



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

2020

Texas Transportation Commission PROJECT REPORT

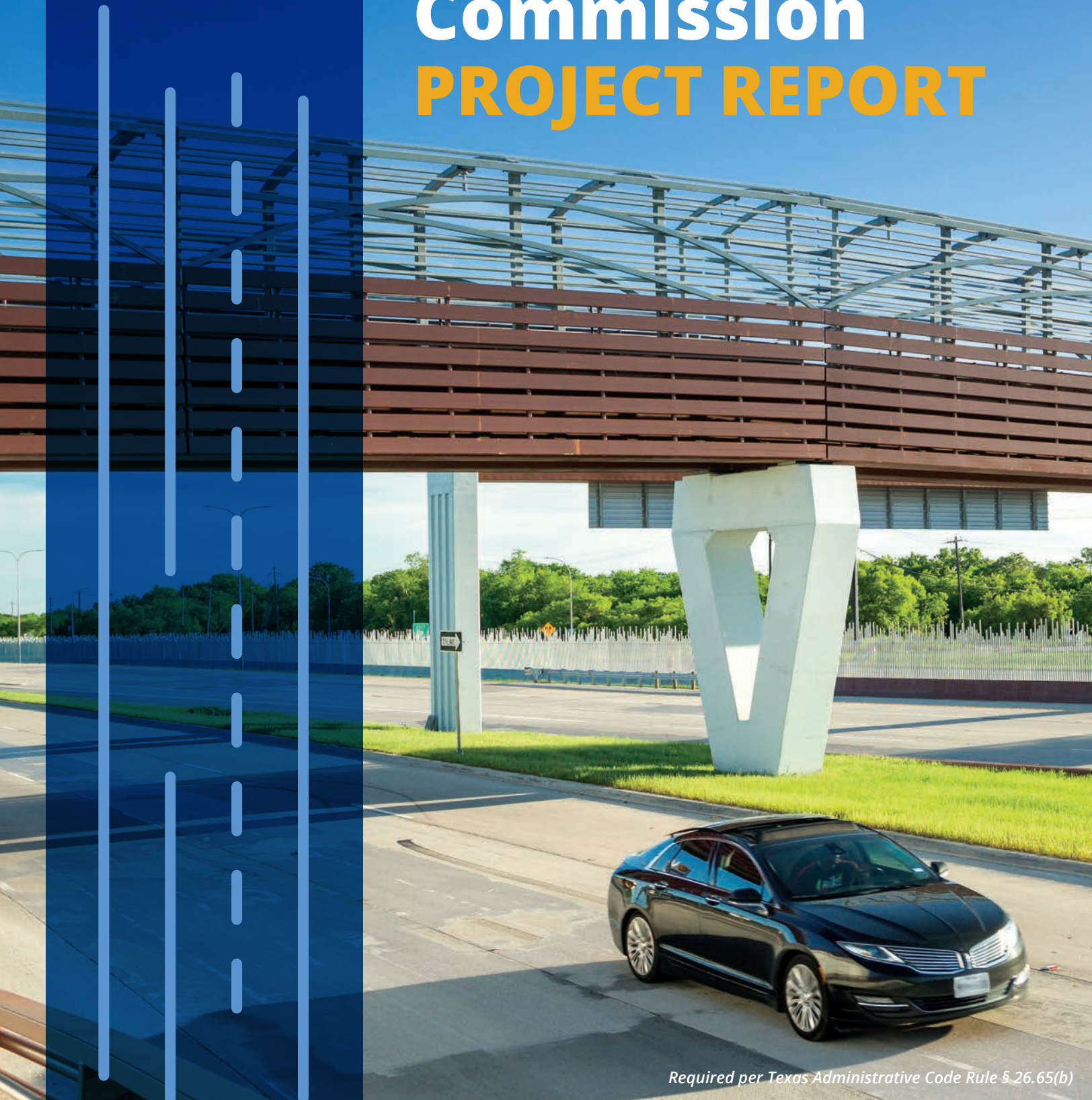




TABLE OF CONTENTS

2

INTRODUCTION

4

REGIONAL MAP

5

OPEN TO TRAFFIC

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

19

UNDER CONSTRUCTION

- 183 South
- 290 Toll Phase III
- 183A Toll Phase III

29

IN DEVELOPMENT

- 183 North
- MoPac South
- Travis County Program

Per Texas Administrative Code (TAC) Rule § 26.65(b), this written report describes the progress made during 2020 on each Mobility Authority transportation project or system of projects, including the initial project undertaken by the Mobility Authority.

Roadway lane totals highlighted throughout this report reflect total miles maintained by the Mobility Authority.

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 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.

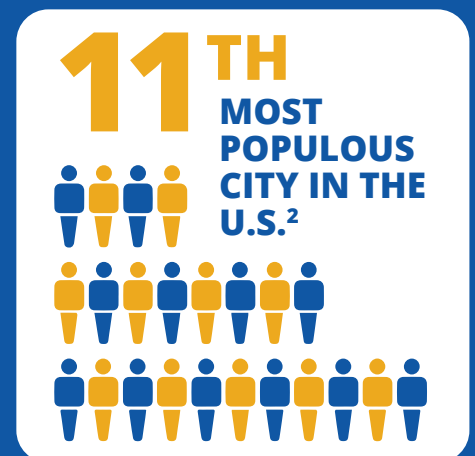
The Mobility Authority operates the 183A Toll Road in Williamson County, the 290 Toll Road in East Austin, the 71 Toll Lane in east Austin, the MoPac Express Lane in central Austin, the 45SW Toll Road in southern Travis and northern Hays counties, and the 183 Toll Road in east Austin. The agency is also nearing completion of the second and final phase of the 8-mile 183 South Project and the 290/130 Flyovers Project, and will break ground on the 183A Phase III Project in 2021. Our projects in development include the 183 North 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 \$2.38 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 \$3.5 billion in infrastructure improvements.

For more information, visit www.MobilityAuthority.com.

¹U.S. News & World Report, 2020.

²U.S. Census Bureau Annual Populations Estimate Program, May 2020.



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

Regional Map



OPEN TO TRAFFIC

During 2020, average weekday transactions* on open roads have varied due to COVID-19 and associated stay-at-home orders.

**Weekday toll transactions averaged monthly.*



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 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 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):** Five-mile extension of the tolled mainlanes from RM 1431 to Hero Way.

2020 PROGRESS

- During 2020, the average weekday transactions varied monthly due to COVID-19. In January and February, they averaged 183,551, while in April, average weekday transactions dropped to a low of 94,114. In November, they rebounded to 159,970 and are anticipated to continue rebounding until the end of the year.
- A maintenance project was let in the spring of 2020 to replace all large ground mount and

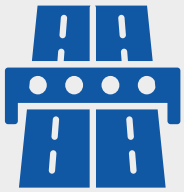
overhead signage within the Phase I limits. This project was completed in the fall of 2020.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2021

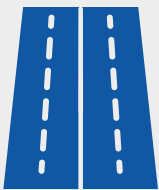
- A maintenance project is planned for letting in the spring of 2021 to replace all large ground mount and overhead signage within the Phase II limits. This project is expected to be completed in the fall of 2021.
- An ITS retrofit maintenance project for Phases I & II is anticipated to be let in 2021. Project scope includes addition of PTZ surveillance cameras, ITS traffic management devices, and Digital Message Signs. Final plans are currently being developed and are anticipated to be complete in early 2021.
- The design phase of the 183A Phase I overlay maintenance project is anticipated to be complete in 2021. Project scope includes resurfacing the existing asphalt general-purpose lanes as part of renewal and replacement activities scheduled for the corridor.
- The Mobility Authority will coordinate with TxDOT during the environmental and design phases of the 183A Frontage Road Project.

OPEN TO TRAFFIC

11.6
CENTERLINE
MILES



73
TOLLED LANE
MILES



33
NON-TOLLED
LANE MILES

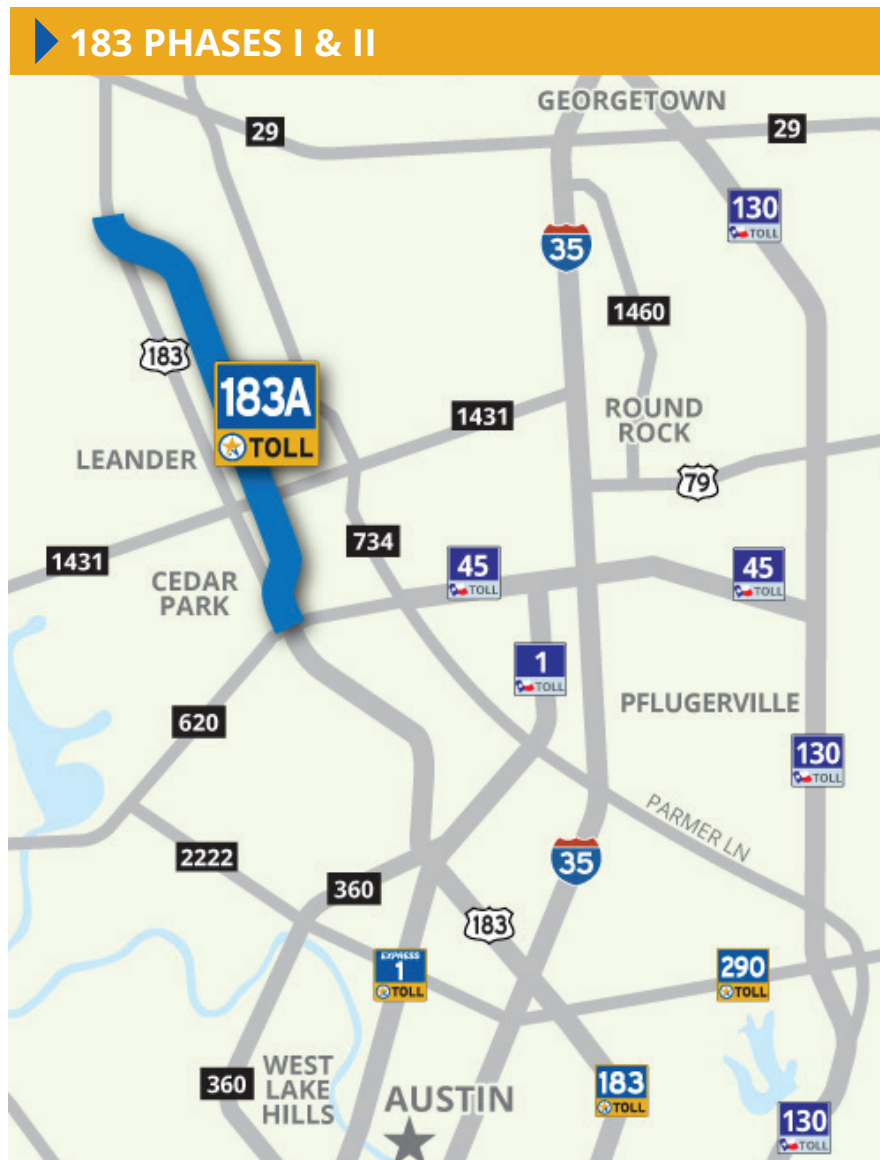


7 MI
SHARED USE PATH

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

290 TOLL

PHASES I & II

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. 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.

2020 PROGRESS

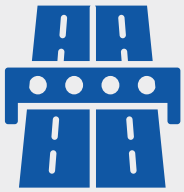
During 2020, the average weekday transactions varied monthly due to COVID-19. In January and February, they averaged 95,856, while in April, average weekday transactions dropped to a low of 50,502. In November, they rebounded to 86,385 and are anticipated to continue rebounding until the end of the year.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2021

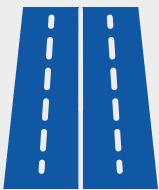
No major activities are planned for 2021.

OPEN TO TRAFFIC

6.2
CENTERLINE
MILES



43
TOLLED
LANE MILES



38
NON-TOLLED
LANE MILES

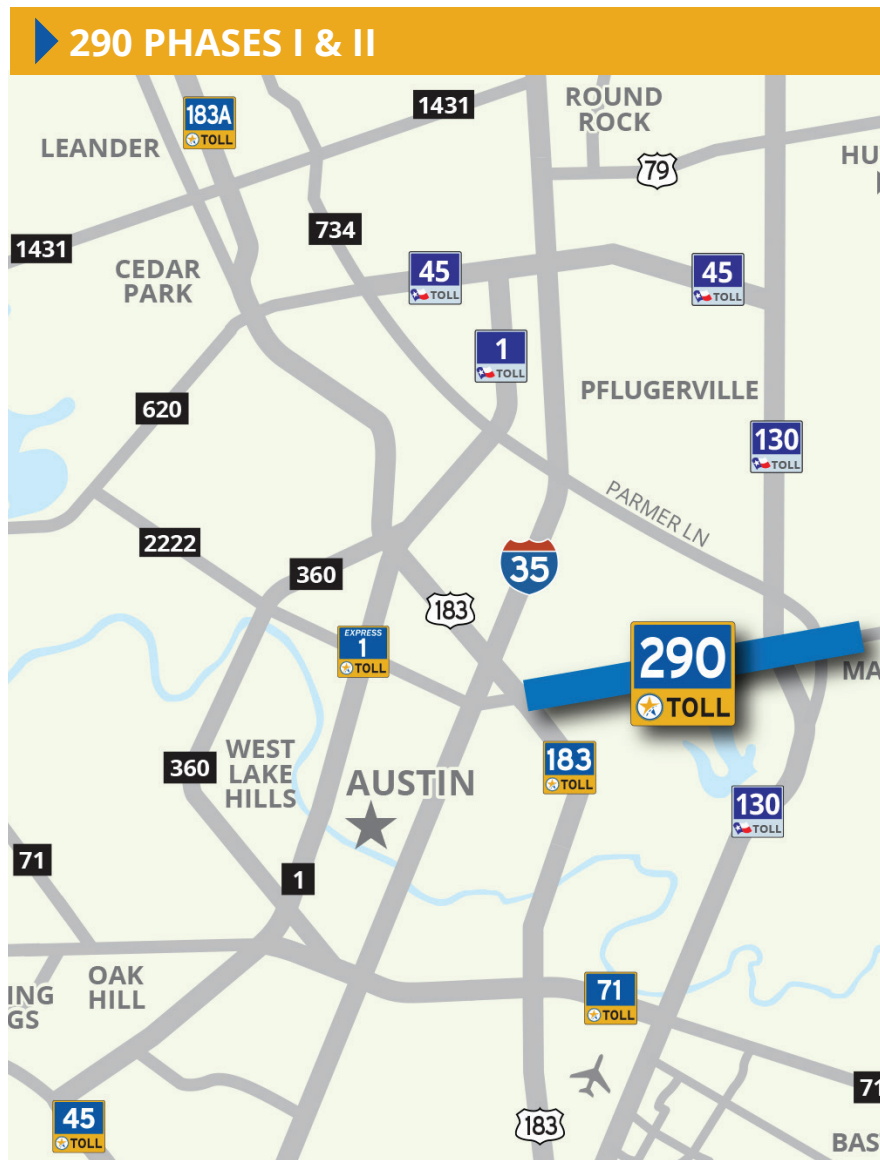


6 MI
SHARED USE PATH

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 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.

2020 PROGRESS

- During 2020, the average weekday transactions varied monthly due to COVID-19. In January and February, they averaged 40,756, while in April, average weekday transactions dropped to a low of 4,201. In November, they rebounded to 18,273 and are anticipated to continue rebounding until the end of the year.
- The final portion of construction for the original MoPac Improvement Project was completed and project Final Acceptance was issued in November.

- The following modifications to improve safety and operations along the corridor began in 2020 and are anticipated to be complete by Spring 2021:
 - Implementation of enhanced signage
 - Modifications to the northbound express lane exit near Parmer Lane.
 - Modifications to the southbound express lane entrance near RM 2222.
 - Modifications to pavement markings in certain locations.
 - Placement of additional delineators along the corridor.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2021

The Mobility Authority is considering implementing the following along the corridor:

- Landscape and aesthetic improvements for the area near Lake Austin Boulevard.
- New roadside and software technology for improved incident detection and communication with drivers to enhance roadway safety.
- Updating signage and enhanced enforcement of policies regarding commercial vehicles, large trucks, and trailers in the express lane.

EXPRESS
1
TOLL

OPEN TO TRAFFIC

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

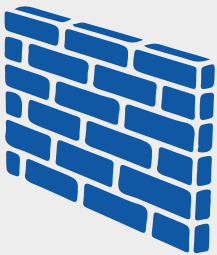
11

CENTERLINE
MILES



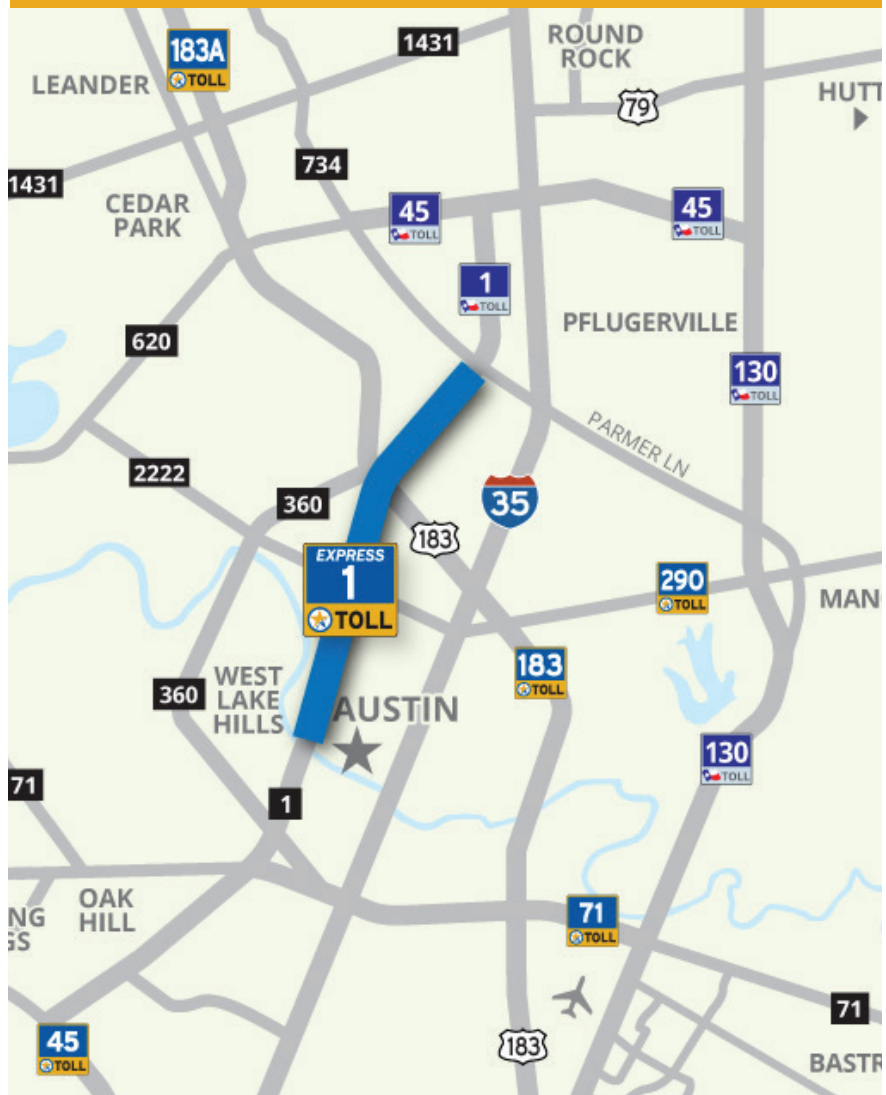
\$5M

INVESTMENT
IN BICYCLE/
PEDESTRIAN
FACILITIES



7 MI
SOUND WALLS

MOPAC EXPRESS LANE



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.

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 ABIA. The 71 Toll Lane is estimated to reduce travel times by 54 percent in 2026.

2020 PROGRESS

During 2020, the average weekday transactions varied monthly due to COVID-19. In January and February, they averaged 27,000, while in April, average weekday transactions dropped to a low of 12,000. In November, they rebounded to 25,785 and are anticipated to continue rebounding until the end of the year.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2021

No major activities are planned for 2021.

OPEN TO TRAFFIC

Financials

FUNDING SOURCES & AMOUNTS

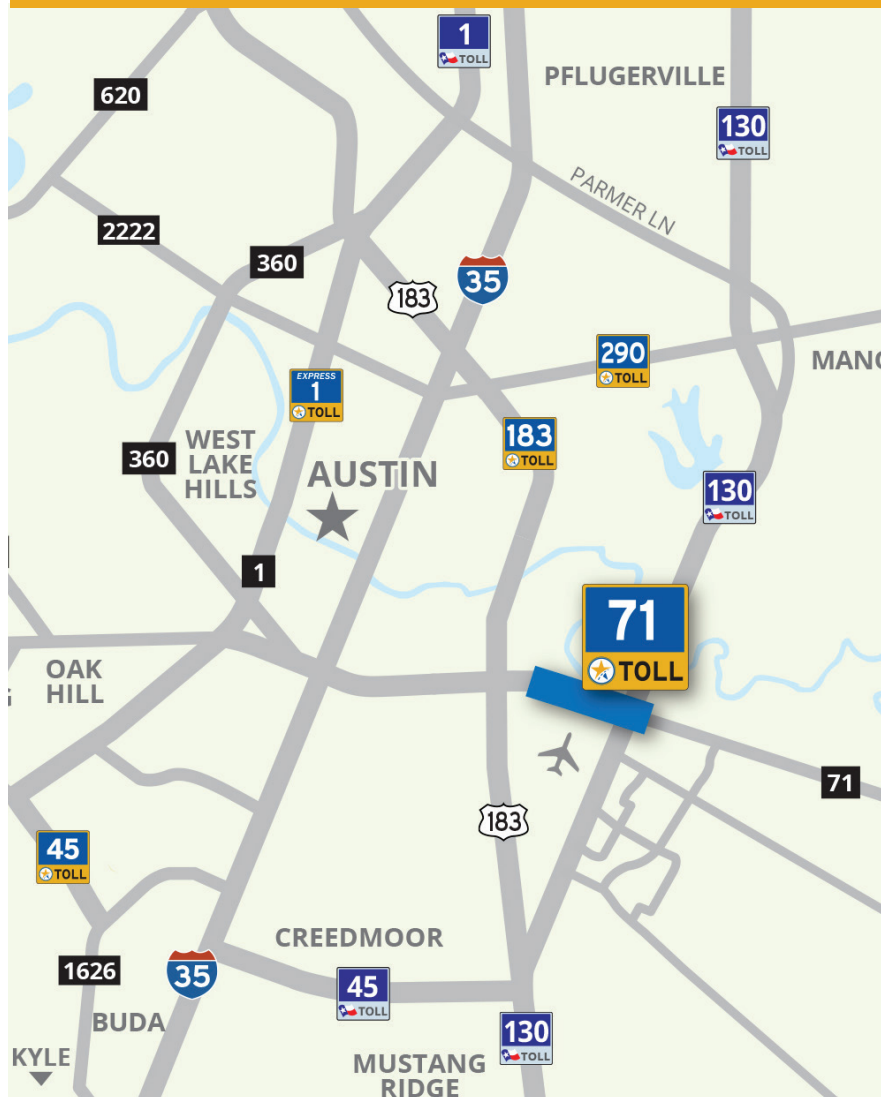
TxDOT/CAMPO (Category 12) \$80,000,000

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

Total Project Cost \$140,000,000*

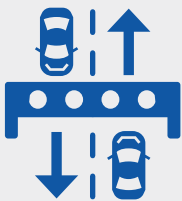
**Approximately \$60 million of TxDOT funding will be repaid by the Mobility Authority.*

71 TOLL LANE



3.9

CENTERLINE MILES



1

TOLLED LANE IN EACH DIRECTION

45

TOLL



45SW TOLL

PROJECT DESCRIPTION

45SW Toll is a 3.6-mile toll road that opened in 2019 with two 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 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 as well as 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 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.

2020 PROGRESS

- During 2020, the average weekday transactions varied monthly due to COVID-19. In January and February, they averaged 12,533, while in April, average weekday transactions dropped to a low of 6,017. In November, they rebounded to 13,676 and are anticipated to continue rebounding until the end of the year.
- The Mobility Authority began implementation of enhanced signage and striping near the intersection of 45SW and MoPac.

OPEN TO TRAFFIC

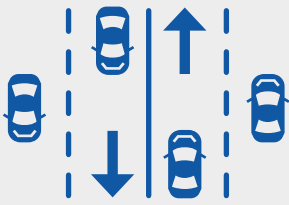
Financials

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

3.6

CENTERLINE
MILES



2

LANES IN EACH
DIRECTION



4.5 MI

SHARED USE PATH





The
**“TRAIL EXPLORER
BY CTRMA”**

mobile app that corresponds with the informative signage placed along 45SW’s bicycle and pedestrian trail has been

DOWNLOADED
1,479
TIMES
THROUGH
NOVEMBER 2020.

The app utilizes augmented reality to provide an engaging learning experience on the trail for users of all ages.



SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2021

No major activities are planned for 2021.

INNOVATION INITIATIVES





45SW is the first road in Central Texas to feature intelligent wrong-way driving (WWD) detection technology. The system increases roadway safety by actively monitoring and detecting wrong-way entrants, deploys countermeasures, and alerts drivers and first responders.

AN AWARD-WINNING CORRIDOR

45SW has been recognized with 10 industry awards honoring the project's innovations in environmental protections, safety and quality in construction. Some of the organizations that have honored the project are shown below.





TOLL ROAD			
			
2 AXLE VEHICLES	\$1.21	\$1.82	
EACH ADDITIONAL AXLE	\$1.21	\$1.82	

TOLL ROAD			
			
2 AXLE VEHICLES	\$0.45	\$0.98	
EACH ADDITIONAL AXLE	\$0.45	\$0.98	

COVID-19 INFO
CALL 211
OPTION 6

Little Walnut
Creek

UNDER CONSTRUCTION

Projects experienced some delay associated with active COVID-19 cases and limited supply chains. In large part, these delays were mitigated by much lighter traffic through the corridors that allowed increased construction productivity.





183 SOUTH

PROJECT DESCRIPTION

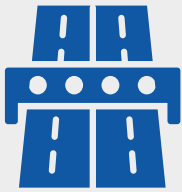
The 183 South Project is transforming an 8-mile section of US 183 between US 290 and SH 71 into a new facility built for tolled and non-tolled travel. The project will triple the corridor's previous capacity, adding three tolled lanes and three non-tolled general-purpose lanes in each direction. This 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 2021, 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.

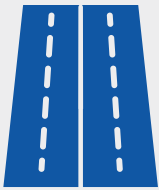
The project team remains focused on incorporating sustainability into the design and is currently pursuing certification from a reputable third-party entity — the Greenroads Foundation. In addition, the project team continues its partnership with the non-profit group TreeFolks to hold community tree-planting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

UNDER CONSTRUCTION

8
CENTERLINE
MILES



48
TOLLED
LANE MILES



42
NON-TOLLED
LANE MILES

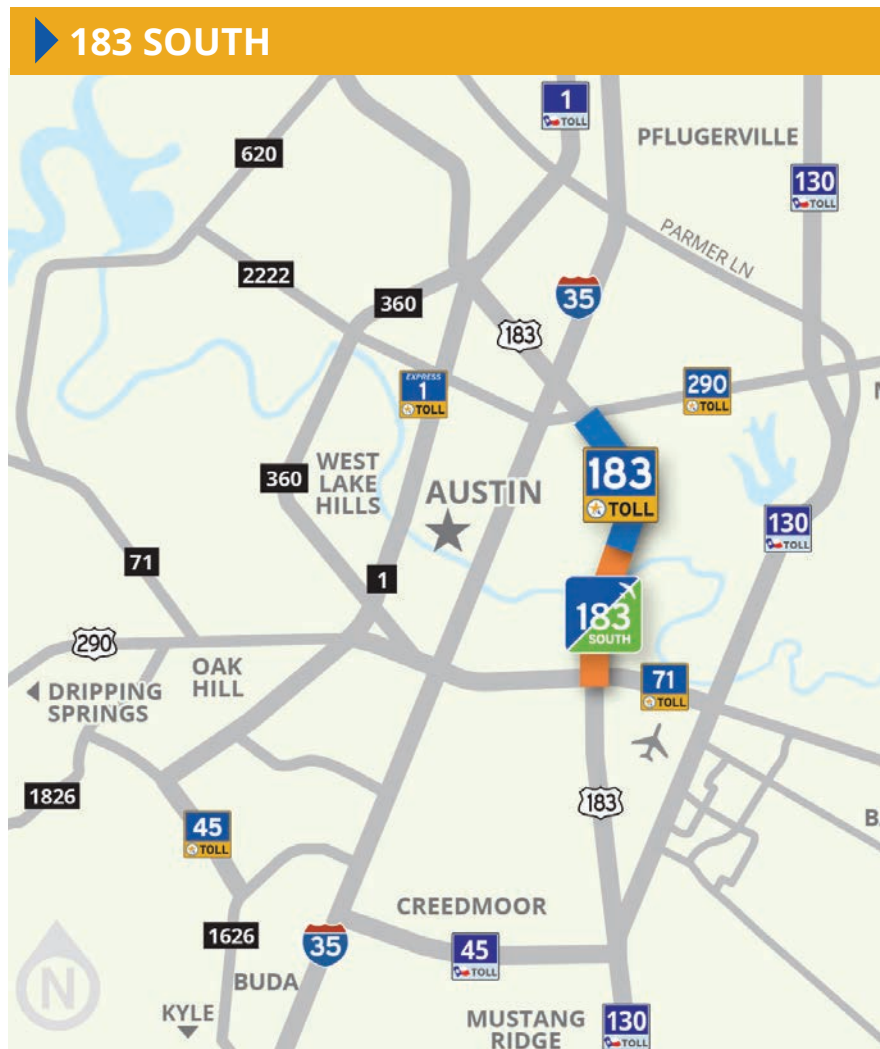


10 MI
SHARED USE PATH

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



The 183 South Project is investing \$25 million in bicycle and pedestrian improvements along the corridor.



10 MI
SHARED USE PATHS



7 MI
SIDEWALKS



16 M
BICYCLE LANES



PHASE I 2020 PROGRESS

- Opened to traffic in 2019, the average weekday transactions on 183 Toll Phase I varied monthly due to COVID-19 in 2020. In January and February, they averaged 32,628, while in April, average weekday transactions dropped to a low of 15,014. In November, they rebounded to 33,222 and are anticipated to continue rebounding until the end of the year.

PHASE II 2020 PROGRESS

- Significant progress has taken place for both earthwork and concrete paving of main lanes and general-purpose lanes for a majority of the project between Techni Center Drive and SH 71, including both eastbound and westbound lanes along SH 71.
- Roadway lighting, traffic barriers, overhead sign structures, shared use path and sidewalks, and retaining walls have all nearly progressed to completion for the same area.
- Bridge structures were advanced from Boggy Creek through SH 71 with only five bridge deck concrete placements remaining project wide for 2020.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2021

- All roadway and bridge activities are expected to be completed in early 2021.
- A number of traffic shifts are required to complete the project.
- The second and final phase of the project is expected to be partially open in January 2021, and fully open to tolling by March 2021. The completion of miscellaneous items will follow, including final landscaping, pedestrian wayfinding and interpretive signage, aesthetic painting, crossing street rehabilitations, and punch list work.



290 TOLL PHASE III

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.

2020 PROGRESS

- Two of the three flyover bridges have been completed and are open to traffic and tolling.
 - The southbound SH 130 to westbound 290 Toll flyover was completed roughly eight months ahead of schedule and opened to traffic on January 19, 2020. Tolling began February 1, 2020.
 - The northbound SH 130 to westbound 290 Toll flyover connector was completed roughly five months ahead of schedule, opened to traffic and began tolling on July 11, 2020.
- The contractor continues to work on the third and final eastbound 290 Toll to southbound SH 130 flyover, a non-tolled connection funded by TxDOT and constructed by the Mobility Authority."

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2021

- The third and final flyer from eastbound 290 Toll to southbound SH 130 is anticipated to be opened to traffic in early 2021.
- The project is anticipated to be 100 percent complete in the first half of 2021.

UNDER CONSTRUCTION

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



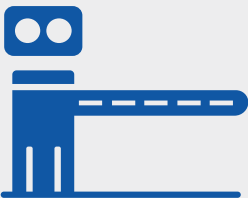
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TOLLED FLYOVERS



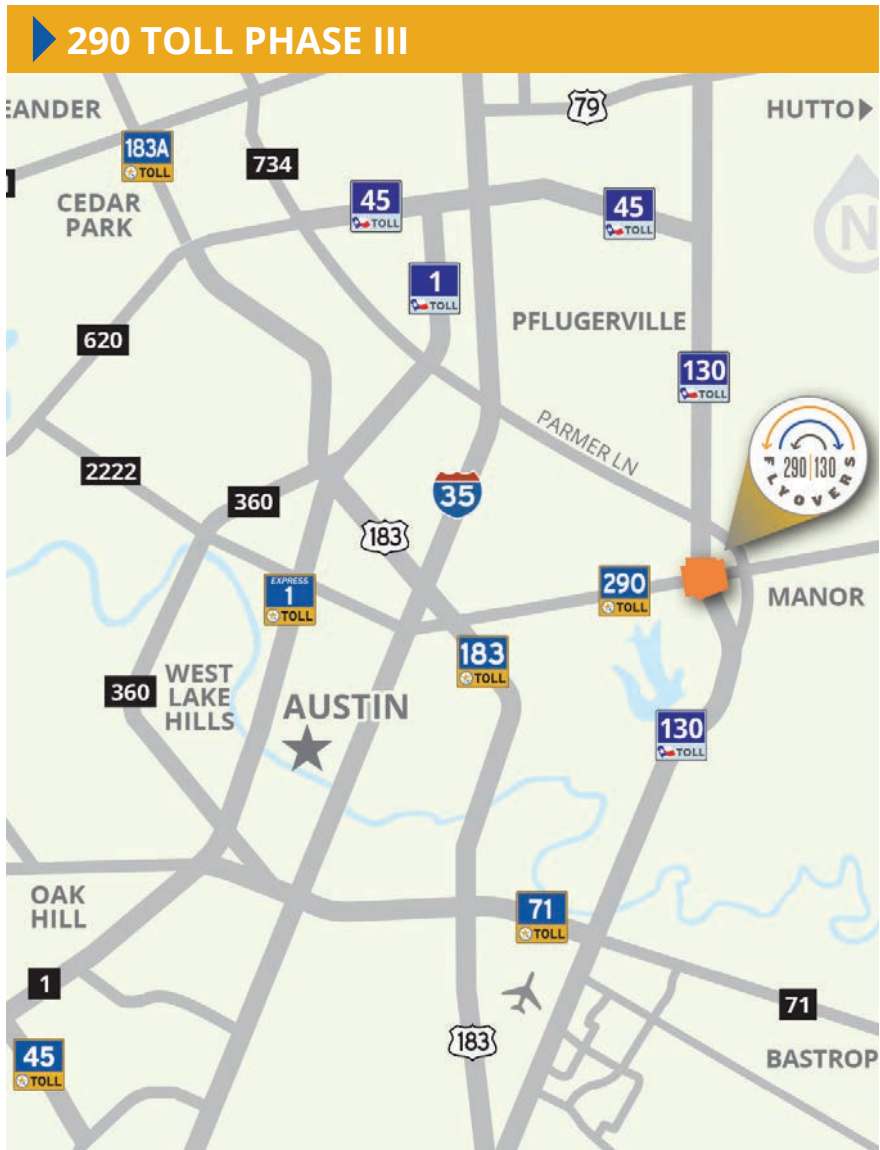
1

NON-TOLLED FLYOVER



2

TOLL FACILITIES





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 extending 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.

2020 PROGRESS

- The Environmental re-evaluation was approved by TxDOT in March.
- Final construction plans and bid documents were completed in August.
- The Mobility Authority received TxDOT's Letter of Authority in August.

- The Texas Transportation Commission approved connection to the State Highway System at their August 27 meeting.
- The Mobility Authority awarded the construction contract to The Lane Construction Corporation in September.
- The Mobility Authority awarded the Construction Engineering and Inspection contract to RS&H in October.
- The Project Development Agreement for construction, operation, and maintenance was executed between the Mobility Authority and TxDOT in October.
- The Mobility Authority issued bonds in October to finance the project.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2021

- The Mobility Authority anticipates issuing construction Notice to Proceed.
- Utility relocations and right-of-way acquisition efforts began in late 2020 and will continue in 2021.

UNDER CONSTRUCTION

Financials

TOTAL PROJECT COST

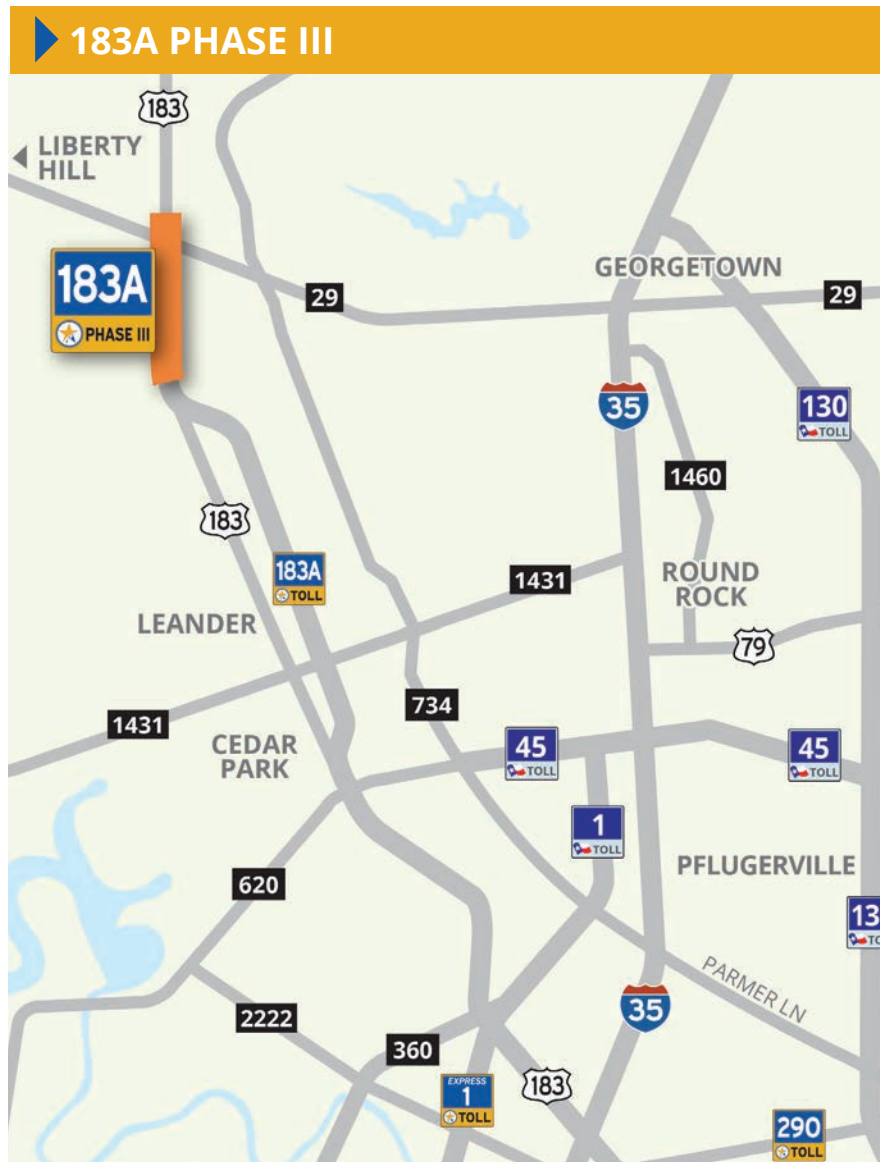
Total Project Cost* **\$277,300,000**

**As of print of this report, the Mobility Authority has issued bonds to finance the project and is pursuing a TIFIA loan.*

6.6
CENTERLINE
MILES

2
TOLLED LANES IN
EACH DIRECTION

4.6 MI
SHARED USE PATH





IN DEVELOPMENT





183 NORTH

PROJECT DESCRIPTION

The 183 North Mobility 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. Additionally, pending availability of funding and approval by the Texas Transportation Commission, the project will include a collector-distributor system from the express lane direct connector to the southbound MoPac general-purpose lanes and frontage road.

2020 PROGRESS

- The Mobility Authority received proposals from shortlisted proposers in August 2020.
- As of print of this report, proposals are being evaluated.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2021

- The Mobility Authority anticipates executing a Design-Build Agreement.
- The Mobility Authority anticipates issuing a Notice to Proceed.

IN DEVELOPMENT

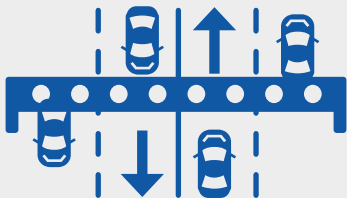
Financials

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

9
CENTERLINE MILES

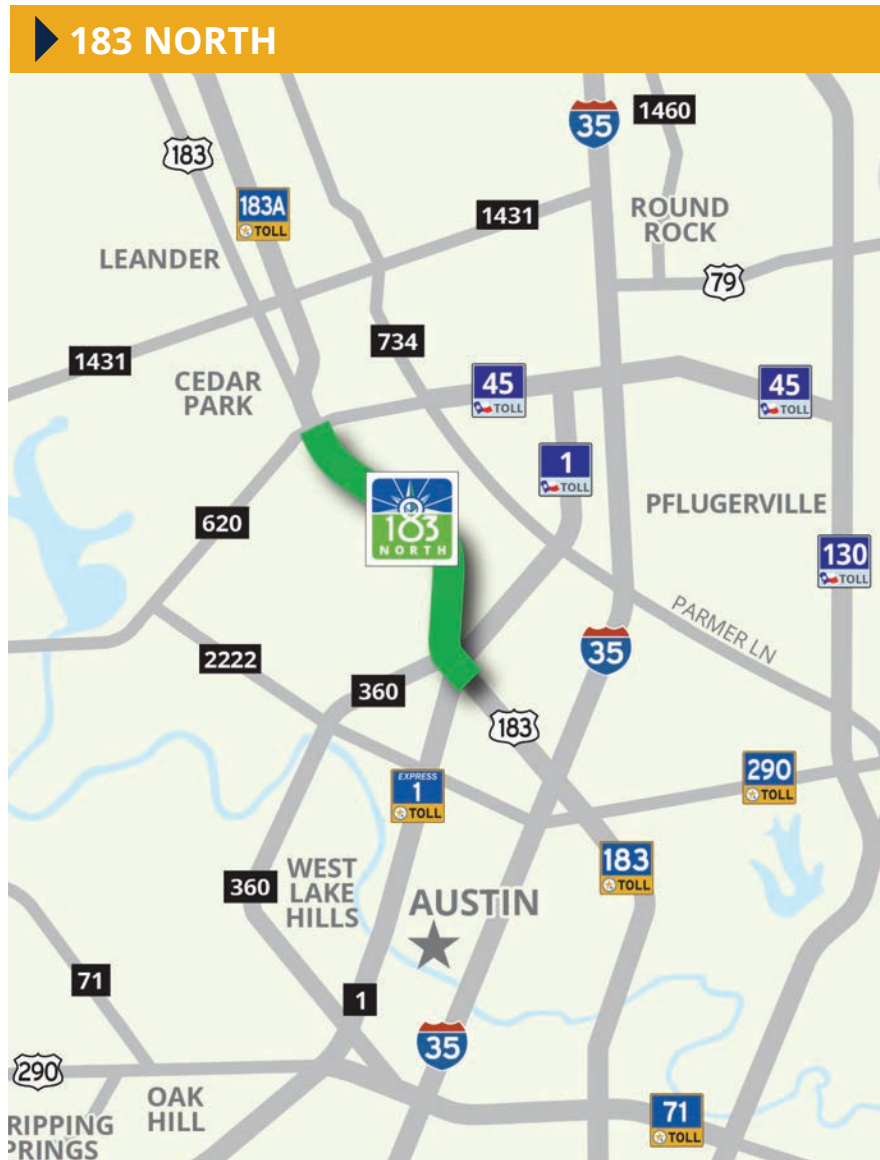
2
TOLLED LANES IN EACH DIRECTION



4
NON-TOLLED LANES IN EACH DIRECTION*



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





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. Ranked the 20th most congested roadway in Texas (Texas A&M Transportation Institute, 2020), MoPac 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 completed 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 express lane options for downtown connectivity.

2020 PROGRESS

- The project team re-engaged the community and stakeholders in preparation

for Open House #5.

- Open House #5 was deferred to allow for updates to project traffic forecast modeling based on the CAMPO 2045 Regional Transportation Plan model released August 2020.
- The project team continued schematic refinements and analysis.
- The project team continued work on the Draft Environmental Assessment and related technical reports including historic, archeology, ecology, biology, and geology.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2021

- The project team will update traffic forecast modeling to the CAMPO 2045 Regional Transportation Plan model.
- The project team will continue work on the Draft Environmental Assessment and related technical reports.
- Open House #5 is anticipated in 2021.
- A robust community and stakeholder outreach effort will occur in advance of Open House #5.

IN DEVELOPMENT

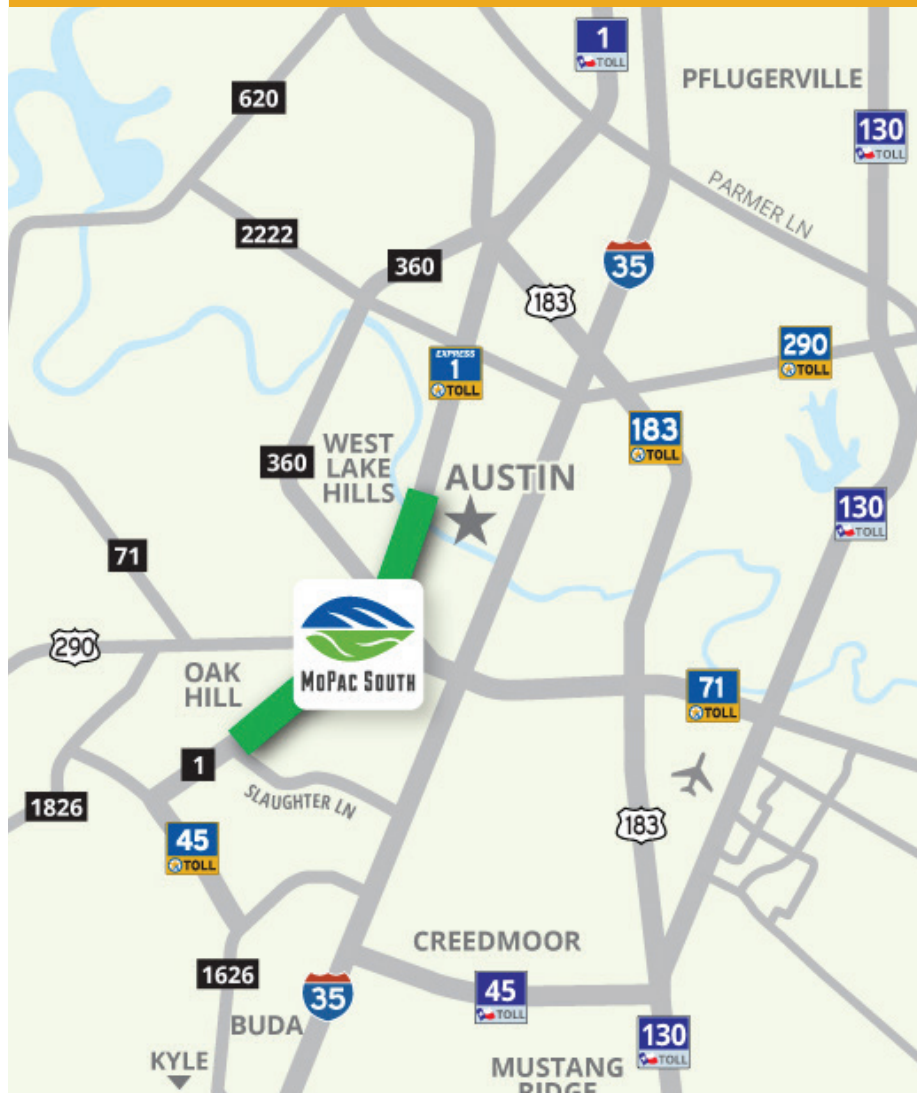
Financials

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 3)	\$16,500,000
Construction Cost	\$523,500,000*
Total Project Cost	\$540,000,000*

*Currently being updated

MOPAC SOUTH



8
CENTERLINE
MILES

2*
EXPRESS LANES IN
EACH DIRECTION

*Up to two



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 funding, operation, and maintenance of the non-tolled facilities.

- 1. 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.
- 2. 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 divided road with bike lanes and sidewalks. The project will address roadway safety concerns and allow for safer movement for bicycle and pedestrian traffic.
- 3. 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 late 2021.
- 4. Ross Road:** A 0.8-mile section of Ross Road from Pearce Lane to Heine Farm Road is currently serving as a two-lane collector for commuter and school traffic. The project will widen the existing roadway to a three-lane roadway with bicycle and pedestrian facilities and accommodate an ultimate 5-lane roadway. Construction is anticipated to begin in 2021 with completion in 2022.
- 5. 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 divided road with bike lanes and sidewalks. The project will address roadway safety concerns and allow for safer movement for

IN DEVELOPMENT

bicycle and pedestrian traffic. Plans are complete and right-of-way acquisition and utility relocation coordination are underway.

6. 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 enhance vehicular and bicycle safety.

7. 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 divided road with bike lanes and sidewalks. The project will address roadway safety concerns and allow for safer movement of bicycle and pedestrian traffic.

8. 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 enhance vehicular and bicycle safety.

2020 PROGRESS

1. County Line Road: Procured Binkley & Barfield, Inc. for design services. The FEMA analysis and 30 percent design will be completed by year's end.

2. Pearce Lane: Completed 30 percent design and progressing to 60 percent design.

3. Elroy Road: Right-of-way was all cleared for possession and use; utilities were relocated; full Notice to Proceed was issued; contractor should be approximately 40 percent complete by the end of the year.

4. Ross Road: Coordinated with County on cost saving issues to keep the project within budget; finalized 90 percent plans.

5. Thaxton Road: Finalized 100 percent plans and bidding documents; right-of-way acquisition and utility relocation coordination are underway.

6. Old Lockhart Road: Procured Pape-Dawson Engineers, Inc. for design services. It is anticipated they will be progressing toward 60 percent design by year's end.

7. South Pleasant Valley Road: Held numerous meetings with affected property owners to develop

some new alignments for consideration; preferred alignment will be selected by year's end and 30 percent design will progress.

8. Old San Antonio Road: Procured Johnson, Mirmiran & Thompson, Inc. (JMT) for design services. It is anticipated that 90 percent design will be completed by year's end.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2021

1. County Line Road: Project development through 100 percent plans and bid documents; begin right-of-way acquisition and utility relocation.

2. Pearce Lane: Project development through 100 percent plans and bid documents; begin right-of-way acquisition and utility relocation.

3. Elroy Road: Ongoing bridge and road construction with completion in late 2021.

4. Ross Road: Project development through 100 percent plans and bid documents; right-of-way acquisition and utility relocation will be ongoing; project will go to letting if utilities cleared.

5. Thaxton Road: Right-of-way acquisition and utility relocation will continue; project will be let when utilities clear.

6. Old Lockhart Road: Project development through 100 percent plans and bid documents; begin right-of-way acquisition and utility relocation.

7. South Pleasant Valley Road: Project development through 100 percent plans and bid documents; begin right-of-way acquisition and utility relocation.

8. Old San Antonio Road: Project development through 100 percent plans and bid documents; begin right-of-way acquisition and utility relocation.

Financials

FUNDING SOURCES & AMOUNTS

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

▶ TRAVIS COUNTY







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