradshaw Road and Turnersville Road will be reconstructed as South Pleasant Valley Road from River Plantation Drive to SH 45 from existing two-lane roads to a four-lane divided road with bike lanes and sidewalks.	<ul style="list-style-type: none"> 30% design plans submitted Escalated environmental document to a full NEPA Categorical Exclusion 	<ul style="list-style-type: none"> Continue advancing environmental process ROW and utility relocations
Old San Antonio Road	Development	A 2.1-mile section of Old San Antonio Road from FM 1626 to Puryear Road will have shoulders added in both directions.	<ul style="list-style-type: none"> 100% design plans submitted ROW acquisitions and utility work 	<ul style="list-style-type: none"> Bid documents and project letting, construction

TRAVIS

COUNTY PROGRAM



FINANCIALS

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

