

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 24-031

ADOPT THE FY 2025 CAPITAL PLAN

WHEREAS, the Central Texas Regional Mobility Authority (“CTRMA”) was created pursuant to the request of Travis and Williamson Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, *et. seq.* (the “RMA Rules”); and

WHEREAS, pursuant to Texas Transportation Code Section 370.261 and CTRMA Policy Code Section 101.013(a), each even numbered year the Central Texas Regional Mobility Authority is required to prepare a Strategic Plan covering its next five fiscal years; and

WHEREAS, by Resolution No. 22-042, dated September 28, 2022, the board adopted the 2022 Mobility Authority Strategic Plan; and

WHEREAS, an outcome of the adopted 2022 Mobility Authority Strategic Plan includes the development of a Five Year Capital Plan to inform the Board and staff on decision making for investments in the Mobility Authority System roadways, facilities, and the MoPac managed lanes (the FY 2025 Capital Plan); and


WHEREAS, the FY 2025 Capital Plan is being prepared in concurrence with the Mobility Authority’s annual operating budget preparation phase; and

WHEREAS, the Executive Director recommends the board approve the proposed FY 2025 Capital Plan, a copy of which is attached hereto as Exhibit A.

NOW THEREFORE, BE IT RESOLVED that the Board hereby approves and adopts the proposed FY 2025 Capital Plan in the form attached hereto as Exhibit A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 26th day of June 2024.

Submitted and reviewed by:



James M. Bass
Executive Director

Approved:



Robert W. Jenkins, Jr.
Chairman, Board of Directors

Exhibit A



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

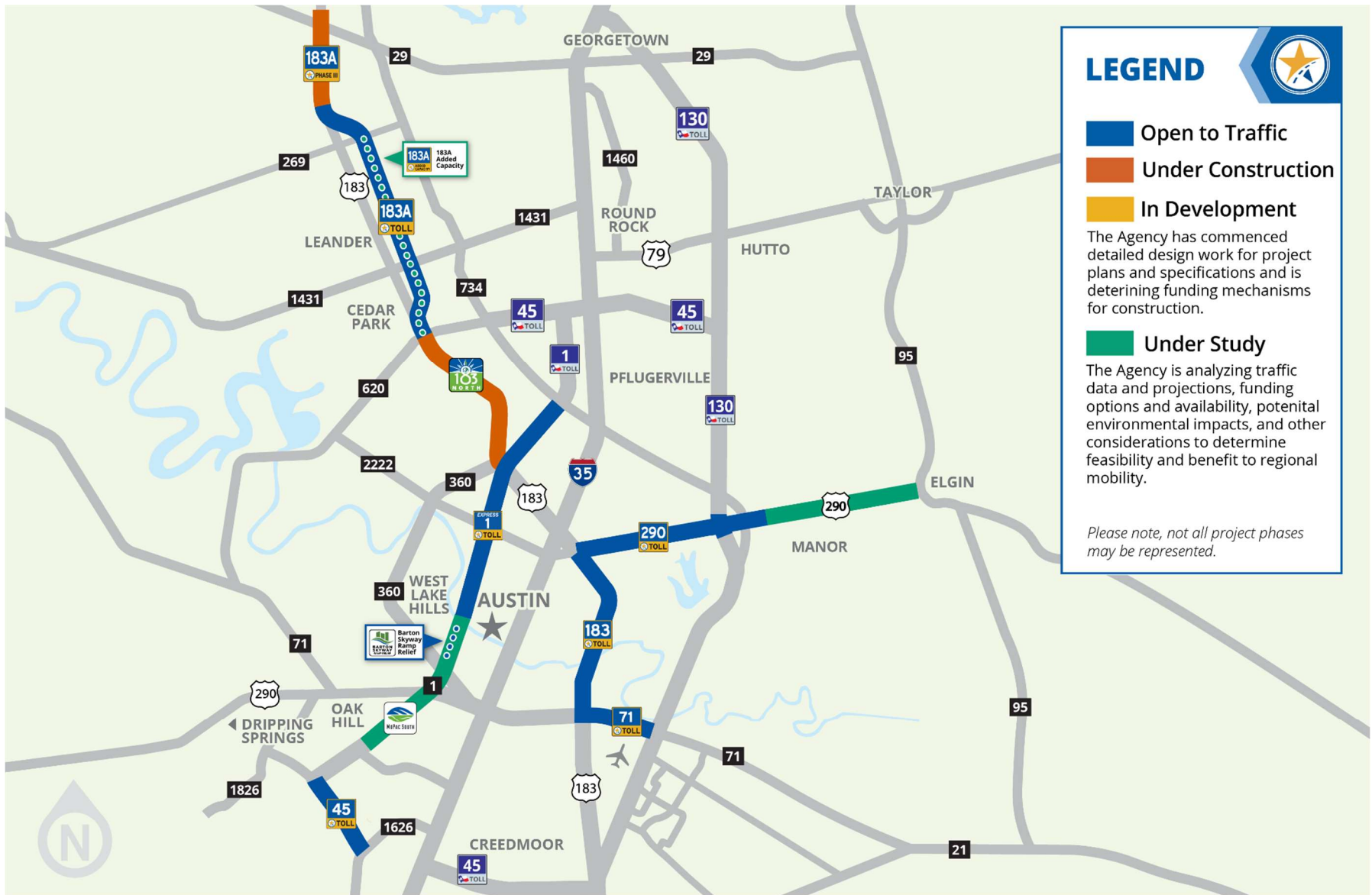
FIVE-YEAR CAPITAL PLAN

JUNE 2024

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CENTRAL TEXAS ROADWAY SYSTEM MAP



INTRODUCTION

The Central Texas Regional Mobility Authority (CTRMA or Mobility Authority) was established by Travis and Williamson Counties in 2002 as the state's first regional mobility authority. The agency operates under Chapter 370, Regional Mobility Authorities, of the Texas Transportation Code, representing the Texas Legislature's vision to allow local communities greater flexibility in meeting their transportation needs. Our mission is to develop, deliver, operate, and maintain safe, high-quality roadways and related transportation solutions.

The Central Texas Regional Mobility Authority Five-Year Capital Plan (CTRMA Capital Plan) is developed to plan for the maintenance, renewal, improvement and/or replacement of capital assets. The CTRMA System (System) facilities are the 183A Turnpike Project (Phases I, II and III); the 290E Project (Phases I, II and III); the 183 South Project; the SH 71 Express Project, the 183 North Mobility Project and the SH 45 Southwest Project. The 183A Turnpike Project (Phases I and II), the 290E Project (Phases I, II and III), the 183 South Project, the SH 71 Express Project and the SH 45 Southwest Project are all currently in operation. Both the 183A Phase III Project and the 183 North Mobility Project are under construction. The CTRMA operates and maintains the MoPac Express Lanes (MoPac) currently in operation. However, MoPac is not part of the System.

The CTRMA Capital Plan includes current year estimated expenditures approved through the annual budget process and estimates for the four subsequent years to be used as a tool for planning purposes only. The subsequent years are re-evaluated, updated and/or extended as part of the annual budget process, subject to the prevailing priorities of the Board and fiscal constraints. As a multi-year planning tool, the CTRMA Capital Plan is comprised of projects continued from previous years, projects being initiated in the current year, and those with the potential to be pursued within the next five years.

The CTRMA Capital Plan is adopted annually by the CTRMA Board of Directors as a planning tool to provide a perspective on prospective capital requirements going forward. Only the projects identified in the first year of the capital plan have been formally approved and funded by the Board action through the annual budget process. The projects in the subsequent four years of the CTRMA Capital Plan and projected expenditures are subject to future deliberation by the Board and do not constitute a commitment by the Mobility Authority to approve or fund such projects.

THE CTRMA STRATEGIC PLAN

The CTRMA Strategic Plan (see graphic below) serves as the guiding document in the operation of the CTRMA, providing a roadmap to help assure alignment with our mission to “implement innovative, multi-modal transportation solutions that reduce congestion and create transportation choices that enhance quality of life and economic vitality.”



OVERVIEW OF CAPITAL PLANNING PROCESS

As represented on the prior page, the Board's strategic values and goals are the guidance for decision making, for both operational and capital needs, to allocate limited resources to accomplish the Authority's objectives. In conjunction with the annual budgeting process, capital planning starts with an internal prioritization of needs by the departments, ranking requests in three categories:

1. Absolutely essential to maintain the integrity of the enterprise,
2. Enhancements that would facilitate operations, processes, and/or driver satisfaction, and
3. Improvements that would yield future benefits if affordable (not a critical need now).

Capital requests are then presented and discussed during annual budget deliberations between the department directors, administration, and finance department. Funding parameters are established, and recommendations formulated within those constraints and in conjunction with the workplans of the departments. Funding for the projects recommended in the first year of the capital plan is allocated in the proposed budget that is presented to the Board for their consideration. The first-year recommended projects of the five-year capital plan constitute the capital budget for the upcoming fiscal year.

The five-year capital plan is considered for adoption by the Board typically at the same time as the operating budget. The capital planning process commences in the spring of each year, usually March, when project additions, deletions, reprioritization, and deferral decisions and recommendations are again deliberated upon to start the cycle.

DESCRIPTION OF CATEGORIES

Capital Additions – new projects or equipment not currently a component of the System or MoPac

Renewal and Replacement – projects that will refurbish or replace existing System or MoPac capital components

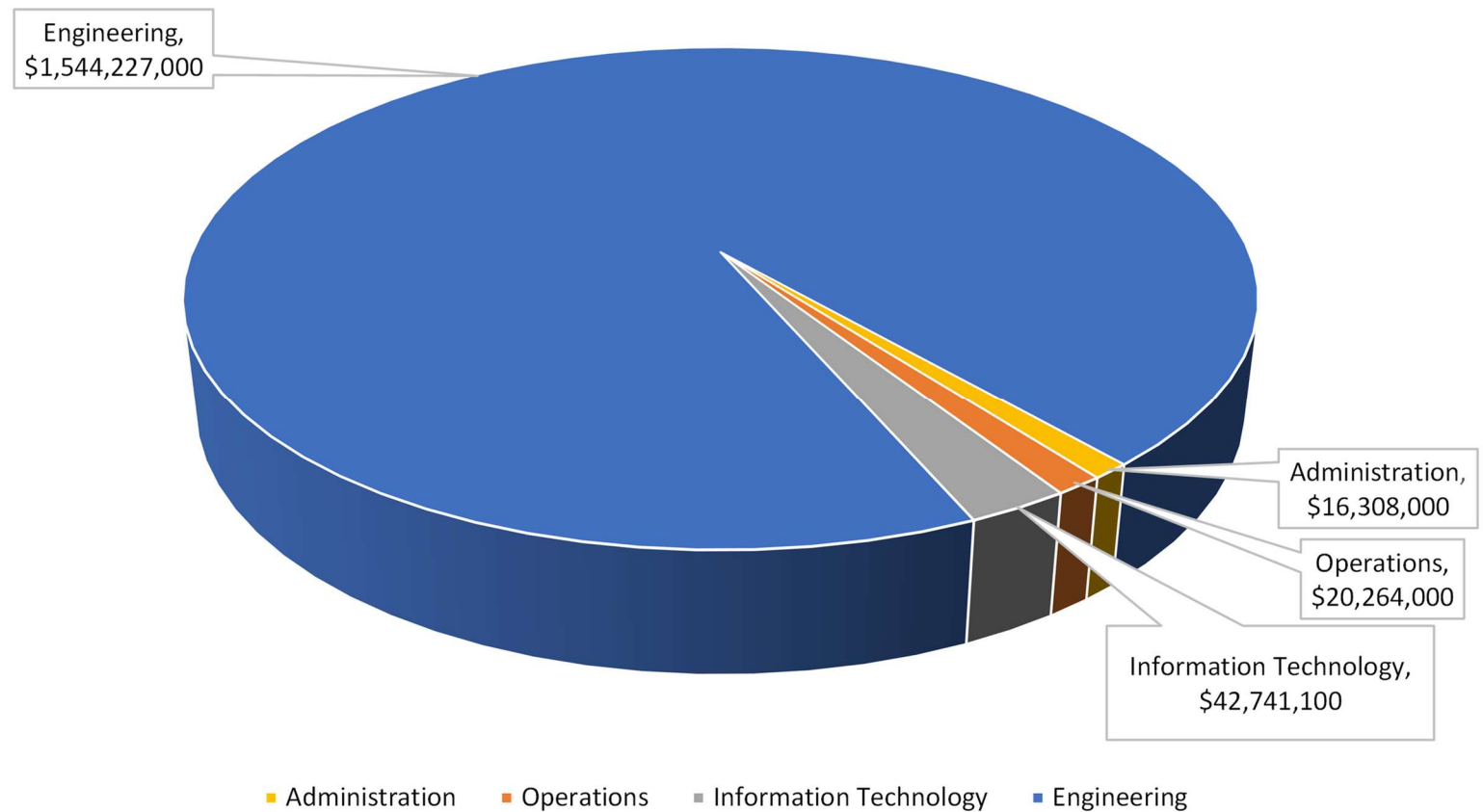
Capital Improvement Projects – major new construction of roadways

FUNDING SOURCES

The primary funding source for projects in the annual capital budget are net revenues remaining after the payment of operating and maintenance expenses, debt service payments, and any reserves required for payment of debt service. Net revenues are deposited monthly into the Authority's General Fund and capital projects are then expensed from the General Fund or the Renewal and Replacement Fund, depending on their classification.

For capital improvement projects, which are typically the major roadway construction projects, funding is typically provided through capital markets financing in the form of long-term municipal bonds and short-term notes. Once the project is complete and the short-term note proceeds have been expended, upon maturity of the notes, long-term financing for some roadways is provided through U.S. Department of Transportation (USDOT) loans via the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program. Projects in this category may also be financed by the Authority's General Fund.

FIVE-YEAR CAPITAL FORECAST BY DEPARTMENT



**Five-Year Capital Plan
Priority Rank #1**

| Administration Department | | | | | | | |
|--|-------------------------|-------------------------|----------------------|-------------|-------------|-------------|-------------|
| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
| Purchase Property for CTRMA Office | \$ 15,000,000.00 | \$ 15,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Enterprise Resource Planning System | \$ 650,000.00 | \$ 650,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| IT Buildout of new CTRMA Building | \$ 60,000.00 | \$ - | \$ 60,000.00 | \$ - | \$ - | \$ - | \$ - |
| Fiber Connection to new CTRMA Building | \$ 498,000.00 | \$ - | \$ 498,000.00 | \$ - | \$ - | \$ - | \$ - |
| Generator for new CTRMA Building | \$ 100,000.00 | \$ - | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - |
| Grand Total | \$ 16,308,000.00 | \$ 15,650,000.00 | \$ 658,000.00 | \$ - | \$ - | \$ - | \$ - |

| Operations Department | | | | | | | |
|--|-------------------------|------------------------|------------------------|------------------------|------------------------|-------------|-------------|
| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
| Pay By Mail Implementation | \$ 2,000,000.00 | \$ - | \$ - | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ - | \$ - |
| CTRMA App - Requirements Gathering & Procurement | \$ 190,000.00 | \$ - | \$ 190,000.00 | \$ - | \$ - | \$ - | \$ - |
| CTRMA App - Development & Implementation | \$ 1,000,000.00 | \$ - | \$ - | \$ 1,000,000.00 | \$ - | \$ - | \$ - |
| TIM Center Video Wall Technology Replacement | \$ 1,015,000.00 | \$ - | \$ 1,015,000.00 | \$ - | \$ - | \$ - | \$ - |
| TIM Center Furniture, Fixtures, and Equipment (FFE) | \$ 574,000.00 | \$ - | \$ 574,000.00 | \$ - | \$ - | \$ - | \$ - |
| CTRMA Co-location Buildout | \$ 75,000.00 | \$ - | \$ 75,000.00 | \$ - | \$ - | \$ - | \$ - |
| TIM Center Renovation/Expansion | \$ 6,760,000.00 | \$ 6,085,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| TIM Center Building Improvements | \$ 1,000,000.00 | \$ - | \$ 300,000.00 | \$ 700,000.00 | \$ - | \$ - | \$ - |
| Toll Violation Mitigation - Automated License Plate Reader (ALPR) Technology | \$ 375,000.00 | \$ - | \$ - | \$ 200,000.00 | \$ 175,000.00 | \$ - | \$ - |
| Roadway Traveler Communications - Single Line DMS - MoPac MNLN | \$ 1,700,000.00 | \$ - | \$ 1,700,000.00 | \$ - | \$ - | \$ - | \$ - |
| Grand Total | \$ 14,689,000.00 | \$ 6,085,000.00 | \$ 3,854,000.00 | \$ 2,900,000.00 | \$ 1,175,000.00 | \$ - | \$ - |

| Information Technology Department | | | | | | | |
|---|-------------------------|-------------------------|------------------------|------------------------|------------------------|-------------------------|-------------|
| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
| Toll System Replacement - 183A | \$ 7,105,000.00 | \$ - | \$ 1,000,000.00 | \$ 6,105,000.00 | \$ - | \$ - | \$ - |
| Toll System Replacement - 183S | \$ 10,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 10,000,000.00 | \$ - |
| Toll System Replacement - 290E | \$ 12,396,000.00 | \$ 11,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Toll System Replacement - 455W | \$ 1,435,000.00 | \$ - | \$ - | \$ - | \$ 1,435,000.00 | \$ - | \$ - |
| TIM Center Video Management Software | \$ 596,600.00 | \$ 596,600.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Fixed Camera Array Upgrades | \$ 1,500,500.00 | \$ 1,500,500.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Toll System Replacement - MoPac MNLN | \$ 4,028,000.00 | \$ 4,028,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| DPS Enhancements | \$ 1,004,000.00 | \$ 654,000.00 | \$ 350,000.00 | \$ - | \$ - | \$ - | \$ - |
| Cabinet Standardization Effort | \$ 1,497,000.00 | \$ 1,497,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| CCTV Camera Replacements (Systemwide) | \$ 825,000.00 | \$ - | \$ 275,000.00 | \$ 275,000.00 | \$ 275,000.00 | \$ - | \$ - |
| Roadside Hardening | \$ 633,000.00 | \$ - | \$ 633,000.00 | \$ - | \$ - | \$ - | \$ - |
| Kapsch Central Host Upgrades | \$ 2,500,000.00 | \$ 972,500.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Mobile Operations and Maintenance Safety (MOMS) | \$ 82,500.00 | \$ 82,500.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Grand Total | \$ 43,602,600.00 | \$ 20,331,100.00 | \$ 2,258,000.00 | \$ 6,380,000.00 | \$ 1,710,000.00 | \$ 10,000,000.00 | \$ - |

| Engineering Department | | | | | | | |
|---|--------------------------|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|------------------------|
| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
| MoPac South (Preliminary Engineering/Procurement) | \$ 5,000,000.00 | \$ - | \$ 3,000,000.00 | \$ 2,000,000.00 | \$ - | \$ - | \$ - |
| Barton Skyway Construction | \$ 10,108,000.00 | \$ 950,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Slab Stabilization - 183S | \$ 253,000.00 | \$ - | \$ 103,000.00 | \$ - | \$ 150,000.00 | \$ - | \$ - |
| 183A Signal Upgrades | \$ 287,500.00 | \$ 287,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Maintenance Yard Improvement Support + Add'l Site Investigations - 183A | \$ 250,000.00 | \$ - | \$ 250,000.00 | \$ - | \$ - | \$ - | \$ - |
| Maintenance Yard Site Acquisition (ROW Purchase) - 183A | \$ 4,400,000.00 | \$ - | \$ 4,400,000.00 | \$ - | \$ - | \$ - | \$ - |
| Maintenance Yard Build-Out - 183A | \$ 500,000.00 | \$ - | \$ - | \$ 500,000.00 | \$ - | \$ - | \$ - |
| Maintenance Equipment | \$ 35,000.00 | \$ - | \$ 35,000.00 | \$ - | \$ - | \$ - | \$ - |
| PFC - Flexible Pavement w/Delineator Replacement - MoPac MNLN | \$ 11,390,000.00 | \$ - | \$ - | \$ 11,390,000.00 | \$ - | \$ - | \$ - |
| Slab Stabilization - 290E | \$ 750,000.00 | \$ - | \$ 250,000.00 | \$ 250,000.00 | \$ 250,000.00 | \$ - | \$ - |
| 290E PH IV (Schematic/Environmental) | \$ 25,000,000.00 | \$ - | \$ 5,000,000.00 | \$ 10,000,000.00 | \$ 10,000,000.00 | \$ - | \$ - |
| Maintenance Yard Expansion & Brine Production Facilities - 290E | \$ 2,500,000.00 | \$ - | \$ 400,000.00 | \$ 2,100,000.00 | \$ - | \$ - | \$ - |
| Pond Repair - 183A | \$ 1,000,000.00 | \$ 152,000.00 | \$ 848,000.00 | \$ - | \$ - | \$ - | \$ - |
| Scottsdale Wall Investigation - 183A | \$ 200,000.00 | \$ - | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - |
| Metal Beam Guard Fence Upgrade - 290E | \$ 1,600,000.00 | \$ - | \$ 1,600,000.00 | \$ - | \$ - | \$ - | \$ - |
| Delineation Replacement - MoPac MNLN | \$ 590,000.00 | \$ - | \$ 590,000.00 | \$ - | \$ - | \$ - | \$ - |
| UTV/Trailer for Maintenance | \$ 35,000.00 | \$ - | \$ 35,000.00 | \$ - | \$ - | \$ - | \$ - |
| Maintenance Vehicle (1), with attachments | \$ 125,000.00 | \$ - | \$ 125,000.00 | \$ - | \$ - | \$ - | \$ - |
| Parmer Lane Wall Repairs - 290E | \$ 1,400,000.00 | \$ - | \$ 1,400,000.00 | \$ - | \$ - | \$ - | \$ - |
| 183A Added Capacity (Schematic/Environmental/Design) | \$ 10,100,000.00 | \$ - | \$ 2,500,000.00 | \$ 6,600,000.00 | \$ - | \$ - | \$ - |
| 455W at 1626 Intersection | \$ 1,300,000.00 | \$ 1,240,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| MoPac PFC Fog Seal and Surface Repair | \$ 1,800,000.00 | \$ 1,800,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Ronald Reagan Managed Lane - Segment A (Schematic/Environmental) | \$ 44,500,000.00 | \$ - | \$ - | \$ 14,800,000.00 | \$ 14,900,000.00 | \$ 14,800,000.00 | \$ - |
| Safety Improvements (Annual) - Systemwide | \$ 7,500,000.00 | \$ - | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000.00 |
| Wall Monitoring System (Procurement/Implementation) | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Grand Total | \$ 130,923,500.00 | \$ 4,729,000.00 | \$ 22,236,000.00 | \$ 49,140,000.00 | \$ 26,800,000.00 | \$ 16,300,000.00 | \$ 1,500,000.00 |

| | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|--------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|------------------------|
| Total All Departments - Rank #1 | \$ 205,523,100.00 | \$ 46,795,100.00 | \$ 29,006,000.00 | \$ 58,420,000.00 | \$ 29,685,000.00 | \$ 26,300,000.00 | \$ 1,500,000.00 |

**Five-Year Capital Plan
Priority Rank #2**

Administration Department

| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|--------------------|--------------------|-----------|------|------|------|------|------|
| Grand Total | | | | | | | |

Operations Department

| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|------------------------|-------------|-------------|-------------|------------------------|------------------------|-------------|
| Roadway Traveler Communications - 183A Phase I & II Dynamic Message Signs | \$ 1,900,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 1,900,000.00 | \$ - |
| Safety Technology - Lane Violation Detection - MoPac MNLN | \$ 950,000.00 | \$ - | \$ - | \$ - | \$ 950,000.00 | \$ - | \$ - |
| Safety Technology - Lane Violation Detection - 183N | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ 1,500,000.00 | \$ - | \$ - |
| Roadway Traveler Communications - Full Matrix DMS - MoPac MNLN | \$ 1,900,000.00 | \$ - | \$ - | \$ - | \$ 1,900,000.00 | \$ - | \$ - |
| Grand Total | \$ 6,250,000.00 | \$ - | \$ - | \$ - | \$ 4,350,000.00 | \$ 1,900,000.00 | \$ - |

Information Technology Department

| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|--------------------|--------------------|-----------|------|------|------|------|------|
| Grand Total | | | | | | | |

Engineering Department

| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|----------------------------|-------------|------------------------|-------------------------|--------------------------|--------------------------|--------------------------|
| 183A Added Capacity (Construction) | \$ 142,000,000.00 | \$ - | \$ - | \$ - | \$ 47,300,000.00 | \$ 47,300,000.00 | \$ 47,300,000.00 |
| 290E Added Capacity | \$ 94,000,000.00 | \$ - | \$ - | \$ 23,500,000.00 | \$ 23,500,000.00 | \$ 23,500,000.00 | \$ 23,500,000.00 |
| MoPac South (D/B Construction) | \$ 1,000,000,000.00 | \$ - | \$ - | \$ - | \$ 167,000,000.00 | \$ 167,000,000.00 | \$ 167,000,000.00 |
| 290E PH IV (Construction - Full Build) | \$ 1,500,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 250,000,000.00 | \$ 250,000,000.00 |
| Large & Small Sign Replacement - 290E | \$ 3,850,000.00 | \$ - | \$ 3,850,000.00 | \$ - | \$ - | \$ - | \$ - |
| Overlay- Flexible Pavement - 71E | \$ 4,300,000.00 | \$ - | \$ - | \$ 4,300,000.00 | \$ - | \$ - | \$ - |
| Mill/Overlay Flexible Pavement - 45SW | \$ 7,710,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,710,000.00 |
| Lighting Upgrade - 183A | \$ 910,000.00 | \$ - | \$ 910,000.00 | \$ - | \$ - | \$ - | \$ - |
| Frontage Road Mill & Overlay - 183A | \$ 16,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 16,500,000.00 | \$ - |
| East End Transition Mill & Overlay - 290E | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 1,000,000.00 | \$ - |
| Ronald Reagan Managed Lane - Segment A (Construction) | \$ 457,900,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 114,475,000.00 |
| Grand Total | \$ 3,228,170,000.00 | \$ - | \$ 4,760,000.00 | \$ 27,800,000.00 | \$ 237,800,000.00 | \$ 505,300,000.00 | \$ 609,985,000.00 |

| | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|----------------------------|-------------|------------------------|-------------------------|--------------------------|--------------------------|--------------------------|
| Total All Departments - Rank #2 | \$ 3,234,420,000.00 | \$ - | \$ 4,760,000.00 | \$ 27,800,000.00 | \$ 242,150,000.00 | \$ 507,200,000.00 | \$ 609,985,000.00 |

**Five-Year Capital Plan
Priority Rank #3**

Administration Department

| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|----------------------|---------------------------|------------------|-------------|-------------|-------------|-------------|-------------|
| Grand Total | | | | | | | |

Operations Department

| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|----------------------|---------------------------|------------------|-------------|-------------|-------------|-------------|-------------|
| Grand Total | | | | | | | |

Information Technology Department

| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|---------------------------|------------------|-------------|----------------------|----------------------|----------------------|-------------|
| Roadway Traveler Communications - roadside units 183N | \$ 440,000.00 | \$ - | \$ - | \$ 440,000.00 | \$ - | \$ - | \$ - |
| Roadway Traveler Communications - roadside units 183S | \$ 735,000.00 | \$ - | \$ - | \$ - | \$ 735,000.00 | \$ - | \$ - |
| Roadway Traveler Communications - roadside units 290E | \$ 630,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 630,000.00 | \$ - |
| Roadway Traveler Communications - roadside units 71E | \$ 21,000.00 | \$ - | \$ - | \$ - | \$ 21,000.00 | \$ - | \$ - |
| Roadway Traveler Communications - Roadside Units MoPac MNLN | \$ 236,000.00 | \$ - | \$ - | \$ - | \$ 236,000.00 | \$ - | \$ - |
| Grand Total | \$ 2,062,000.00 | \$ - | \$ - | \$ 440,000.00 | \$ 992,000.00 | \$ 630,000.00 | \$ - |

Engineering Department

| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|---------------------------|------------------|------------------------|------------------------|------------------------|-------------------------|------------------------|
| Bliss Spillar Drainage | \$ 840,000.00 | \$ - | \$ - | \$ 840,000.00 | \$ - | \$ - | \$ - |
| Escarpment Turnaround | \$ 1,120,000.00 | \$ - | \$ 1,120,000.00 | \$ - | \$ - | \$ - | \$ - |
| Trails - SUP/Sidewalk | \$ 25,000,000.00 | \$ - | \$ 5,000,000.00 | \$ 5,000,000.00 | \$ 5,000,000.00 | \$ 5,000,000.00 | \$ 5,000,000.00 |
| Slab Stabilization - 71E | \$ 250,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 250,000.00 |
| Truss Bridge Aesthetics & Lighting (Montopolis Bridge) - 183S | \$ 10,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 10,000,000.00 | \$ - |
| Large & Small Sign Replacement - 71E | \$ 667,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 667,000.00 | \$ - |
| Grand Total | \$ 37,877,000.00 | \$ - | \$ 6,120,000.00 | \$ 5,840,000.00 | \$ 5,000,000.00 | \$ 15,667,000.00 | \$ 5,250,000.00 |

| | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|---------------------------|------------------|------------------------|------------------------|------------------------|-------------------------|------------------------|
| Total All Departments - Rank #3 | \$ 39,939,000.00 | \$ - | \$ 6,120,000.00 | \$ 6,280,000.00 | \$ 5,992,000.00 | \$ 16,297,000.00 | \$ 5,250,000.00 |



ADMINISTRATION

ADMINISTRATION

The primary role of the Administration Department is to manage the agency, its departments, programs, and projects in alignment with the Strategic Plan. The Agency's mobility innovation efforts and general support for the Board of Directors is also included in this Department.

With the complexity of the Mobility Authority's roadway toll and technology systems, it is imperative that the toll and roadway systems have the capacity to effectively support both our existing and future facilities. Significant effort will be focused on the modernization of the toll and roadway technology systems and to deploy innovative mobility technologies. This is all part of an ongoing effort to maximize the safety and efficiency of our roadways using technology, to find new ways to communicate with our customers and key stakeholders, and to provide timely and relevant information needed for customers to make effective travel decisions.

Strategic Goals

- Maintain and enhance our strategic partnerships to advance the common goals we share with our regional partner agencies
- Build, operate and maintain toll and non-toll roads that reduce congestion and connect our region in innovative and safe ways
- Make targeted investments in other transportation solutions that connect to our system and enhance quality of life

**Five-Year Capital Plan
ADMIN Projects by Rank**

Priority Rank #1

| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|---------------------------|-------------------------|----------------------|-------------|-------------|-------------|-------------|
| Purchase Property for CTRMA Office | \$ 15,000,000.00 | \$ 15,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Enterprise Resource Planning System | \$ 650,000.00 | \$ 650,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| IT Buildout of new CTRMA Building | \$ 60,000.00 | \$ - | \$ 60,000.00 | \$ - | \$ - | \$ - | \$ - |
| Fiber Connection to new CTRMA Building | \$ 498,000.00 | \$ - | \$ 498,000.00 | \$ - | \$ - | \$ - | \$ - |
| Generator for new CTRMA Building | \$ 100,000.00 | \$ - | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - |
| Grand Total | \$ 16,308,000.00 | \$ 15,650,000.00 | \$ 658,000.00 | \$ - | \$ - | \$ - | \$ - |

Priority Rank #2

| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|----------------------|---------------------------|------------------|-------------|-------------|-------------|-------------|-------------|
| Grand Total | | | | | | | |

Priority Rank #3

| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|----------------------|---------------------------|------------------|-------------|-------------|-------------|-------------|-------------|
| Grand Total | | | | | | | |

| | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|-------------------------------------|---------------------------|-------------------------|----------------------|-------------|-------------|-------------|-------------|
| Total All Projects All Ranks | \$ 16,308,000.00 | \$ 15,650,000.00 | \$ 658,000.00 | \$ - | \$ - | \$ - | \$ - |

Project Detail

| | | | |
|-----------------------|------------------------------------|---------------------------------|------------------|
| Project ID: | 34 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Purchase Property for CTRMA Office | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 15,000,000.00 |
| Department: | Administration | | |

Description: Locate and purchase site for CTRMA corporate offices with existing building or build to suit.

Strategic Plan Alignment: Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|-------------------------|
| Carryover | \$ 15,000,000.00 |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 15,000,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|-------------------------------------|---------------------------------|---------------|
| Project ID: | 86 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Enterprise Resource Planning System | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 650,000.00 |
| Department: | Administration | | |

Description: Finance to procure an Enterprise Resource Planning System

Strategic Plan Alignment: Innovation

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ 650,000.00 |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 650,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|--|---------------------------------|---------------|
| Project ID: | 234 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Fiber Connection to new CTRMA Building | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 498,000.00 |
| Department: | Administration | | |

Description: Fiber connection to new CTRMA Building

Strategic Plan Alignment: Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ 498,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 498,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|-----------------------------------|---------------------------------|--------------|
| Project ID: | 235 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | IT Buildout of new CTRMA Building | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 60,000.00 |
| Department: | Administration | | |

Description: IT buildout for new CTRMA Building

Strategic Plan Alignment: Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|---------------------|
| Carryover | \$ - |
| 2025 | \$ 60,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 60,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|----------------------------------|---------------------------------|---------------|
| Project ID: | 236 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Generator for new CTRMA Building | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 100,000.00 |
| Department: | Administration | | |

Description: Generator for new CTRMA building

Strategic Plan Alignment: Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ 100,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 100,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |



OPERATIONS

OPERATIONS

The Operations Department supports the Mobility Authority's regional mobility, economic vitality, sustainability, and innovation strategic goals. The Operations Department is responsible for all aspects of revenue collection, customer service and traffic & incident management. The Operations Department serves its internal and external customers through the provision of the following core services:

- Customer Care. Ensure a quality experience for the Mobility Authority's customers. Solve complex customer service issues. Implement efficient solutions that promote self-service and increase efficiency.
- Toll Collection. Oversee the daily operation of collecting toll revenue. Monitor transaction reconciliation revenue metrics. Identify and implement opportunities for collecting revenue earlier and more often.
- Traffic & Incident Management. Coordinate the resources of partner agencies and private sector companies to detect, respond to, and clear traffic incidents as well as debris removal as quickly as possible to reduce the impacts of incidents on safety and congestion.
- Traveler Communication. Alert approaching vehicles to problem areas by updating social media and on road messaging tools to better inform drivers. Provide information regarding alternate routes for vehicles, alleviating the effects of bottlenecks or incidents.
- Violation Enforcement. Oversee the Mobility Authority's violation enforcement program to mitigate revenue leakage and protect our stakeholder's investment.

To tackle the challenges of decreasing instances of non-payment, ensuring a high-quality customer experience, and improving travel on our tolled facilities, a multifaceted approach is essential. Implementing advanced technologies and processes that ensure payment equity and mitigate violations can significantly reduce and shift the region's perspective on the non-payment of tolls. Enhancing customer experience involves providing user-friendly interfaces for payment and responsive customer service channels. Moreover, investing in regional data sharing and communication initiatives and expanding roadside assistance ensures the safety of both customers and staff. By integrating these strategies, the Authority can effectively mitigate non-payment instances, elevate customer satisfaction, and assist customers in navigating travel.

Strategic Goals

- Make targeted investments in other transportation solutions that connect to our system and enhance quality of life
- Implement financial strategy and policies that prioritize long-term system health and growth, a decreased reliance on debt, and good financial stewardship
- Maintain and enhance our strategic partnerships to advance the common goals we share with our regional partner agencies

Five-Year Capital Plan OPS Projects by Rank

| Priority Rank #1 | | | | | | | |
|--|-------------------------|------------------------|------------------------|------------------------|------------------------|-------------|-------------|
| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
| Pay By Mail Implementation | \$ 2,000,000.00 | \$ - | \$ - | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ - | \$ - |
| CTRMA App - Requirements Gathering & Procurement | \$ 190,000.00 | \$ - | \$ 190,000.00 | \$ - | \$ - | \$ - | \$ - |
| CTRMA App - Development & Implementation | \$ 1,000,000.00 | \$ - | \$ - | \$ 1,000,000.00 | \$ - | \$ - | \$ - |
| TIM Center Video Wall Technology Replacement | \$ 1,015,000.00 | \$ - | \$ 1,015,000.00 | \$ - | \$ - | \$ - | \$ - |
| TIM Center Furniture, Fixtures, and Equipment (FFE) | \$ 574,000.00 | \$ - | \$ 574,000.00 | \$ - | \$ - | \$ - | \$ - |
| CTRMA Co-location Buildout | \$ 75,000.00 | \$ - | \$ 75,000.00 | \$ - | \$ - | \$ - | \$ - |
| TIM Center Renovation/Expansion | \$ 6,760,000.00 | \$ 6,085,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| TIM Center Building Improvements | \$ 1,000,000.00 | \$ - | \$ 300,000.00 | \$ 700,000.00 | \$ - | \$ - | \$ - |
| Toll Violation Mitigation - Automated License Plate Reader (ALPR) Technology | \$ 375,000.00 | \$ - | \$ - | \$ 200,000.00 | \$ 175,000.00 | \$ - | \$ - |
| Roadway Traveler Communications - Single Line DMS - MoPac MNLN | \$ 1,700,000.00 | \$ - | \$ 1,700,000.00 | \$ - | \$ - | \$ - | \$ - |
| Grand Total | \$ 14,689,000.00 | \$ 6,085,000.00 | \$ 3,854,000.00 | \$ 2,900,000.00 | \$ 1,175,000.00 | \$ - | \$ - |

| Priority Rank #2 | | | | | | | |
|---|------------------------|-------------|-------------|-------------|------------------------|------------------------|-------------|
| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
| Roadway Traveler Communications - 183A Phase I & II Dynamic Message Signs | \$ 1,900,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 1,900,000.00 | \$ - |
| Safety Technology - Lane Violation Detection - MoPac MNLN | \$ 950,000.00 | \$ - | \$ - | \$ - | \$ 950,000.00 | \$ - | \$ - |
| Safety Technology - Lane Violation Detection - 183N | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ 1,500,000.00 | \$ - | \$ - |
| Roadway Traveler Communications - Full Matrix DMS - MoPac MNLN | \$ 1,900,000.00 | \$ - | \$ - | \$ - | \$ 1,900,000.00 | \$ - | \$ - |
| Grand Total | \$ 6,250,000.00 | \$ - | \$ - | \$ - | \$ 4,350,000.00 | \$ 1,900,000.00 | \$ - |

| Priority Rank #3 | | | | | | | |
|-------------------------------------|-------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-------------|
| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
| Grand Total | | | | | | | |
| Total All Projects All Ranks | \$ 20,939,000.00 | \$ 6,085,000.00 | \$ 3,854,000.00 | \$ 2,900,000.00 | \$ 5,525,000.00 | \$ 1,900,000.00 | \$ - |

Project Detail

| | | | |
|-----------------------|--|---------------------------------|-----------------|
| Project ID: | 33 | Budget Fiscal Year (FY): | 2028 |
| Project Title: | Roadway Traveler Communications - 183A Phase I & II Dynamic Message Signs | Roadway Impacted: | 183A |
| Fund: | General | Total Project Cost: | \$ 1,900,000.00 |
| Department: | Operations | | |

Description: Installation of front-access, color, full-matrix dynamic message signs (DMS) along the 183A corridor to enable the Mobility Authority to disseminate real-time information related to traffic and roadway conditions (e.g., weather, queues, incidents, detours, work zones) to improve mobility and safety. The project will include new cantilevered structures, displays, cabinet assemblies, power services (120/240V), conduit, ground boxes, and ancillary infrastructure for a complete installation. Small-form verification cameras will be installed using wide-angle lenses providing operational staff the ability to remotely verify current messages in real-time.

Strategic Plan Alignment: Safety, Reliability, Innovation, Service

Project Forecast

| Year (FY) | Forecast |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ 1,900,000.00 |
| 2029 | \$ - |
| | \$ 1,900,000.00 |

| | |
|--|-------------------------|
| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
| Yes | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|---------------|
| Project ID: | 36 | Budget Fiscal Year (FY): | 2027 |
| Project Title: | Safety Technology - Lane Violation Detection - MoPac MNLN | Roadway Impacted: | MOPAC MNLN |
| Fund: | MoPac General | Total Project Cost: | \$ 950,000.00 |
| Department: | Operations | | |

Description: Installation of integrated systems to detect illegal “lane diving” maneuvers into and out of the express lanes along the MoPac Expressway and 183N corridors allowing the Mobility Authority to better identify, quantify, prohibit, and enforce these events. The integrated system will include multiple fixed CCTV cameras equipped with embedded video analytics, as well as an edge-compute processor and networking equipment to identify “lane diving” events and trigger the appropriate response (e.g., notify operational staff, collect license plate information). Installation of lane violation detection systems will leverage existing overhead gantries and sign bridges, while the project includes new cabinet assemblies, power services, conduit, ground boxes, and ancillary infrastructure necessary for a complete installation.

Strategic Plan Alignment: Safety, Stewardship, Innovation

Project Forecast

| Year (FY) | Forecast |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ 950,000.00 |
| 2028 | \$ - |
| 2029 | \$ - |
| | \$ 950,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|-----------------|
| Project ID: | 44 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Roadway Traveler Communications - Single Line DMS - MoPac MNLN | Roadway Impacted: | MOPAC MNLN |
| Fund: | MoPac General | Total Project Cost: | \$ 1,700,000.00 |
| Department: | Operations | | |

Description: Installation of front-access, single-line dynamic message signs (DMS) along the MoPac Expressway corridor to enable the Mobility Authority to disseminate real-time information related to the status of the express lane (e.g., OPEN, CLOSED, CONGESTED, TOLLING ENFORCED). The project will include new electronic displays, cabinet assemblies, power services (120/240V), conduit, ground boxes, and ancillary infrastructure and leverage existing overhead structures, conduit duct bank, junction boxes, and fiber optic backhaul communications.

Strategic Plan Alignment: Safety, Reliability, Innovation, Service

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ 1,700,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 1,700,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|----------------------------|---------------------------------|-----------------|
| Project ID: | 64 | Budget Fiscal Year (FY): | 2026-2027 |
| Project Title: | Pay By Mail Implementation | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 2,000,000.00 |
| Department: | Operations | | |

Description: Implement the new PBM services contract

Strategic Plan Alignment: Stewardship, Service

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ 1,000,000.00 |
| 2027 | \$ 1,000,000.00 |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 2,000,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|---------------------------------|---------------------------------|-----------------|
| Project ID: | 84 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | TIM Center Renovation/Expansion | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 6,760,000.00 |
| Department: | Operations | | |

Description: Major and minor renovation of the existing TIM Center building, as well as construction of a building addition to the existing structure.

Strategic Plan Alignment: Safety, Reliability, Collaboration, Service

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ 6,085,000.00 |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 6,085,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | Yes |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|-----------------|
| Project ID: | 209 | Budget Fiscal Year (FY): | 2027 |
| Project Title: | Safety Technology - Lane Violation Detection - 183N | Roadway Impacted: | 183N |
| Fund: | General | Total Project Cost: | \$ 1,500,000.00 |
| Department: | Operations | | |

Description: Installation of integrated systems to detect illegal “lane diving” maneuvers into and out of the express lanes along the MoPac Expressway and 183N corridors allowing the Mobility Authority to better identify, quantify, prohibit, and enforce these events. The integrated system will include multiple fixed CCTV cameras equipped with embedded video analytics, as well as an edge-compute processor and networking equipment to identify “lane diving” events and trigger the appropriate response (e.g., notify operational staff, collect license plate information). Installation of lane violation detection systems will leverage existing overhead gantries and sign bridges, while the project includes new cabinet assemblies, power services, conduit, ground boxes, and ancillary infrastructure necessary for a complete installation.

Strategic Plan Alignment: Safety, Stewardship, Innovation

Project Forecast

| Year (FY) | Forecast |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ 1,500,000.00 |
| 2028 | \$ - |
| 2029 | \$ - |
| | \$ 1,500,000.00 |

| | |
|--|-------------------------|
| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
| Yes | No |

Project Detail

| | | | |
|-----------------------|--|---------------------------------|-----------------|
| Project ID: | 224 | Budget Fiscal Year (FY): | 2027 |
| Project Title: | Roadway Traveler Communications - Full Matrix DMS - MoPac MNLN | Roadway Impacted: | MOPAC MNLN |
| Fund: | General | Total Project Cost: | \$ 1,900,000.00 |
| Department: | Operations | | |

Description: Installation of full matrix dynamic message signs (DMS) along the MoPac Expressway corridor to enable the Mobility Authority to disseminate real-time information related to the status of the express lane. The project will include new electronic displays, cabinet assemblies, power services (120/240V), conduit, ground boxes, and ancillary infrastructure and leverage existing overhead structures, conduit duct bank, junction boxes, and fiber optic backhaul communications.

Strategic Plan Alignment: Safety, Reliability, Innovation, Service

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ 1,900,000.00 |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 1,900,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|--|---------------------------------|---------------|
| Project ID: | 225 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | CTRMA App - Requirements Gathering & Procurement | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 190,000.00 |
| Department: | Operations | | |

Description: Gather the technical requirements to support the development of a CTRMA app that will provide a cohesive platform for communication to and from CTRMA customers. This two-way communication will engage stakeholders and further CTRMA's brand. The app will also facilitate payment for tolls.

Strategic Plan Alignment: Innovation, Service

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ 190,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 190,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|--|---------------------------------|-----------------|
| Project ID: | 226 | Budget Fiscal Year (FY): | 2026 |
| Project Title: | CTRMA App - Development & Implementation | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 1,000,000.00 |
| Department: | Operations | | |

Description: Develop the CTRMA app. Possible app features include the ability to pay CTRMA PBM bills; manage CTRMA pre-paid accounts; provide a toll calculator to plan trips on CTRMA roadways; receive alerts related to incidents and lane closures on CTRMA toll facilities; access CTRMA's interactive trails app; view current and historical rates for CTRMA managed lanes; view CTRMA roadway camera feeds; receive feedback about CTRMA roadway conditions; request CTRMA roadway assistance; access CTRMA's mystery shopper and customer rewards programs. The app could also link to regional traveler communication initiatives such as the CPP Mobility app and interoperable tag agencies.

Strategic Plan Alignment: Innovation, Service

Project Forecast

| Year (FY) | Forecast |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ 1,000,000.00 |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | \$ 1,000,000.00 |

| | |
|--|-------------------------|
| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
| Yes | Yes |

Project Detail

| | | | |
|-----------------------|--|---------------------------------|-----------------|
| Project ID: | 227 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | TIM Center Video Wall Technology Replacement | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 1,015,000.00 |
| Department: | Operations | | |

Description: A video wall is a unique multi-monitor configuration made up of numerous computer monitors, video projectors, or television sets that have been tiled or layered together to create one big screen. A video wall can display various content on each monitor or it can function as one unified huge display. The majority of video walls use LED technology for individual screens, with LCD monitors, tiles, and cubes following suit. The video wall supports the TIM Center operations allowing staff to have a full view of CTRMA's roadways to manage traffic and respond to incidents as needed.

Strategic Plan Alignment: Innovation

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ 1,015,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 1,015,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|---------------|
| Project ID: | 229 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | TIM Center Furniture, Fixtures, and Equipment (FFE) | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 574,000.00 |
| Department: | Operations | | |

Description: Replacement FFE for the renovated or relocated TIM Center.

Strategic Plan Alignment: Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ 574,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 574,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| No | No |

Project Detail

| | | | |
|-----------------------|----------------------------|---------------------------------|--------------|
| Project ID: | 232 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | CTRMA Co-location Buildout | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 75,000.00 |
| Department: | Operations | | |

Description: To better serve their mutual customers, the Texas Department of Transportation (TxDOT) and the Mobility Authority have co-located staff at the TxTag Customer Service Center (CSC) to provide walk-up services allowing customers the opportunity to resolve their CTRMA Pay By Mail bills at no additional cost. The project reimburses TxDOT for the buildout of payment windows at an undetermined location; however, the space is expected to include tempered glass service windows with two-way speakers, a commercial door with push bar panic device lock, desk areas, and a security badge reader.

Strategic Plan Alignment: Stewardship, Service

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|---------------------|
| Carryover | \$ - |
| 2025 | \$ 75,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 75,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|--|---------------------------------|---------------|
| Project ID: | 241 | Budget Fiscal Year (FY): | 2026-2027 |
| Project Title: | Toll Violation Mitigation - Automated License Plate Reader (ALPR) Technology | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 375,000.00 |
| Department: | Operations | | |

Description: Installation of Automated License Plate Reader (ALPR) sensors on existing mainline tolling gantries—one per lane and instrumented shoulders. The system will allow the Mobility Authority to identify toll violators using the new technology, as well as capture real-time data about corridor utilization, traffic volumes, and more. This project will require the installation of new cabinet assemblies, electrical power services, fiber optic communication drops, and underground infrastructure for a complete installation. To the greatest extent possible, the existing infrastructure—including conduit duct bank, junction boxes, fiber optic backhaul communications—will be re-utilized.

Strategic Plan Alignment: Stewardship, Service

Project Forecast

| Year (FY) | | Forecast |
|-----------|----|-------------------|
| Carryover | \$ | - |
| 2025 | \$ | - |
| 2026 | \$ | 200,000.00 |
| 2027 | \$ | 175,000.00 |
| 2028 | \$ | - |
| 2029 | \$ | - |
| | \$ | 375,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|---|------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|----------------------------------|---------------------------------|-----------------|
| Project ID: | 242 | Budget Fiscal Year (FY): | 2025-2026 |
| Project Title: | TIM Center Building Improvements | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 1,000,000.00 |
| Department: | Operations | | |

Description: If the TIM Center is relocated to the new CTRMA headquarters, minor repairs must be made to the existing building to maintain this valuable asset. Improvements include weather and sound-proofing the current Kapsch and CTRMA maintenance offices; upgrading the ventilation system in the men's restroom; replacing the fixtures in both restrooms; adding shower facilities to support staff working emergency events; and converting the current Operations Ctr to a multi-purpose training/conference room. A fence surrounding the property may also be added to protect CTRMA maintenance vehicles.

Strategic Plan Alignment: Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ 300,000.00 |
| 2026 | \$ 700,000.00 |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 1,000,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | Yes |



INFORMATION TECHNOLOGY



INFORMATION TECHNOLOGY

The IT Department is responsible for maintaining the integrity of the agency's toll system, supporting revenue collection activities, and safeguarding the agency's internal and communication network. The IT Department also supports the agency's emerging technology efforts by lending technical expertise and implementing approved initiatives.

The core services provided by the Information Technology Department in support of its internal and external customers are outlined below:

- Information Technology (IT) Ensure the integrity of the Mobility Authority's computers, storage, network and other physical devices, infrastructure and processes used to create, process, store, secure and exchange all forms of electronic data.
- Intelligent Transportation Systems (ITS) Deploy various ITS technologies on Authority roads to detect, manage and report on roadway incidents. ITS technologies also assist in improving safety and the customer experience for our roadways through early detection and notification to public safety agencies.
- Toll Systems Oversee daily operation of the electronic toll collection systems operations. Monitor system performance and transaction reconciliation. Oversee system maintenance to ensure accuracy and dependability. Manage new toll collection system installation while maintaining current operational metrics.
- Transaction Processing. Manage the workflows associated with transaction processing, product management, discount management, billing management and product pricing. Ensure that transactions process in a predictable, consistent manner in compliance with the mobility authority's business rules and within compliance with national interoperability requirements. Monitor the data exchange operations support functions. Manage the Transaction Operations Management Solution (TOMS). Oversee reporting and analytics processes.

The IT Department will continue to set a solid foundation for the Mobility Authority's future. These efforts include continued operation of the Data Platform System, the integration point for all transaction processing and data analytics; managing the replacement of the Authority's aging toll systems; upgrading the agency's communication infrastructure; developing a new traffic management center and supporting regional and national interoperability efforts.

Strategic Goals

- Deliver on Commitments to our Customers and our Investors, Explore Efforts that Extend Beyond Roadways, Explore Transformative Technology and Adopt Industry Best Practices
- Employ a Collaborative Approach to Implementing Mobility Solutions, Deliver Responsible Mobility Solutions that Respect the Communities We Serve, Deliver on Commitments to our Customers and our Investors

Five-Year Capital Plan IT Projects by Rank

Priority Rank #1

| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|-------------------------|-------------------------|------------------------|------------------------|------------------------|-------------------------|-------------|
| Toll System Replacement - 183A | \$ 7,105,000.00 | \$ - | \$ 1,000,000.00 | \$ 6,105,000.00 | \$ - | \$ - | \$ - |
| Toll System Replacement - 183S | \$ 10,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 10,000,000.00 | \$ - |
| Toll System Replacement - 290E | \$ 12,396,000.00 | \$ 11,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Toll System Replacement - 45SW | \$ 1,435,000.00 | \$ - | \$ - | \$ - | \$ 1,435,000.00 | \$ - | \$ - |
| TIM Center Video Management Software | \$ 596,600.00 | \$ 596,600.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Fixed Camera Array Upgrades | \$ 1,500,500.00 | \$ 1,500,500.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Toll System Replacement - MoPac MNLN | \$ 4,028,000.00 | \$ 4,028,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| DPS Enhancements | \$ 1,004,000.00 | \$ 654,000.00 | \$ 350,000.00 | \$ - | \$ - | \$ - | \$ - |
| Cabinet Standardization Effort | \$ 1,497,000.00 | \$ 1,497,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| CCTV Camera Replacements (Systemwide) | \$ 825,000.00 | \$ - | \$ 275,000.00 | \$ 275,000.00 | \$ 275,000.00 | \$ - | \$ - |
| Roadside Hardening | \$ 633,000.00 | \$ - | \$ 633,000.00 | \$ - | \$ - | \$ - | \$ - |
| Kapsch Central Host Upgrades | \$ 2,500,000.00 | \$ 972,500.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Mobile Operations and Maintenance Safety (MOMS) | \$ 82,500.00 | \$ 82,500.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Grand Total | \$ 43,602,600.00 | \$ 20,331,100.00 | \$ 2,258,000.00 | \$ 6,380,000.00 | \$ 1,710,000.00 | \$ 10,000,000.00 | \$ - |

Priority Rank #2

| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|--------------------|--------------------|-----------|------|------|------|------|------|
| Grand Total | | | | | | | |

Priority Rank #3

| Project Title | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|------------------------|-------------|-------------|----------------------|----------------------|----------------------|-------------|
| Roadway Traveler Communications - roadside units 183N | \$ 440,000.00 | \$ - | \$ - | \$ 440,000.00 | \$ - | \$ - | \$ - |
| Roadway Traveler Communications - roadside units 183S | \$ 735,000.00 | \$ - | \$ - | \$ - | \$ 735,000.00 | \$ - | \$ - |
| Roadway Traveler Communications - roadside units 290E | \$ 630,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 630,000.00 | \$ - |
| Roadway Traveler Communications - roadside units 71E | \$ 21,000.00 | \$ - | \$ - | \$ - | \$ 21,000.00 | \$ - | \$ - |
| Roadway Traveler Communications - Roadside Units MoPac MNLN | \$ 236,000.00 | \$ - | \$ - | \$ - | \$ 236,000.00 | \$ - | \$ - |
| Grand Total | \$ 2,062,000.00 | \$ - | \$ - | \$ 440,000.00 | \$ 992,000.00 | \$ 630,000.00 | \$ - |

| | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|-------------------------------------|-------------------------|-------------------------|------------------------|------------------------|------------------------|-------------------------|-------------|
| Total All Projects All Ranks | \$ 45,664,600.00 | \$ 20,331,100.00 | \$ 2,258,000.00 | \$ 6,820,000.00 | \$ 2,702,000.00 | \$ 10,630,000.00 | \$ - |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|---------------|
| Project ID: | 10 | Budget Fiscal Year (FY): | 2028 |
| Project Title: | Roadway Traveler Communications - roadside units 290E | Roadway Impacted: | 290E |
| Fund: | General | Total Project Cost: | \$ 630,000.00 |
| Department: | IT | | |

Description: Installation of roadside units (RSU) along the 290E corridor to enable Connected Vehicle (CV) applications for the Mobility Authority to communicate directly to in-vehicle systems and improve the overall safety and mobility of the corridor.

Strategic Plan Alignment: Safety, Reliability, Innovation

Project Forecast

| Year (FY) | Forecast |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ 630,000.00 |
| 2029 | \$ - |
| | \$ 630,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|--|---------------------------------|--------------|
| Project ID: | 13 | Budget Fiscal Year (FY): | 2027 |
| Project Title: | Roadway Traveler Communications - roadside units 71E | Roadway Impacted: | 71E |
| Fund: | General | Total Project Cost: | \$ 21,000.00 |
| Department: | IT | | |

Description: Installation of roadside units (RSU) along the SH71 corridor to enable Connected Vehicle (CV) applications for the Mobility Authority to communicate directly to in-vehicle systems and improve the overall safety and mobility of the corridor.

Strategic Plan Alignment: Safety, Reliability, Innovation

Project Forecast

| Year (FY) | | Forecast |
|------------------|-----------|------------------|
| Carryover | \$ | - |
| 2025 | \$ | - |
| 2026 | \$ | - |
| 2027 | \$ | 21,000.00 |
| 2028 | \$ | - |
| 2029 | \$ | - |
| | \$ | 21,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|---------------|
| Project ID: | 20 | Budget Fiscal Year (FY): | 2027 |
| Project Title: | Roadway Traveler Communications - roadside units 183S | Roadway Impacted: | 183S |
| Fund: | General | Total Project Cost: | \$ 735,000.00 |
| Department: | IT | | |

Description: Installation of roadside units (RSU) along the 183S corridor to enable Connected Vehicle (CV) applications for the Mobility Authority to communicate directly to in-vehicle systems and improve the overall safety and mobility of the corridor.

Strategic Plan Alignment: Safety, Reliability, Innovation

Project Forecast

| Year (FY) | Forecast |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ 735,000.00 |
| 2028 | \$ - |
| 2029 | \$ - |
| | \$ 735,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|---------------|
| Project ID: | 22 | Budget Fiscal Year (FY): | 2026 |
| Project Title: | Roadway Traveler Communications - roadside units 183N | Roadway Impacted: | 183N |
| Fund: | General | Total Project Cost: | \$ 440,000.00 |
| Department: | IT | | |

Description: Installation of roadside units (RSU) along the 183N corridor to enable Connected Vehicle (CV) applications for the Mobility Authority to communicate directly to in-vehicle systems and improve the overall safety and mobility of the corridor.

Strategic Plan Alignment: Safety, Reliability, Innovation

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ 440,000.00 |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 440,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|--------------------------------|---------------------------------|-----------------|
| Project ID: | 32 | Budget Fiscal Year (FY): | 2025-2026 |
| Project Title: | Toll System Replacement - 183A | Roadway Impacted: | 183A |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 7,105,000.00 |
| Department: | IT | | |

Description: 183A - Provide Electronic Toll Collection Integration and Maintenance Services (ETCS) including roadside functionality (AVI, AVC, VES, DVAS) and Toll Facility Host (TFH) functionality. The TFH functionality includes trip building, dynamic pricing, image processing, reporting/auditing, and interfaces with other CTRMA third-party systems.

Strategic Plan Alignment: Stewardship, Reliability

Project Forecast

| Year (FY) | Forecast |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ 1,000,000.00 |
| 2026 | \$ 6,105,000.00 |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | \$ 7,105,000.00 |

| | |
|--|-------------------------|
| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
| Yes | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|---------------|
| Project ID: | 45 | Budget Fiscal Year (FY): | 2027 |
| Project Title: | Roadway Traveler Communications - Roadside Units MoPac MNLN | Roadway Impacted: | MOPAC MNLN |
| Fund: | MoPac General | Total Project Cost: | \$ 236,000.00 |
| Department: | IT | | |

Description: Installation of roadside units (RSU) along the MoPac corridor to enable Connected Vehicle (CV) applications for the Mobility Authority to communicate directly to in-vehicle systems and improve the overall safety and mobility of the corridor.

Strategic Plan Alignment: Safety, Reliability, Innovation

Project Forecast

| Year (FY) | | Forecast |
|------------------|-----------|-------------------|
| Carryover | \$ | - |
| 2025 | \$ | - |
| 2026 | \$ | - |
| 2027 | \$ | 236,000.00 |
| 2028 | \$ | - |
| 2029 | \$ | - |
| | \$ | 236,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|--------------------------------|---------------------------------|------------------|
| Project ID: | 52 | Budget Fiscal Year (FY): | 2028 |
| Project Title: | Toll System Replacement - 183S | Roadway Impacted: | 183S |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 10,000,000.00 |
| Department: | IT | | |

Description: 183S - Provide Electronic Toll Collection Integration and Maintenance Services (ETCS) including roadside functionality (AVI, AVC, VES, DVAS) and Toll Facility Host (TFH) functionality. The TFH functionality includes trip building, dynamic pricing, image processing, reporting/auditing, and interfaces with other CTRMA third-party systems.

Strategic Plan Alignment: Stewardship, Reliability

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|-------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ 10,000,000.00 |
| 2029 | \$ - |
| | <u>\$ 10,000,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|--------------------------------|---------------------------------|------------------|
| Project ID: | 53 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Toll System Replacement - 290E | Roadway Impacted: | 290E |
| Fund: | Project | Total Project Cost: | \$ 12,396,000.00 |
| Department: | IT | | |

Description: 290E - Provide Electronic Toll Collection Integration and Maintenance Services (ETCS) including roadside functionality (AVI, AVC, VES, DVAS) and Toll Facility Host (TFH) functionality. The TFH functionality includes trip building, dynamic pricing, image processing, reporting/auditing, and interfaces with other CTRMA third-party systems.

Strategic Plan Alignment: Stewardship, Reliability

Project Forecast

| Year (FY) | Forecast |
|------------------|-------------------------|
| Carryover | \$ 11,000,000.00 |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | \$ 11,000,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|--------------------------------|---------------------------------|-----------------|
| Project ID: | 54 | Budget Fiscal Year (FY): | 2027 |
| Project Title: | Toll System Replacement - 45SW | Roadway Impacted: | 45SW |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 1,435,000.00 |
| Department: | IT | | |

Description: 45SW - Provide Electronic Toll Collection Integration and Maintenance Services (ETCS) including roadside functionality (AVI, AVC, VES, DVAS) and Toll Facility Host (TFH) functionality. The TFH functionality includes trip building, dynamic pricing, image processing, reporting/auditing, and interfaces with other CTRMA third-party systems.

Strategic Plan Alignment: Stewardship, Reliability

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ 1,435,000.00 |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 1,435,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| Yes | No |

Project Detail

| | | | |
|-----------------------|------------------------------|---------------------------------|-----------------|
| Project ID: | 81 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Kapsch Central Host Upgrades | Roadway Impacted: | MOPAC MNLN |
| Fund: | MoPac General | Total Project Cost: | \$ 2,500,000.00 |
| Department: | IT | | |

Description: Replacement, configuration, and data migration of core infrastructure equipment within the CTRMA TCS. This project is considered a hardware refresh of the image storage, data storage, application servers, and host servers for both primary and secondary systems.

Strategic Plan Alignment: Stewardship, Reliability

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ 972,500.00 |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 972,500.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|--------------------------------------|---------------------------------|---------------|
| Project ID: | 215 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | TIM Center Video Management Software | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 596,600.00 |
| Department: | IT | | |

Description: Video wall management software provides a user interface to control or manage your displays, video processors, connected system devices, and source content. The software enables a complete operational overview of critical information, including traffic cameras, data from sensors or other monitoring systems so that they can be displayed and shared anywhere, from the video wall to operator desktops or conference room monitors. The software can also facilitate inter-agency cooperation and coordinate incident response. The result is quicker incident response and resolution, improved performance and a better experience for motorists.

Strategic Plan Alignment: Innovation

Project Forecast

| Year (FY) | | Forecast |
|-----------|----|------------|
| Carryover | \$ | 596,600.00 |
| 2025 | \$ | - |
| 2026 | \$ | - |
| 2027 | \$ | - |
| 2028 | \$ | - |
| 2029 | \$ | - |
| | \$ | 596,600.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|---|------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|--------------------------------|---------------------------------|-----------------|
| Project ID: | 216 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Cabinet Standardization Effort | Roadway Impacted: | 290E |
| Fund: | Project | Total Project Cost: | \$ 1,497,000.00 |
| Department: | IT | | |

Description: Cabinet Standardization Effort

Strategic Plan Alignment: Stewardship, Reliability, Innovation

Project Forecast

| Year (FY) | Forecast |
|------------------|------------------------|
| Carryover | \$ 1,497,000.00 |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | \$ 1,497,000.00 |

| | |
|--|-------------------------|
| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
| No | No |

Project Detail

| | | | |
|-----------------------|---------------------------------------|---------------------------------|---------------|
| Project ID: | 217 | Budget Fiscal Year (FY): | 2025-2027 |
| Project Title: | CCTV Camera Replacements (Systemwide) | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 825,000.00 |
| Department: | IT | | |

Description: CCTV Camera Replacements (systemwide)

Strategic Plan Alignment: Reliability, Innovation

Project Forecast

| <u>Year (FY)</u> | | <u>Forecast</u> |
|------------------|-----------|-------------------|
| Carryover | \$ | - |
| 2025 | \$ | 275,000.00 |
| 2026 | \$ | 275,000.00 |
| 2027 | \$ | 275,000.00 |
| 2028 | \$ | - |
| 2029 | \$ | - |
| | <u>\$</u> | <u>825,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| No | No |

Project Detail

| | | | |
|-----------------------|-----------------------------|---------------------------------|-----------------|
| Project ID: | 219 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Fixed Camera Array Upgrades | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 1,500,500.00 |
| Department: | IT | | |

Description: Fixed Camera Array Upgrades

Strategic Plan Alignment: Reliability, Innovation

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ 1,500,500.00 |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 1,500,500.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|--------------------|---------------------------------|---------------|
| Project ID: | 237 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Roadside Hardening | Roadway Impacted: | 290E |
| Fund: | Project | Total Project Cost: | \$ 633,000.00 |
| Department: | IT | | |

Description: Roadside Hardening (previously Fiber Security Measures)

Strategic Plan Alignment: Innovation

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ 633,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 633,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|--------------------------------------|---------------------------------|-----------------|
| Project ID: | 238 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Toll System Replacement - MoPac MNLN | Roadway Impacted: | MOPAC MNLN |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 4,028,000.00 |
| Department: | IT | | |

Description: MOPAC MNLN - Provide Electronic Toll Collection Integration and Maintenance Services (ETCS) including roadside functionality (AVI, AVC, VES, DVAS) and Toll Facility Host (TFH) functionality. The TFH functionality includes trip building, dynamic pricing, image processing, reporting/auditing, and interfaces with other CTRMA third-party systems.

Strategic Plan Alignment: Stewardship, Reliability

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ 4,028,000.00 |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 4,028,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|------------------|---------------------------------|-----------------|
| Project ID: | 239 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | DPS Enhancements | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 1,004,000.00 |
| Department: | IT | | |

Description: Support DPS/TOMS Enhancement requirements, development support, contract management

Strategic Plan Alignment: Innovation

Project Forecast

| <u>Year (FY)</u> | | <u>Forecast</u> |
|------------------|-----------|---------------------|
| Carryover | \$ | 654,000.00 |
| 2025 | \$ | 350,000.00 |
| 2026 | \$ | - |
| 2027 | \$ | - |
| 2028 | \$ | - |
| 2029 | \$ | - |
| | <u>\$</u> | <u>1,004,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|--------------|
| Project ID: | 246 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Mobile Operations and Maintenance Safety (MOMS) | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 82,500.00 |
| Department: | IT | | |

Description: Mobile Operations and Maintenance Safety (MOMS)

Strategic Plan Alignment: Safety, Reliability

Project Forecast

| <u>Year (FY)</u> | | <u>Forecast</u> |
|------------------|-----------|------------------|
| Carryover | \$ | 82,500.00 |
| 2025 | \$ | - |
| 2026 | \$ | - |
| 2027 | \$ | - |
| 2028 | \$ | - |
| 2029 | \$ | - |
| | <u>\$</u> | <u>82,500.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |



ENGINEERING

ENGINEERING

The role of the Engineering Department is to plan, develop, construct, and maintain major capital improvement projects in Williamson and Travis counties (from initial concept through final construction acceptance and into long term operations and maintenance).

The Engineering Department works extensively internally and externally to develop projects for the agency and region. These efforts include:

- **Project Inception and Feasibility.** Coordinate with other transportation providers in the region Texas Department of Transportation (TxDOT), Capital Area Metropolitan Planning Organization (CAMPO), City of Austin, City of Cedar Park, Travis County, and Williamson County to assure that all mobility needs are included in the region's Long Range Transportation Plan. Provide feasibility analysis for selected projects to evaluate implementation priority.
- **Project Development and Implementation.** Develop and implement priority projects based upon preliminary designs, appropriate level of environmental study, and input from regional transportation partners. Evaluate and determine the appropriate project delivery method based on complexity, stakeholders, and financial considerations. Manage the construction of all agency projects through project final acceptance.
- **Roadway and Facility Maintenance.** Inspect and manage routine roadway and facility maintenance, including all aspects of the roadway within the limits of the right-of-way, excluding the toll collection and toll systems infrastructure (which is maintained by the Operations Department). Develop, design, and manage repair and replacement projects. Roadway maintenance includes assuming responsibility for vegetative maintenance such as mowing, snow and ice operations, incident response, removal of debris and remedial repairs, as needed. The Mobility Authority takes the lead on managing the Performance Based Maintenance Contract (PBMC) with TxDOT reimbursing the agency for its portion of the maintenance responsibilities for shared facilities. Non-capital improvement initiatives are anticipated, including guardrail, cable barrier, bollard replacement and large sign replacement, to maintain safety.

Strategic Goals

- Build, operate and maintain toll and non-toll roads that reduce congestion and connect our region in innovative and safe ways
- Develop and adhere to a system-wide capital improvement plan
- Implement financial strategy and policies that prioritize long-term system health and growth, a decreased reliance on debt, and good financial stewardship
- Maintain and enhance our strategic partnerships to advance the common goals we share with our regional partner agencies
- Make targeted investments in other transportation solutions that connect to our system and enhance quality of life

**Five-Year Capital Plan
ENG Projects by Rank**

| Project Title | Total Project Cost | Priority Rank #1 | | | | | |
|--|--------------------------|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|------------------------|
| | | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
| MoPac South (Preliminary Engineering/Procurement) | \$ 5,000,000.00 | \$ - | \$ 3,000,000.00 | \$ 2,000,000.00 | \$ - | \$ - | \$ - |
| Barton Skyway Construction | \$ 10,108,000.00 | \$ 950,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Slab Stabilization - 183S | \$ 253,000.00 | \$ - | \$ 103,000.00 | \$ - | \$ 150,000.00 | \$ - | \$ - |
| 183A Signal Upgrades | \$ 287,500.00 | \$ 287,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Maintenance Yard Improvement Support + Add'tl Site Investigations - 183A | \$ 250,000.00 | \$ - | \$ 250,000.00 | \$ - | \$ - | \$ - | \$ - |
| Maintenance Yard Site Acquisition (ROW Purchase) - 183A | \$ 4,400,000.00 | \$ - | \$ 4,400,000.00 | \$ - | \$ - | \$ - | \$ - |
| Maintenance Yard Build-Out - 183A | \$ 500,000.00 | \$ - | \$ - | \$ 500,000.00 | \$ - | \$ - | \$ - |
| Maintenance Equipment | \$ 35,000.00 | \$ - | \$ 35,000.00 | \$ - | \$ - | \$ - | \$ - |
| PFC - Flexible Pavement w/Delineator Replacement - MoPac MNLN | \$ 11,390,000.00 | \$ - | \$ - | \$ 11,390,000.00 | \$ - | \$ - | \$ - |
| Slab Stabilization - 290E | \$ 750,000.00 | \$ - | \$ 250,000.00 | \$ 250,000.00 | \$ 250,000.00 | \$ - | \$ - |
| 290E PH IV (Schematic/Environmental) | \$ 25,000,000.00 | \$ - | \$ 5,000,000.00 | \$ 10,000,000.00 | \$ 10,000,000.00 | \$ - | \$ - |
| Maintenance Yard Expansion & Brine Production Facilities - 290E | \$ 2,500,000.00 | \$ - | \$ 400,000.00 | \$ 2,100,000.00 | \$ - | \$ - | \$ - |
| Pond Repair - 183A | \$ 1,000,000.00 | \$ 152,000.00 | \$ 848,000.00 | \$ - | \$ - | \$ - | \$ - |
| Scottsdale Wall Investigation - 183A | \$ 200,000.00 | \$ - | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - |
| Metal Beam Guard Fence Upgrade - 290E | \$ 1,600,000.00 | \$ - | \$ 1,600,000.00 | \$ - | \$ - | \$ - | \$ - |
| Delineation Replacement - MoPac MNLN | \$ 590,000.00 | \$ - | \$ 590,000.00 | \$ - | \$ - | \$ - | \$ - |
| UTV/Trailer for Maintenance | \$ 35,000.00 | \$ - | \$ 35,000.00 | \$ - | \$ - | \$ - | \$ - |
| Maintenance Vehicle (1), with attachments | \$ 125,000.00 | \$ - | \$ 125,000.00 | \$ - | \$ - | \$ - | \$ - |
| Parmer Lane Wall Repairs - 290E | \$ 1,400,000.00 | \$ - | \$ 1,400,000.00 | \$ - | \$ - | \$ - | \$ - |
| 183A Added Capacity (Schematic/Environmental/Design) | \$ 10,100,000.00 | \$ - | \$ 2,500,000.00 | \$ 6,600,000.00 | \$ - | \$ - | \$ - |
| 45SW at 1626 Intersection | \$ 1,300,000.00 | \$ 1,240,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| MoPac PFC Fog Seal and Surface Repair | \$ 1,800,000.00 | \$ 1,800,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Ronald Reagan Managed Lane - Segment A (Schematic/Environmental) | \$ 44,500,000.00 | \$ - | \$ - | \$ 14,800,000.00 | \$ 14,900,000.00 | \$ 14,800,000.00 | \$ - |
| Safety Improvements (Annual) - Systemwide | \$ 7,500,000.00 | \$ - | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000.00 |
| Wall Monitoring System (Procurement/Implementation) | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Grand Total | \$ 130,923,500.00 | \$ 4,729,000.00 | \$ 22,236,000.00 | \$ 49,140,000.00 | \$ 26,800,000.00 | \$ 16,300,000.00 | \$ 1,500,000.00 |

| Project Title | Total Project Cost | Priority Rank #2 | | | | | |
|---|----------------------------|------------------|------------------------|-------------------------|--------------------------|--------------------------|--------------------------|
| | | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
| 183A Added Capacity (Construction) | \$ 142,000,000.00 | \$ - | \$ - | \$ - | \$ 47,300,000.00 | \$ 47,300,000.00 | \$ 47,300,000.00 |
| 290E Added Capacity | \$ 94,000,000.00 | \$ - | \$ - | \$ 23,500,000.00 | \$ 23,500,000.00 | \$ 23,500,000.00 | \$ 23,500,000.00 |
| MoPac South (D/B Construction) | \$ 1,000,000,000.00 | \$ - | \$ - | \$ - | \$ 167,000,000.00 | \$ 167,000,000.00 | \$ 167,000,000.00 |
| 290E PH IV (Construction - Full Build) | \$ 1,500,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 250,000,000.00 | \$ 250,000,000.00 |
| Large & Small Sign Replacement - 290E | \$ 3,850,000.00 | \$ - | \$ 3,850,000.00 | \$ - | \$ - | \$ - | \$ - |
| Overlay- Flexible Pavement - 71E | \$ 4,300,000.00 | \$ - | \$ - | \$ 4,300,000.00 | \$ - | \$ - | \$ - |
| Mill/Overlay Flexible Pavement - 45SW | \$ 7,710,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,710,000.00 |
| Lighting Upgrade - 183A | \$ 910,000.00 | \$ - | \$ 910,000.00 | \$ - | \$ - | \$ - | \$ - |
| Frontage Road Mill & Overlay - 183A | \$ 16,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 16,500,000.00 | \$ - |
| East End Transition Mill & Overlay - 290E | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 1,000,000.00 | \$ - |
| Ronald Reagan Managed Lane - Segment A (Construction) | \$ 457,900,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 114,475,000.00 |
| Grand Total | \$ 3,228,170,000.00 | \$ - | \$ 4,760,000.00 | \$ 27,800,000.00 | \$ 237,800,000.00 | \$ 505,300,000.00 | \$ 609,985,000.00 |

| Project Title | Total Project Cost | Priority Rank #3 | | | | | |
|---|-------------------------|------------------|------------------------|------------------------|------------------------|-------------------------|------------------------|
| | | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
| Bliss Spillar Drainage | \$ 840,000.00 | \$ - | \$ - | \$ 840,000.00 | \$ - | \$ - | \$ - |
| Escarpment Turnaround | \$ 1,120,000.00 | \$ - | \$ 1,120,000.00 | \$ - | \$ - | \$ - | \$ - |
| Trails - SUP/Sidewalk | \$ 25,000,000.00 | \$ - | \$ 5,000,000.00 | \$ 5,000,000.00 | \$ 5,000,000.00 | \$ 5,000,000.00 | \$ 5,000,000.00 |
| Slab Stabilization - 71E | \$ 250,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 250,000.00 |
| Truss Bridge Aesthetics & Lighting (Montopolis Bridge) - 183S | \$ 10,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 10,000,000.00 | \$ - |
| Large & Small Sign Replacement - 71E | \$ 667,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 667,000.00 | \$ - |
| Grand Total | \$ 37,877,000.00 | \$ - | \$ 6,120,000.00 | \$ 5,840,000.00 | \$ 5,000,000.00 | \$ 15,667,000.00 | \$ 5,250,000.00 |

| | Total Project Cost | Carryover | 2025 | 2026 | 2027 | 2028 | 2029 |
|-------------------------------------|----------------------------|------------------------|-------------------------|-------------------------|--------------------------|--------------------------|--------------------------|
| Total All Projects All Ranks | \$ 3,396,970,500.00 | \$ 4,729,000.00 | \$ 33,116,000.00 | \$ 82,780,000.00 | \$ 269,600,000.00 | \$ 537,267,000.00 | \$ 616,735,000.00 |

Project Detail

| | | | |
|-----------------------|---------------------------------------|---------------------------------|-----------------|
| Project ID: | 9 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Large & Small Sign Replacement - 290E | Roadway Impacted: | 290E |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 3,850,000.00 |
| Department: | Engineering | | |

Description: Phase I & II Large and Small Sign Replacement

Strategic Plan Alignment: Safety, Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ 3,850,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 3,850,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|----------------------------------|---------------------------------|-----------------|
| Project ID: | 12 | Budget Fiscal Year (FY): | 2026 |
| Project Title: | Overlay- Flexible Pavement - 71E | Roadway Impacted: | 71E |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 4,300,000.00 |
| Department: | Engineering | | |

Description: 2" TY C Mill and Overlay of Express Lane

Strategic Plan Alignment: Safety, Stewardship

Project Forecast

| Year (FY) | Forecast |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ 4,300,000.00 |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | \$ 4,300,000.00 |

| | |
|--|-------------------------|
| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
| No | No |

Project Detail

| | | | |
|-----------------------|------------------------|---------------------------------|---------------|
| Project ID: | 15 | Budget Fiscal Year (FY): | 2026 |
| Project Title: | Bliss Spillar Drainage | Roadway Impacted: | 45SW |
| Fund: | General | Total Project Cost: | \$ 840,000.00 |
| Department: | Engineering | | |

Description: Proposing to construct a detention pond at the intersection of Bliss Spillar to capture runoff causing issues and that wasn't accounted for in the initial design.

Strategic Plan Alignment: Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ 840,000.00 |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 840,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|---------------------------------------|---------------------------------|-----------------|
| Project ID: | 16 | Budget Fiscal Year (FY): | 2029 |
| Project Title: | Mill/Overlay Flexible Pavement - 45SW | Roadway Impacted: | 45SW |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 7,710,000.00 |
| Department: | Engineering | | |

Description: 1.5" PFC Mill & Overlay

Strategic Plan Alignment: Safety, Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ 7,710,000.00 |
| | <u>\$ 7,710,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|--|---------------------------------|------------------|
| Project ID: | 18 | Budget Fiscal Year (FY): | 2028 |
| Project Title: | Truss Bridge Aesthetics & Lighting (Montopolis Bridge) - 183S | Roadway Impacted: | 183S |
| Fund: | General | Total Project Cost: | \$ 10,000,000.00 |
| Department: | Engineering | | |

Description: Aesthetic and pedestrian improvements along the Montopolis Truss Bridge

Strategic Plan Alignment: Innovation, Service

Project Forecast

| Year (FY) | Forecast |
|------------------|-------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ 10,000,000.00 |
| 2029 | \$ - |
| | \$ 10,000,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|---------------------------|---------------------------------|---------------|
| Project ID: | 19 | Budget Fiscal Year (FY): | 2025-2027 |
| Project Title: | Slab Stabilization - 183S | Roadway Impacted: | 183S |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 253,000.00 |
| Department: | Engineering | | |

Description: Slab Stabilization as necessary, locations TBD

Strategic Plan Alignment: Safety, Stewardship

Project Forecast

| <u>Year (FY)</u> | | <u>Forecast</u> |
|------------------|-----------|-------------------|
| Carryover | \$ | - |
| 2025 | \$ | 103,000.00 |
| 2026 | \$ | - |
| 2027 | \$ | 150,000.00 |
| 2028 | \$ | - |
| 2029 | \$ | - |
| | <u>\$</u> | <u>253,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| No | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|---------------|
| Project ID: | 23 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Maintenance Vehicle (1), with attachments | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 125,000.00 |
| Department: | Engineering | | |

Description: Purchase of a new maintenance vehicle; J blade; temperature sensors or other vehicle improvements

Strategic Plan Alignment: Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ 125,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 125,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|--|---------------------------------|---------------|
| Project ID: | 24 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Maintenance Yard Improvement Support + Add'tl Site Investigations - 183A | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 250,000.00 |
| Department: | Engineering | | |

Description: Research and site investigation for potential maintenance yard along 183A

Strategic Plan Alignment: Stewardship, Reliability

Project Forecast

| Year (FY) | Forecast |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ 250,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | \$ 250,000.00 |

| | |
|--|-------------------------|
| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
| No | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|-----------------|
| Project ID: | 25 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Maintenance Yard Site Acquisition (ROW Purchase) - 183A | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 4,400,000.00 |
| Department: | Engineering | | |

Description: ROW purchase for potential maintenance yard along 183A

Strategic Plan Alignment: Stewardship, Reliability

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ 4,400,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 4,400,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|-----------------------|---------------------------------|--------------|
| Project ID: | 29 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Maintenance Equipment | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 35,000.00 |
| Department: | Engineering | | |

Description: Acquisition of equipment that could be used by maintenance staff (i.e., safety equipment, materials, tools, etc.)

Strategic Plan Alignment: Safety, Reliability

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|---------------------|
| Carryover | \$ - |
| 2025 | \$ 35,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 35,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|------------------------------------|---------------------------------|-------------------|
| Project ID: | 30 | Budget Fiscal Year (FY): | 2027-2029 |
| Project Title: | 183A Added Capacity (Construction) | Roadway Impacted: | SYSTEM |
| Fund: | Project | Total Project Cost: | \$ 142,000,000.00 |
| Department: | Engineering | | |

Description: 183A additional lane in each direction from RM 1431 to Lakeline Mall Drive

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| Year (FY) | | Forecast |
|------------------|----|-----------------------|
| Carryover | \$ | - |
| 2025 | \$ | - |
| 2026 | \$ | - |
| 2027 | \$ | 47,300,000.00 |
| 2028 | \$ | 47,300,000.00 |
| 2029 | \$ | 47,300,000.00 |
| | \$ | 141,900,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|--|-------------------------|
| Yes | Yes |

Project Detail

| | | | |
|-----------------------|----------------------------|---------------------------------|------------------|
| Project ID: | 31 | Budget Fiscal Year (FY): | 2023-2025 |
| Project Title: | Barton Skyway Construction | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 10,108,000.00 |
| Department: | Engineering | | |

Description: SB MoPac widening for an auxiliary lane and ramp merge lane between Barton Skyway and Loop 360

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| Year (FY) | Forecast |
|------------------|----------------------|
| Carryover | \$ 950,000.00 |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | \$ 950,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|--|-------------------------|
| No | No |

Project Detail

| | | | |
|-----------------------|-----------------------|---------------------------------|-----------------|
| Project ID: | 42 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Escarpment Turnaround | Roadway Impacted: | 45SW |
| Fund: | General | Total Project Cost: | \$ 1,120,000.00 |
| Department: | Engineering | | |

Description: 45SW addition of a Westbound to Eastbound U-Turn at Escarpment Blvd

Strategic Plan Alignment: Safety, Reliability

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ 1,120,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 1,120,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|------------------|
| Project ID: | 43 | Budget Fiscal Year (FY): | 2026 |
| Project Title: | PFC - Flexible Pavement w/Delineator Replacement - MoPac MNLN | Roadway Impacted: | MOPAC MNLN |
| Fund: | MoPac General | Total Project Cost: | \$ 11,390,000.00 |
| Department: | Engineering | | |

Description: 1.5" PFC Mill and Inlay & delineator replacement; Parmer Ln to Cesar Chavez St

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| Year (FY) | Forecast |
|------------------|-------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ 11,390,000.00 |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | \$ 11,390,000.00 |

| | |
|--|-------------------------|
| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
| No | No |

Project Detail

| | | | |
|-----------------------|--------------------------------|---------------------------------|---------------------|
| Project ID: | 47 | Budget Fiscal Year (FY): | 2027-2032 |
| Project Title: | MoPac South (D/B Construction) | Roadway Impacted: | MOPAC ML S |
| Fund: | Project | Total Project Cost: | \$ 1,000,000,000.00 |
| Department: | Engineering | | |

Description: Construction; MoPac South described as up to 2 Express Lanes in each direction from Cesar Chavez St. to Slaughter Ln.

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| Year (FY) | | Forecast |
|------------------|-----------|-----------------------|
| Carryover | \$ | - |
| 2025 | \$ | - |
| 2026 | \$ | - |
| 2027 | \$ | 167,000,000.00 |
| 2028 | \$ | 167,000,000.00 |
| 2029 | \$ | 167,000,000.00 |
| | \$ | 501,000,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|--|-------------------------|
| Yes | Yes |

Project Detail

| | | | |
|-----------------------|--|---------------------------------|---------------------|
| Project ID: | 48 | Budget Fiscal Year (FY): | 2028-2033 |
| Project Title: | 290E PH IV (Construction - Full Build) | Roadway Impacted: | 290E PH IV |
| Fund: | Project | Total Project Cost: | \$ 1,500,000,000.00 |
| Department: | Engineering | | |

Description: Construction; 290E PH IV described as 3 Tolled Lanes and 3 GP lanes in each direction from SH 130 to SH 95.

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| Year (FY) | Forecast | |
|------------------|-----------------|-----------------------|
| Carryover | \$ | - |
| 2025 | \$ | - |
| 2026 | \$ | - |
| 2027 | \$ | - |
| 2028 | \$ | 250,000,000.00 |
| 2029 | \$ | 250,000,000.00 |
| | \$ | 500,000,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|--|-------------------------|
| Yes | Yes |

Project Detail

| | | | |
|-----------------------|---------------------|---------------------------------|------------------|
| Project ID: | 49 | Budget Fiscal Year (FY): | 2026-2029 |
| Project Title: | 290E Added Capacity | Roadway Impacted: | 290E |
| Fund: | General | Total Project Cost: | \$ 94,000,000.00 |
| Department: | Engineering | | |

Description: 290 Phase I & II, 1 additional lane in each direction from US 183 to SH 130

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|-------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ 23,500,000.00 |
| 2027 | \$ 23,500,000.00 |
| 2028 | \$ 23,500,000.00 |
| 2029 | \$ 23,500,000.00 |
| | <u>\$ 94,000,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | Yes |

Project Detail

| | | | |
|-----------------------|---------------------------|---------------------------------|---------------|
| Project ID: | 58 | Budget Fiscal Year (FY): | 2025-2027 |
| Project Title: | Slab Stabilization - 290E | Roadway Impacted: | 290E |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 750,000.00 |
| Department: | Engineering | | |

Description: Slab Stabilization as necessary, locations TBD

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| <u>Year (FY)</u> | | <u>Forecast</u> |
|------------------|-----------|-------------------|
| Carryover | \$ | - |
| 2025 | \$ | 250,000.00 |
| 2026 | \$ | 250,000.00 |
| 2027 | \$ | 250,000.00 |
| 2028 | \$ | - |
| 2029 | \$ | - |
| | <u>\$</u> | <u>750,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| No | No |

Project Detail

| | | | |
|-----------------------|--|---------------------------------|------------------|
| Project ID: | 65 | Budget Fiscal Year (FY): | 2025-2026 |
| Project Title: | 183A Added Capacity (Schematic/Environmental/Design) | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 10,100,000.00 |
| Department: | Engineering | | |

Description: 183A additional lane in each direction from RM 1431 to Lakeline Mall Dr.

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ 2,500,000.00 |
| 2026 | \$ 6,600,000.00 |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 9,100,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|-----------------|
| Project ID: | 66 | Budget Fiscal Year (FY): | 2025-2026 |
| Project Title: | MoPac South (Preliminary Engineering/Procurement) | Roadway Impacted: | MOPAC ML S |
| Fund: | General | Total Project Cost: | \$ 5,000,000.00 |
| Department: | Engineering | | |

Description: Preliminary Engineering/procurement; MoPac South described as of up to 2 Express Lanes in each direction from Cesar Chavez St. to Slaughter Ln.

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| Year (FY) | Forecast |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ 3,000,000.00 |
| 2026 | \$ 2,000,000.00 |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | \$ 5,000,000.00 |

| | |
|--|-------------------------|
| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
| No | No |

Project Detail

| | | | |
|-----------------------|--------------------------------------|---------------------------------|------------------|
| Project ID: | 67 | Budget Fiscal Year (FY): | 2025-2027 |
| Project Title: | 290E PH IV (Schematic/Environmental) | Roadway Impacted: | 290E PH IV |
| Fund: | General | Total Project Cost: | \$ 25,000,000.00 |
| Department: | Engineering | | |

Description: Schematic and Environmental; 290E PH IV described as 3 Tolloed Lane and 3 GP lanes in each direction from SH 130 to SH 95.

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|-------------------------|
| Carryover | \$ - |
| 2025 | \$ 5,000,000.00 |
| 2026 | \$ 10,000,000.00 |
| 2027 | \$ 10,000,000.00 |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 25,000,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | Yes |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|---------------|
| Project ID: | 69 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Wall Monitoring System (Procurement/Implementation) | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 300,000.00 |
| Department: | Engineering | | |

Description: Procurement and implementation of wall monitoring system - System Wide

Strategic Plan Alignment: Safety, Stewardship

Project Forecast

| <u>Year (FY)</u> | | <u>Forecast</u> |
|------------------|-----------|-------------------|
| Carryover | \$ | 300,000.00 |
| 2025 | \$ | - |
| 2026 | \$ | - |
| 2027 | \$ | - |
| 2028 | \$ | - |
| 2029 | \$ | - |
| | <u>\$</u> | <u>300,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|---------------------------------------|---------------------------------|-----------------|
| Project ID: | 70 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | MoPac PFC Fog Seal and Surface Repair | Roadway Impacted: | MOPAC MNLN |
| Fund: | MoPac General | Total Project Cost: | \$ 1,800,000.00 |
| Department: | Engineering | | |

Description: MoPac EL Fog seal + Repair of 5% of area

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ 1,800,000.00 |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 1,800,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|---------------------------|---------------------------------|-----------------|
| Project ID: | 72 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | 45SW at 1626 Intersection | Roadway Impacted: | 45SW |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 1,300,000.00 |
| Department: | Engineering | | |

Description: Milling off PFC and replacing with HMA at the 45SW & FM 1626 Intersection

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ 1,240,000.00 |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 1,240,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|-----------------|
| Project ID: | 75 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Maintenance Yard Expansion & Brine Production Facilities - 290E | Roadway Impacted: | 290E |
| Fund: | General | Total Project Cost: | \$ 2,500,000.00 |
| Department: | Engineering | | |

Description: Parking Lot expansion at the 290E maintenance yard, Water quality pond expansion, and Brine production and storage facilities (additional paved area, metal storage building, storage tanks, brine mixing machine)

Strategic Plan Alignment: Stewardship, Reliability

Project Forecast

| Year (FY) | | Forecast |
|-----------|----|---------------------|
| Carryover | \$ | - |
| 2025 | \$ | 400,000.00 |
| 2026 | \$ | 2,100,000.00 |
| 2027 | \$ | - |
| 2028 | \$ | - |
| 2029 | \$ | - |
| | \$ | 2,500,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|---|------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|-----------------------|---------------------------------|------------------|
| Project ID: | 85 | Budget Fiscal Year (FY): | 2025- 2028 |
| Project Title: | Trails - SUP/Sidewalk | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 25,000,000.00 |
| Department: | Engineering | | |

Description: Potential Project Call; connecting our trail system with other entities

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|-------------------------|
| Carryover | \$ - |
| 2025 | \$ 5,000,000.00 |
| 2026 | \$ 5,000,000.00 |
| 2027 | \$ 5,000,000.00 |
| 2028 | \$ 5,000,000.00 |
| 2029 | \$ 5,000,000.00 |
| | <u>\$ 25,000,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|--------------------------------------|---------------------------------|---------------|
| Project ID: | 155 | Budget Fiscal Year (FY): | 2028 |
| Project Title: | Large & Small Sign Replacement - 71E | Roadway Impacted: | 71E |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 667,000.00 |
| Department: | Engineering | | |

Description: 71E Large and Small Sign Replacement

Strategic Plan Alignment: Safety, Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ 667,000.00 |
| 2029 | \$ - |
| | <u>\$ 667,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| No | No |

Project Detail

| | | | |
|-----------------------|--------------------------|---------------------------------|---------------|
| Project ID: | 156 | Budget Fiscal Year (FY): | 2029 |
| Project Title: | Slab Stabilization - 71E | Roadway Impacted: | 71E |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 250,000.00 |
| Department: | Engineering | | |

Description: Slab Stabilization as necessary, locations TBD

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| Year (FY) | Forecast |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ 250,000.00 |
| | \$ 250,000.00 |

| | |
|--|-------------------------|
| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
| No | No |

Project Detail

| | | | |
|-----------------------|-------------------------|---------------------------------|---------------|
| Project ID: | 202 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Lighting Upgrade - 183A | Roadway Impacted: | 183A |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 910,000.00 |
| Department: | Engineering | | |

Description: Replace outdated HPS lights with LED heads

Strategic Plan Alignment: Safety, Innovation

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ 910,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 910,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|-----------------------|---------------------------------|-----------------|
| Project ID: | 203 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Pond Repair - 183A | Roadway Impacted: | 183A |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 1,000,000.00 |
| Department: | Engineering | | |

Description: Detention pond side: Repair embankment, remove silt, concrete riprap the bottom, replace gabions. Sand Filter Pond Side: remove vegetation, till the sand

Strategic Plan Alignment: Safety, Stewardship

Project Forecast

| <u>Year (FY)</u> | | <u>Forecast</u> |
|------------------|-----------|---------------------|
| Carryover | \$ | 152,000.00 |
| 2025 | \$ | 848,000.00 |
| 2026 | \$ | - |
| 2027 | \$ | - |
| 2028 | \$ | - |
| 2029 | \$ | - |
| | <u>\$</u> | <u>1,000,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|--------------------------------------|---------------------------------|---------------|
| Project ID: | 204 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Scottsdale Wall Investigation - 183A | Roadway Impacted: | 183A |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 200,000.00 |
| Department: | Engineering | | |

Description: Investigate signs of ground water seepage through the retaining wall panels and the median holding water.

Strategic Plan Alignment: Safety, Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ 200,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 200,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| No | No |

Project Detail

| | | | |
|-----------------------|---------------------------------------|---------------------------------|-----------------|
| Project ID: | 206 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Metal Beam Guard Fence Upgrade - 290E | Roadway Impacted: | 290E |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 1,600,000.00 |
| Department: | Engineering | | |

Description: 290E ML and Ramps - Upgrade MBGF end treatments to MASH standards

Strategic Plan Alignment: Safety, Stewardship, Innovation

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ 1,600,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 1,600,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|-------------------------------------|---------------------------------|------------------|
| Project ID: | 207 | Budget Fiscal Year (FY): | 2028 |
| Project Title: | Frontage Road Mill & Overlay - 183A | Roadway Impacted: | 183A |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 16,500,000.00 |
| Department: | Engineering | | |

Description: Mill & Overlay 183A Frontage Roads 2" TY C Asphalt

Strategic Plan Alignment: Safety, Stewardship

Project Forecast

| Year (FY) | Forecast |
|------------------|-------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ 16,500,000.00 |
| 2029 | \$ - |
| | \$ 16,500,000.00 |

| | |
|--|-------------------------|
| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
| No | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|-----------------|
| Project ID: | 208 | Budget Fiscal Year (FY): | 2028 |
| Project Title: | East End Transition Mill & Overlay - 290E | Roadway Impacted: | 290E |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 1,000,000.00 |
| Department: | Engineering | | |

Description: Mill & Overlay 183A Frontage Roads 2" TY C Asphalt

Strategic Plan Alignment: Safety, Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ 1,000,000.00 |
| 2029 | \$ - |
| | <u>\$ 1,000,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|----------------------|---------------------------------|---------------|
| Project ID: | 213 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | 183A Signal Upgrades | Roadway Impacted: | 183A |
| Fund: | General | Total Project Cost: | \$ 287,500.00 |
| Department: | Engineering | | |

Description: Signal cabinet controller upgrades at the 5 existing intersections under CTRMA management along 183A. Existing infrastructure (City of Cedar Park) includes TS2 traffic cabinets with legacy traffic controllers. Upgrades would include removal, replacement, and installation of (5x) signal controller, (5x) cellular modem, (5x) network switches, and relocation/installation of existing DVAS cameras from SH71 gantry.

Strategic Plan Alignment: Safety, Reliability

Project Forecast

| Year (FY) | | Forecast |
|-----------|----|-------------------|
| Carryover | \$ | 287,000.00 |
| 2025 | \$ | - |
| 2026 | \$ | - |
| 2027 | \$ | - |
| 2028 | \$ | - |
| 2029 | \$ | - |
| | \$ | 287,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|---|------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|-----------------------------------|---------------------------------|---------------|
| Project ID: | 220 | Budget Fiscal Year (FY): | 2026 |
| Project Title: | Maintenance Yard Build-Out - 183A | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 500,000.00 |
| Department: | Engineering | | |

Description: Build out yard for potential maintenance yard along 183A

Strategic Plan Alignment: Stewardship, Reliability

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ 500,000.00 |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 500,000.00</u> |

| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
|--|-------------------------|
| No | No |

Project Detail

| | | | |
|-----------------------|---------------------------------|---------------------------------|-----------------|
| Project ID: | 221 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Parmer Lane Wall Repairs - 290E | Roadway Impacted: | 290E |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 1,400,000.00 |
| Department: | Engineering | | |

Description: US 290 at Parmer Lane Wall Repairs

Strategic Plan Alignment: Safety, Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|------------------------|
| Carryover | \$ - |
| 2025 | \$ 1,400,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 1,400,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|-----------------|
| Project ID: | 222 | Budget Fiscal Year (FY): | 2025-2029 |
| Project Title: | Safety Improvements (Annual) - Systemwide | Roadway Impacted: | SYSTEM |
| Fund: | Renewal & Replacement | Total Project Cost: | \$ 7,500,000.00 |
| Department: | Engineering | | |

Description: Funding available annually for undefined safety improvements

Strategic Plan Alignment: Safety, Stewardship

Project Forecast

| <u>Year (FY)</u> | | <u>Forecast</u> |
|------------------|-----------|---------------------|
| Carryover | \$ | - |
| 2025 | \$ | 1,500,000.00 |
| 2026 | \$ | 1,500,000.00 |
| 2027 | \$ | 1,500,000.00 |
| 2028 | \$ | 1,500,000.00 |
| 2029 | \$ | 1,500,000.00 |
| | <u>\$</u> | <u>7,500,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|-----------------------------|---------------------------------|--------------|
| Project ID: | 240 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | UTV/Trailer for Maintenance | Roadway Impacted: | SYSTEM |
| Fund: | General | Total Project Cost: | \$ 35,000.00 |
| Department: | Engineering | | |

Description: Acquisition of UTV and trailer for maintenance

Strategic Plan Alignment: Safety, Reliability

Project Forecast

| Year (FY) | | Forecast |
|------------------|-----------|------------------|
| Carryover | \$ | - |
| 2025 | \$ | 35,000.00 |
| 2026 | \$ | - |
| 2027 | \$ | - |
| 2028 | \$ | - |
| 2029 | \$ | - |
| | \$ | 35,000.00 |

| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
|--|-------------------------|
| Yes | No |

Project Detail

| | | | |
|-----------------------|--------------------------------------|---------------------------------|---------------|
| Project ID: | 243 | Budget Fiscal Year (FY): | 2025 |
| Project Title: | Delineation Replacement - MoPac MNLN | Roadway Impacted: | MOPAC MNLN |
| Fund: | MoPac General | Total Project Cost: | \$ 590,000.00 |
| Department: | Engineering | | |

Description: Replacement of MoPac Toll WW ML Delineation.

Strategic Plan Alignment: Safety, Reliability, Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|----------------------|
| Carryover | \$ - |
| 2025 | \$ 590,000.00 |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ - |
| | <u>\$ 590,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|------------------|
| Project ID: | 244 | Budget Fiscal Year (FY): | 2026-2028 |
| Project Title: | Ronald Reagan Managed Lane - Segment A (Schematic/Environmental) | Roadway Impacted: | RONALD REAGAN |
| Fund: | General | Total Project Cost: | \$ 44,500,000.00 |
| Department: | Engineering | | |

Description: Schematic Design/Environmental; Managed lanes on Ronald Reagan Boulevard in Williamson County; Segment A from RM 1431 to SH 29. Preliminary cost estimate to be revised.

Strategic Plan Alignment: Stewardship

Project Forecast

| Year (FY) | | Forecast |
|-----------|----|----------------------|
| Carryover | \$ | - |
| 2025 | \$ | - |
| 2026 | \$ | 14,800,000.00 |
| 2027 | \$ | 14,900,000.00 |
| 2028 | \$ | 14,800,000.00 |
| 2029 | \$ | - |
| | \$ | 44,500,000.00 |

| | |
|--|-------------------------|
| Impact to Future Operating Budget (Y/N) | FTE Needed (Y/N) |
| No | No |

Project Detail

| | | | |
|-----------------------|---|---------------------------------|-------------------|
| Project ID: | 245 | Budget Fiscal Year (FY): | 2029-2032 |
| Project Title: | Ronald Reagan Managed Lane - Segment A (Construction) | Roadway Impacted: | RONALD REAGAN |
| Fund: | Project | Total Project Cost: | \$ 457,900,000.00 |
| Department: | Engineering | | |

Description: Construction; Managed lanes on Ronald Reagan Boulevard in Williamson County; Segment A from RM 1431 to SH 29. Preliminary cost estimate to be revised.

Strategic Plan Alignment: Stewardship

Project Forecast

| <u>Year (FY)</u> | <u>Forecast</u> |
|------------------|--------------------------|
| Carryover | \$ - |
| 2025 | \$ - |
| 2026 | \$ - |
| 2027 | \$ - |
| 2028 | \$ - |
| 2029 | \$ 114,475,000.00 |
| | <u>\$ 114,475,000.00</u> |

| | |
|--|-------------------------|
| <u>Impact to Future Operating Budget (Y/N)</u> | <u>FTE Needed (Y/N)</u> |
| No | No |



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