

Austin
★
TITLE

K E E P

A U S T I N

M O V I N G



2023

WWW.AUSTINTITLE.COM

AIRPORT & PUBLIC TRANSPORT

Public Transportation

SuperShuttle Not all hotels Downtown have shuttle services. An alternative is SuperShuttle, which offers shared rides, single-group rides and luxury and SUV options. Prices vary and can be booked online, through their app, or by calling 800/258-3826.

CapMetro – Austin's multimodal public transit system – is the easiest way to explore Downtown and the greater Austin area. Single bus rides start at \$1.25, while day passes run as little as \$2.50. You can buy tickets online, at most grocery stores, or through the **CapMetro app**, which also gives you up-to-date travel information.

What might be your best bet is **MetroRapid, Capital Metro's express bus service** that covers Austin's busiest corridors. There are only two rapid buses – Route 801 and Route 803 – that run between North Austin and South Austin. Rapid buses run every 10 minutes during peak weekday hours and every 15 minutes during peak hours on the weekend. MetroRapid costs the same as regular CapMetro buses – \$1.25 for a single ride, \$2.50 for a day pass, \$11.25 for a 7-day pass, and \$41.25 for a 31-day pass.

Buses typically stop running around midnight, but CapMetro offers Night Owl and E-bus services in any late-night pinch. Night Owl buses run every 20-30 minutes from midnight until 3:30am, Monday through Saturday. You can catch a late-night bus from East Sixth Street and Congress Avenue to neighborhoods in North and South Austin. Single rides are \$1.25. The E-bus operates Thursday through Saturday from 8:30pm-3:00am during the fall and spring semesters at the University of Texas. It picks up on East Sixth and Colorado streets and drops off on the main UT campus, West Campus, and Riverside Drive. E-bus single rides are also \$1.25.

Finally, **MetroRail** is a 26-mile commuter rail line that runs between Leander and Downtown Austin during the week, and from Lakeline to Downtown on Saturdays. It drops off outside the Austin Convention Center on Fourth Street between Neches and Trinity streets and costs \$3.50 per ride.

Check **www.capmetro.org** or call the GO Line at 512/474-1200 for more info. If you're going to be a regular rider, the app – which allows you to purchase tickets, plan trips, and track buses in real time – is essential.



Service to and From the Airport

While travelers departing Austin can still be dropped off curbside in front of the terminal on the upper level at Austin-Bergstrom International Airport (ABIA), arriving visitors now have a bit of a hike to get to taxi and rideshare pickups. The new place to hail a cab or high-five your rideshare driver is on the ground level of the rental car facility, reachable via walkways and stairs or elevators that cross the parking garage. Mobility assistance vehicles are available from the garage to the facility.

CapMetro's Airport Service

Capital Metro's Route 20 Manor Road/Riverside bus runs to and from the Austin-Bergstrom International Airport every 15 minutes. It is \$1.25 for a single ride. From the airport, the bus heads down to Riverside Drive before stopping in downtown around the University of Texas campus. It travels on Manor Road near the Mueller neighborhood before turning toward Northeast Austin, where it reaches its destination on Manor near U.S. 183. Along the way, the route provides transfers to a number of other high-frequency routes (where buses show up every 15 minutes). If you have to transfer from route to route, it is best to buy a \$2.50 day pass, instead of paying \$1.25 every time you have to transfer routes.

RIDESHARE & SCOOTERS

Uber

After Uber's year long hiatus away from the city, the ride-hailing company came back to Austin in 2017. Uber gives you six different ways to ride, from regular to large vehicles, as well as wheelchair accessible and luxury rides. The company also has its UberPool, where you can share rides with other users going to the same destination to cut costs.

Lyft

Lyft also left Austin along with its ride-hailing counterpart and came back around the same time. Like Uber, it also has six ride types to choose from, each holding one to six passengers with varying fares.

Wingz

Wingz specializes in airport rides booked in advance. Rates vary, but you can get a quote and book your ride through the app, available on Android and iOS platforms.

zTrip

zTrip's ExecuCar offers scheduled sedan and SUV service to and from the airport. You can book your ride ahead of time instantly online or through its app. Rates vary.

Waze Carpool

You already use Waze to navigate gnarly traffic; now use it to combine forces - as a driver or a rider - with enough commuters to hit the HOV lane.

Scooters

A novel solution to traffic congestion, or public safety risk? The dockless transportation movement is a divisive one, with some praising electric scooters for being fast, cheap, easy to access, and environmentally sound, and others arguing that the scooters - which are rented, usually, by the hour, and can be abandoned anywhere when you're done with it - pose serious safety risks via blocked sidewalks, for instance, or uncertainty over the rules. If you can, use one of the city's recently installed "parking boxes" for dockless bikes and scooters around Downtown and West Campus. Here are some of the dockless operators currently in Austin:

GOAT

GOAT was started right here in Austin, making it the only dockless scooter sharing company with homegrown roots. The roots are also humble as the company is being run by a small team of people working out of a garage to make the electric scooters. Like the two bigger scooter companies, it's \$1 to ride, and 25 cents per minute.

Spin

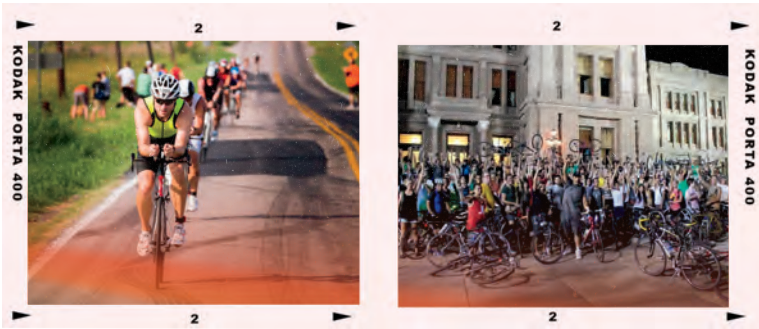
The bright orange Spin scooters follow the same price model as most of its fellow competitors, being \$1 to start and 15 cents for every minute after.

Lyft

Check out a scooter using the same app you use to call a Lyft. \$1 to rent and 27 cents per minute after.

Limebike

Lime was founded with the intention of making life more accessible in crowded urban areas while also decreasing our carbon footprint. LimeBike's dockless bike rentals provide visitors with an affordable and convenient way to move around the city. Download the app to find nearby bikes, scan the bike to unlock and start your ride. When you're done, park your bike and lock up to finalize your trip.



Bicycles

Austin is a bike-friendly town, but be wary of Texas drivers, who aren't always on the lookout for two-wheeled riders. You can find info on bike lanes and trails via the City of Austin's bike map. Looking for social rides and discussion groups? *Bike Austin* and *Bicycle Austin* are both good resources.

Austin B-cycle

Austin B-cycle, the city's docked bike system, has more than 75 kiosks in Central Austin. You can pay as you ride (\$1 to unlock, first 30 minutes is \$2 and every half hour after is \$4) or sign up for 24-hour access at the kiosk for \$12. Monthly memberships (\$11) get you the first 60 minutes free, and \$4 for every 30 minutes beyond that first hour. Annual memberships are also available online. Members are granted unlimited free rides up to 60 minutes, but checkouts longer than 60 minutes are \$4 per 30 minutes. An annual membership is \$80. The company also allows UT students to check out bikes free for up to 60 minutes.

Pace

Pace's dockless bicycles come all the way from Massachusetts. To find a nearby bike, use the Pace app or just look around. The base rental rate is \$1 per 15 minutes, and you can pay with a credit card or cash. Student and EBT discounts are also available. The company offers college students unlimited 60 minute trips for \$14.50 a month – half of their regular monthly subscription. What sets Pace apart from its counterparts is that the bikes have the ability to be locked, something the city will eventually enforce for all dockless bikes and scooters.

Jump

What sets Uber's Jump apart from its dockless bike cohorts is that these are electric, providing a boost of up to 20 mph as you ride. Jump bikes are \$1 to unlock and cost 30 cents per minute.

Austin Bike Tours & Rentals

102½ W. Third, 512/277-0609. Rent one of these multispeed city bikes starting at \$10 for 1 hour, \$25 for 3 hours or \$35 for the day. You can also rent a bike for multiple days up to a week. Lock, lights, roadside assistance, and an optional helmet are included.

Austin Tri-Cyclist

923 Barton Springs Rd., 512/494-9252. Take a stroll over the river to Austin Tri-Cyclist, where you can rent an urban hybrid or cruiser-style bike for \$12 an hour or \$35 a day. Sign up online, or call to make a reservation. Road and tri-bikes available upon request; hard cases and wet suits also available to rent.

Barton Springs Bike Rental

1707 Barton Springs Rd., 512/480-0200. Barton Springs Bike Rental offers cruisers, mountain bikes, hybrids, kids bikes, tandems, and road bikes starting at \$7.50 an hour, \$22.50 per day, and \$85 per week, plus a \$5 one time overnight fee. All rentals come with helmets, locks, lights, baskets, and roadside assistance.

Mellow Johnny's Bike Shop

400 Nueces, 512/473-0222. Spend as little as \$20 for all-day access on one of Mellow Johnny's mountain, road, or city bikes. The more days you rent, the cheaper the day rate.

Bicycle Sport Shop

517 S. Lamar, 512/477-3472. Bicycle Sport Shop rents out hybrid and cruiser bikes (\$28 per day or \$16 per two hours), electric bikes (\$45 per day), mountain bikes (\$30-55 per day), and road bikes (\$40-45 per day). All rentals come with helmets and pedals of your choice, depending on availability.

Streamline Cycles

503 E. Cesar Chavez, 512/387-1998. Streamline Cycles is Austin's only full-service bike rental shop operated out of an Airstream trailer. Bikes go for \$12.50 per hour, \$25 for four hours or \$30 for an all-day rental. Customers are advised to book rentals in advance, especially for usage during South by Southwest. In addition to rentals, Streamline also offers bike repairs.

Splinster

Spinlister is the bike equivalent of Airbnb. This bike-share app lets people rent out their spare bikes at an affordable price. Rental costs vary but with the large selection of bikes listed in Austin, it's possible to rent for about \$15 per day. Rental periods, pickup, and drop off options are decided between the bike owner and renter.

Mike's Bikes and Tours

512/919-6293. This local company offers daily and weekly bike rentals, including free pickup and delivery, as well as guided bike tours of Lady Bird Lake, McKinney Falls, Eastside craft breweries Brews Cruise, and more.



Capital Express Program

What is it?

As part of the overall Mobility35 Program, the I-35 Capital Express Program proposes improvements to 28 miles of I-35 between SH 45 North and SH 45 Southeast. It is made up of three stand-alone projects – North, Central and South.

Project Scope

Limits: US 290 East to SH 71/Ben White Boulevard, with additional flyovers at I-35 and US 290 East.

Length: 8 miles.

Project details:

- Construct two non-tolled managed lanes in each direction.
- Managed lanes, such as high-occupancy vehicle (HOV) lanes, are a set of lanes within a highway that are separated from the main lanes. Access is controlled by placing restrictions on use.
- Reconstruct ramps, bridges and intersections.
- Improve frontage roads.
- Enhance bicycle and pedestrian paths.
- Accommodate transit routes.

Estimated construction cost:

\$4.9 billion

Anticipated construction start:

Mid 2024



CAPITAL EXPRESS

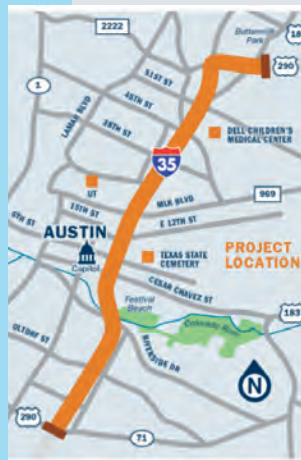


I-35 Capital Express North

Lack of mobility on I-35 threatens the economic livelihood of our city and our state. Improvements are needed due to population and employment growth, which have caused increased congestion in the area.

The I-35 Capital Express North project proposes to add one non-tolled high-occupancy vehicle managed lane in each direction along I-35 from SH 45 North to US 290 East.

The project will also reconstruct bridges, add a diverging diamond interchange at Wells Branch Parkway, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits.



I-35 Capital Express Central

The I-35 Capital Express Central project is located in the central region of the Austin metropolitan area for a distance of approximately 8 miles along I-35 between US 290 East and SH 71/Ben White Boulevard.

The proposed improvements include removing the existing I-35 decks, lowering the roadway, and adding two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from US 290 East to SH 71/Ben White Boulevard. The project will also reconstruct east-west cross-street bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits.



I-35 Capital Express South

Lack of mobility on I-35 threatens the economic livelihood of our city and our state. Improvements are needed due to population and employment growth, which have caused increased congestion in the area.

The I-35 Capital Express South project proposes to add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.

The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits.

<https://my35capex.com/>

I-35 expansion through downtown Austin gets final green light

KUT 90.5 | By [Nathan Bernier](#)

Published August 21, 2023 at 6:12 PM CDT



Nathan Bernier / KUT

The I-35 expansion from Ben White Boulevard to U.S. 290 East is being broken into six smaller projects. Completing them all will take about 10 years, TxDOT estimates.

The Texas Department of Transportation issued a final environmental impact statement and record of decision on Monday. The documents detail the \$4.5 billion highway project and outline TxDOT's efforts to lessen its sweeping impacts on the densely populated areas next to the interstate.

"This is a major milestone for us," Tucker Ferguson, TxDOT Austin District engineer, said. "This sets the roadmap for getting our final designs put together and ultimately going to construction."

The newly released documents reveal small changes TxDOT made to highway plans and mitigation efforts, with more changes possible in the coming months. The final designs won't be nailed down until major construction contracts go to bid, which is expected to start early next year.

Some of the tweaks include:

- A new elevated bicycle and pedestrian bridge at 15th Street
- \$100 million on "aesthetic enhancements" with an emphasis on east-west bridges over the interstate
- \$9.4 million in funding for CapMetro to maintain bus service during construction
- A new app to notify the public about construction closures
- A community advisory committee for project updates and feedback
- A new noise barrier between I-35 and community gardens near Festival Beach

Many of the changes had already been revealed in a letter by Mayor Kirk Watson that some council members [publicized earlier this month](#).

But the mitigation measures aren't much more than window dressing to opponents concerned about widening a freeway through the center of the city.

"I'm surprised it took so long to get all that together," said Sinclair Black, cofounder of [Reconnect Austin](#), a campaign trying to convince TxDOT to bury the highway. "We've all known what it was going to say: 'We're golden. We're going for it. Here's some dates. Get out the bulldozers.'"

Among TxDOT's first orders of business will be starting to expropriate property in the footprint of the highway expansion. [Dozens of homes and businesses](#) will be razed.

Contracts will go to bid early next year. Work is expected to start mid-2024.

PROJECT CONSTRUCTION INFORMATION

I-35 CAPITAL EXPRESS NORTH

Construction will take place in 6 phases:

Phase I: Install new center median barrier, construct new northbound I-35 frontage road bridge over Walnut Creek, reconstruct the Braker Lane bridge.

Phase II: Widen northbound and southbound I-35 mainlanes, construct retaining walls, reconstruct entrance/exit ramps, construct bypass lanes.

Phase III: Reconstruct northbound and southbound I-35 frontage roads, construct shared-use paths, reconstruct driveways.

Phase IV: Reconstruct bridges at Grand Ave. Parkway, Howard Ln. and Rundberg Ln.

Phase V: Construct DDI at Wells Branch Parkway, reconstruct intersections & signals.

Phase VI: Perform final striping and paving.

I-35 CAPITAL EXPRESS SOUTH

Construction will take place in 4 phases:

Phase I: Construct elevated managed lanes between SH 71/Ben White Boulevard and Slaughter Lane, reconstruct South Boggy Creek bridge, construct braided ramp at South Boggy Creek and relocate utilities.

Phase II: Construct southbound I-35 bypass lane, widen the Slaughter Creek bridge, construct a new Onion Creek bridge, and reconstruct entrance and exit ramps along the mainlanes and frontage roads.

Phase III: Widen northbound and southbound I-35 frontage roads, construct shared-use paths throughout the corridor.

Phase IV: Perform final paving and striping

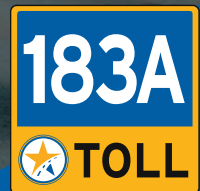


Regional Map



OPEN TO TRAFFIC

183A TOLL



PHASES I & II

PROJECT DESCRIPTION

The 183A Toll Road, the initial project undertaken by the Mobility Authority, is an 11.6-mile toll road extending northward from RM 620 through Cedar Park and Leander in northwest Williamson County. This greenfield project consists of tolled main lanes with non-tolled general-purpose lanes at the north end. It also includes a parallel 10-foot-wide, 7-mile-long, shared use path for pedestrians and bicyclists with a trailhead at Brushy Creek.

The project was developed and constructed in two phases:

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

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

PROGRESS

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

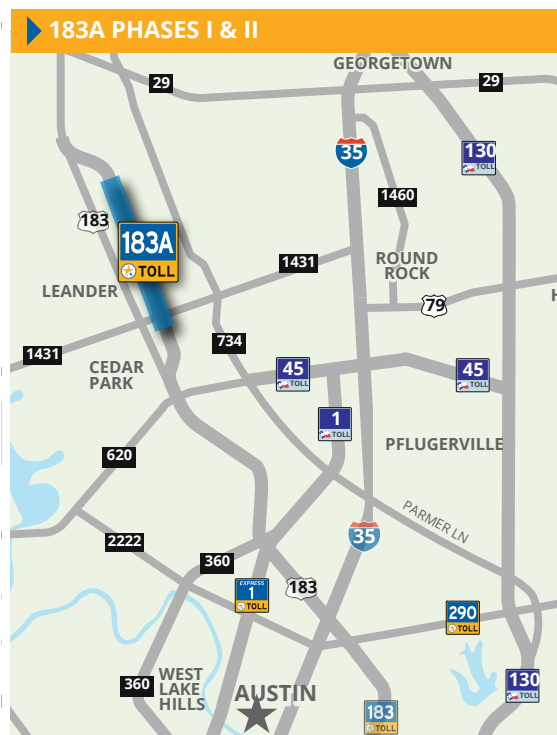
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

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

FINANCIALS

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO:	\$65,000,000
TIFIA Loan:.....	\$66,000,000
Toll Revenue Bonds:	\$200,000,000
Williamson County:	\$18,000,000
Total Project Cost:	\$349,000,000



OPEN TO TRAFFIC

290 TOLL



PHASES I, II & III

PROJECT DESCRIPTION

The 290 Toll Road is a 6.2-mile toll road along US 290 from US 183 to SH 130, stretching from Austin into the city of Manor in northeast Travis County. This project upgraded the existing US 290 to a new facility with three tolled mainlanes and three non-tolled general-purpose lanes in each direction, tripling the previous capacity of the roadway. It also includes three direct connect flyovers at the 290 Toll/SH 130 intersection. A parallel, 10-foot-wide, 6-mile-long shared use path spans the corridor for pedestrian and bicycle travel.

The project was developed and constructed in three phases:

- Phase I (2012): Four tolled direct connectors at the US 183/290 Toll interchange.
 - Phase II (2014): Three tolled main lanes and three non-tolled general-purpose lanes in each direction from US 183 to SH 130.
 - Phase III (2020-2021): Two tolled and one non-tolled* direct connectors at the 290 Toll/SH 130 interchange.
- * Funded and operated by TxDOT

PROGRESS

During 2022, weekday transactions on 290 Toll averaged 125,766.

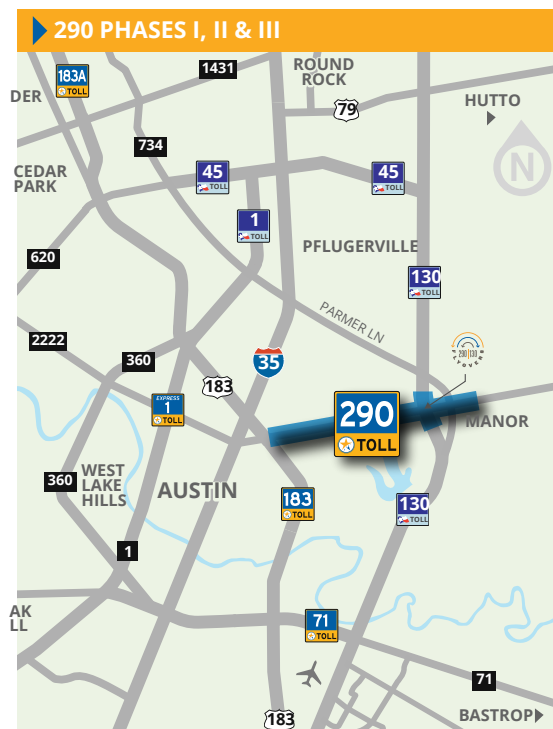
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

No major activities are planned for 2023.

FINANCIALS

FUNDING SOURCES & AMOUNTS

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



OPEN TO
TRAFFIC

MOPAC



EXPRESS LANE

PROJECT DESCRIPTION

The MoPac Improvement Project added one variably priced express lane in each direction along an 11-mile stretch of MoPac from Cesar Chavez Street in downtown Austin to north of Parmer Lane, all within the existing right-of-way. The project was fully opened to traffic in 2017.

The project also included 7 miles of sound walls; a collector-distributor road under Steck Avenue; aesthetic enhancements; significant landscaping; bicycle and pedestrian improvements; Permeable Friction Course pavement; and enhanced incident management through the Traffic & Incident Management (TIM) Center.

PROGRESS

The project was developed and constructed in three phases: During 2022, the average daily transactions on the MoPac Express

- A landscaping improvement project adjacent to Austin’s Memorial Park Cemetery was let in October 2022 and construction is expected to be completed in late 2022. Improvements include the planting of trees and installation of an irrigation system.

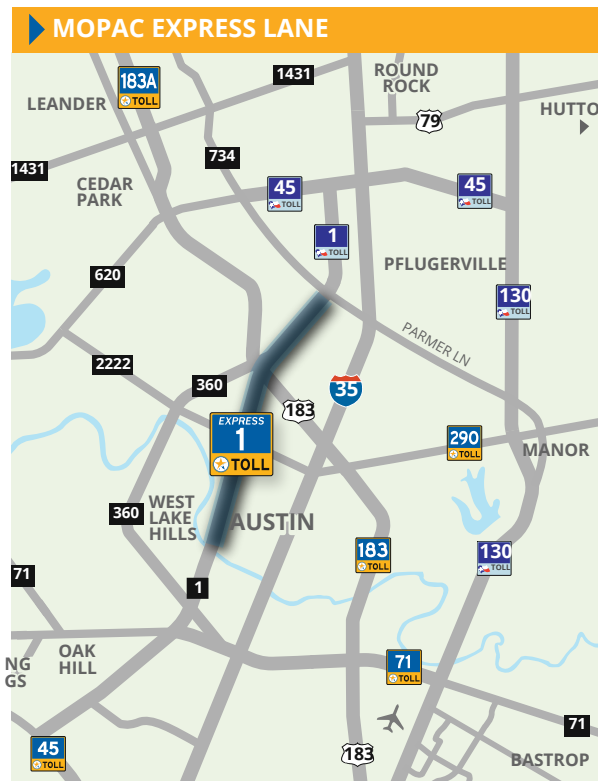
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

No major activities are planned for 2023.

FINANCIALS

FUNDING SOURCES & AMOUNTS

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



OPEN TO TRAFFIC



71 TOLL

LANE

PROJECT DESCRIPTION

The 71 Toll Lane Project added one tolled lane in each direction along a 3.9-mile stretch of SH 71 near Austin-Bergstrom International Airport (AUS) as a bypass route for commuters. The project opened to traffic in February 2017. The Texas Department of Transportation (TxDOT) constructed the facility with support from the Mobility Authority. The project has improved traffic flow, mobility, and safety along the SH 71 corridor.

The project included new bridges over FM 973 and SH 130, ramps between the tolled lanes and the main lanes of SH 71 and SH 130, widening of Presidential Boulevard and FM 973, and bicycle and pedestrian facility connections along the south side of SH 71. The project is one of several improvements planned to complete a highway upgrade to SH 71 between I-35 and SH 130.

Drivers along the SH 71 corridor are experiencing the time-saving benefits of reliable travel through a congested corridor. The availability of this bypass lane for through-traffic heading to Bastrop and points beyond increases capacity on the non-tolled lanes for drivers traveling to Austin.

PROGRESS

During 2022, weekday transactions on 71 Toll Lane averaged 34,910.

- A signing and marking improvement maintenance project let in September 2022.
- Project scope includes large sign replacements and pavement marking improvements.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

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

FINANCIALS

FUNDING SOURCES & AMOUNTS

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

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

Total Project Cost:\$140,000,000

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



OPEN TO TRAFFIC



45SW TOLL

EXPRESS LANES

PROJECT DESCRIPTION

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

The roadway improves mobility in the rapidly growing area of northern Hays and southern Travis counties. It includes a continuous shared use path along the entire length of the corridor, which complements the regional Violet Crown Trail. The shared use path features a shaded "Hill Country Classroom," where cyclists and pedestrians can rest while viewing way finding and interpretive signage.

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

Construction and permanent Best Management Practices (BMPs), observation, on-site compliance monitoring, and other project elements ensured protection of the sensitive Edwards Aquifer Recharge Zone through 98 percent removal of the increase in total suspended solids, going above and beyond the 80 percent requirement by TCEQ.

PROGRESS

During 2022, weekday transactions on 45SW Toll averaged 19,898.

- The Mobility Authority increased the posted speed limit on the roadway from 65 mph to 70 mph.
- The Mobility Authority installed a dedication plaque at the trailhead in honor of former executive director, Mike Heiligenstein.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

No major activities are planned for 2023.

FINANCIALS

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO:	\$28,920,000
Hays County:	\$5,000,000
Travis County:	\$15,000,000
SHF Loan:	\$60,000,000

Total Project Cost:\$108,920,000



OPEN TO
TRAFFIC

183 TOLL



PROJECT DESCRIPTION

The 183 South Project transformed an 8-mile section of US 183 between US 290 and SH 71 into a new facility built for tolled and non-tolled travel. The project tripled the corridor's previous capacity, adding three tolled lanes and up to three non-tolled general-purpose lanes in each direction. Phase I of the project opened in 2019 and Phase II fully opened to traffic in early 2021, offering greater mobility for all users of the corridor.

Aesthetic enhancements were a major project component and are visible in the unique design of the bridges, walls, and other features. The project also included amenities for active transportation users, such as continuous bicycle lanes, a shared use path, sidewalks, four pedestrian bridges, and two major trailheads. The project team is currently pursuing certification on the sustainability of the project design from a reputable third-party entity — the Greenroads Foundation. In addition, the project team partnered with the non-profit group TreeFolks to hold community tree-planting and educational tree identification events in support of their mission to expand the tree canopy in Central Texas.

PROGRESS

During 2022, weekday transactions on 183 Toll averaged 165,513.

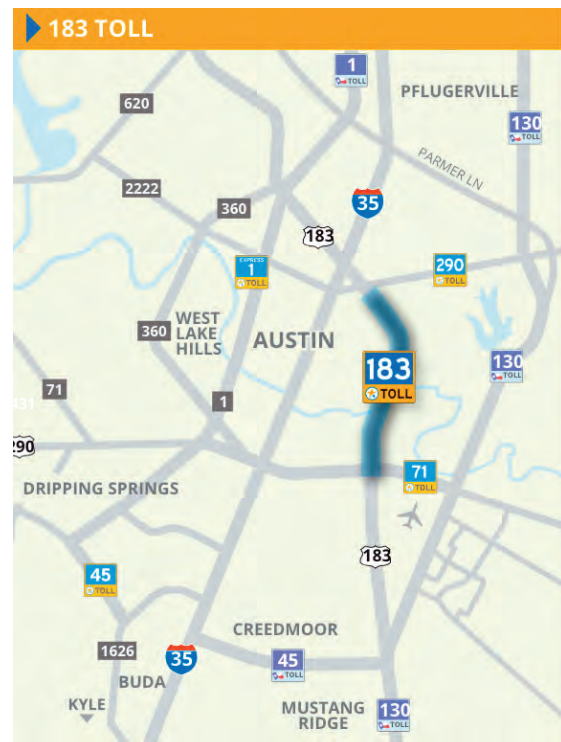
- A signing improvement maintenance project let in September 2022. Project scope includes installation of wayfinding and interpretive signage along the shared use path. This project is expected to be completed in spring 2023.
- Small signs were installed, and striping was substantially completed.
- Substantial Completion was issued in February 2022.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

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

FINANCIALS

TxDOT/CAMPO (Category 2):	\$102,000,000
TxDOT/CAMPO (Category 7):	\$18,300,000
TxDOT/CAMPO (Category 12):	\$26,100,000
SIB/SHF Loan:	\$60,000,000
TIFIA Loan:	\$282,200,000
Toll Revenue Bonds:	\$254,300,000
Total Project Cost:	\$742,900,000



UNDER CONSTRUCTION

183A



PHASE III PROJECT

PROJECT DESCRIPTION

With unprecedented growth in Cedar Park, Leander, and Liberty Hill, traffic volumes along US 183 north of Hero Way are projected to increase by 183 percent by 2042. The Mobility Authority is extending the existing 183A Toll Road 5.3 miles northward from Hero Way to north of SH 29 in Liberty Hill. Together with the associated access ramps, frontage road improvements, and transitions, the project includes 6.6 miles of improvements. Constructing this third phase of 183A Toll will satisfy the demand for additional capacity.

The new capacity is being constructed primarily within the median of the existing US 183/183A corridor, with two tolled lanes in each direction and plans to add a third in the future. A parallel shared use path will be constructed from Hero Way to Seward Junction Loop.

PROGRESS

- Bridge drilled shaft foundations, concrete columns and caps, beam placements, and deck placements have advanced project-wide.
- Roadway excavation continues project wide and embankment efforts for the new main lanes has begun.
- Waterline installations were completed. Drainage system installation & underground ITS ductwork continue throughout the project limits.
- Retaining wall construction began and is complete in several locations.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

Efforts will continue for construction project-wide including:

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

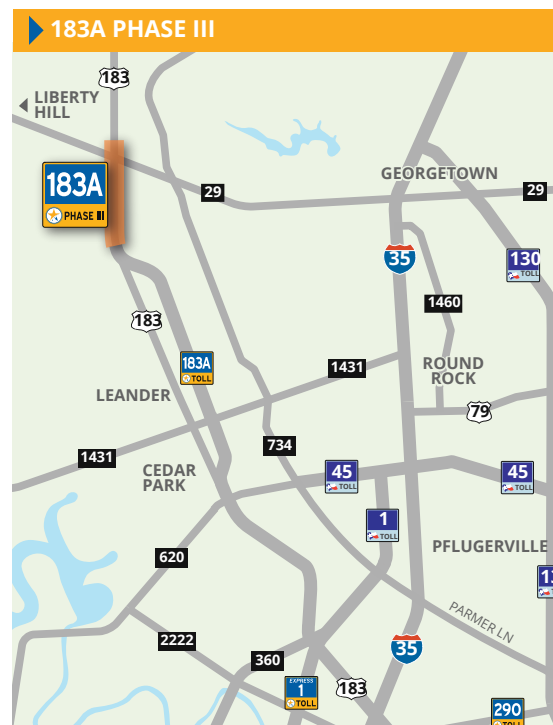
FINANCIALS

FUNDING SOURCES & AMOUNTS

TIFIA:	\$106,710,000*
Senior Lien Bonds	\$148,120,000
Subordinate Lien Bond	
Anticipation Notes (BANS):	\$110,880,000

Total Project Cost:\$259,000,000

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



UNDER
CONSTRUCTION

183 NORTH



Mobility Project

PROJECT DESCRIPTION

The 183 North Mobility Project will add two variably priced tolled express lanes in each direction along a 9-mile stretch of US 183 between MoPac and SH 45/RM 620 in northwest Austin. The project will also widen the highway to bring the total number of general-purpose lanes to four in each direction where only three currently exist along northbound and southbound US 183.

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

PROGRESS

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

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

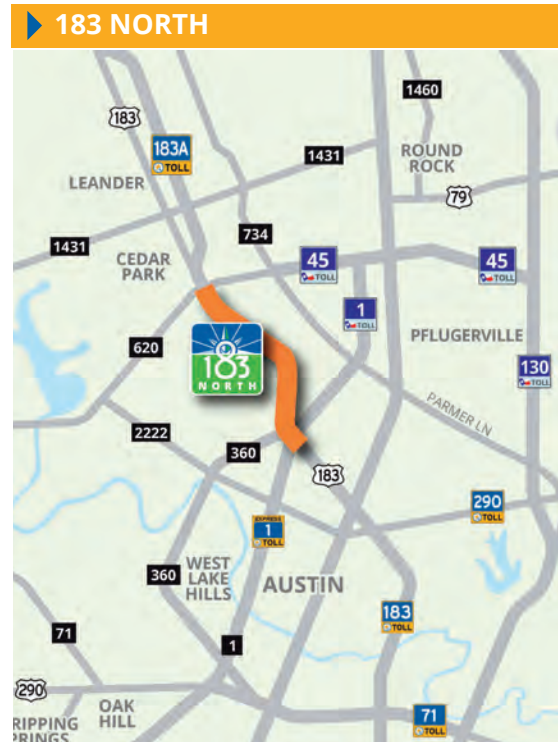
- The following construction activities are expected to commence:
- Retaining Wall and Bridge Column Construction
 - Pavement widening activities for express lanes in median of US 183
 - Bridge construction
 - Utility adjustments
 - Retaining wall work and roadway construction on Mopac
 - Work on surface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

FINANCIALS

FUNDING SOURCES & AMOUNTS

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

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



UNDER DEVELOPMENT

MOPAC



South Project

PROJECT DESCRIPTION

The MoPac Expressway (Loop 1) south of Cesar Chavez Street is a vital artery providing a critical link to downtown Austin and other major highways such as Loop 360, US 290, and 45SW Toll. Consistently ranked as one of the most congested roadways in Texas (Texas A&M Transportation Institute), MoPac attracts up to 179,000 cars and trucks per day.

The Environmental Assessment is being prepared by the Mobility Authority with oversight by TxDOT. The Express Lane(s) Alternative, which proposes to add one or two variably priced express lanes in both directions along approximately 8 miles from Cesar Chavez Street to Slaughter Lane, was selected as the Recommended Build Alternative after Open House No. 2 in 2014.

PROGRESS

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

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

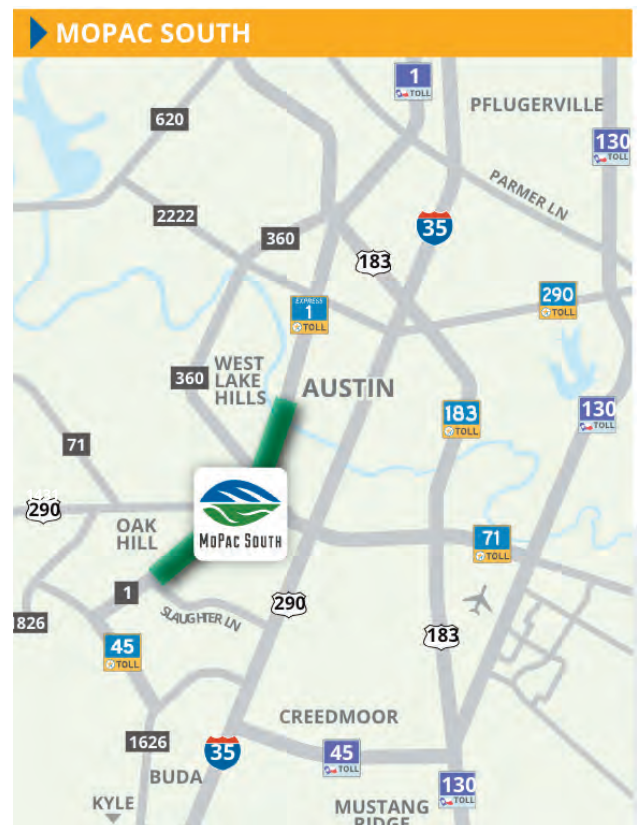
The project team will complete the updated traffic forecast modeling to the CAMPO 2045. Regional Transportation Plan model and share those results with the public at a Public Meeting.

- The project team will continue work on the Draft Environmental Assessments and related technical reports.

FINANCIALS

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

**Based on 2019 cost estimate; estimate to be updated*



UNDER
DEVELOPMENT

BARTON SKYWAY



RAMP RELIEF PROJECT

PROJECT DESCRIPTION

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

PROGRESS

The Mobility Authority received approval of the environmental study of the corridor from TxDOT. The Mobility Authority completed the development of final design plans and specifications for construction of the project.

The Mobility Authority received approval from the Texas Commission on Environmental Quality for the project's Water Pollution Abatement Plan. The Mobility Authority awarded the construction contract to Dan Williams Company in August.

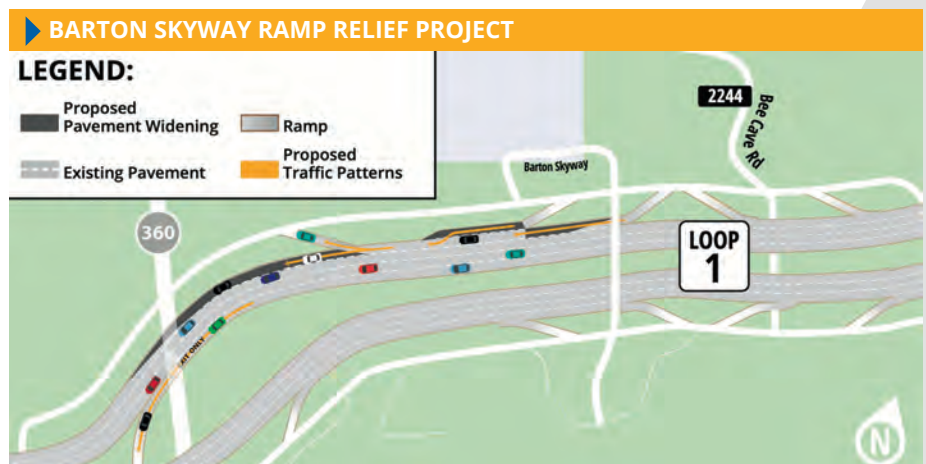
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2023

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

FINANCIALS

FUNDING SOURCES & AMOUNTS

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



UNDER
DEVELOPMENT

TRAVIS



COUNTY PROGRAM

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

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

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



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

PAYING MY MOBILITY AUTHORITY TOLL

The Central Texas Regional Mobility Authority operates the following toll roads in Travis and Williamson counties:



183A
Toll Road



290
Toll Road



71
Toll Lane



MoPac
Express Lane



45SW
Toll Road



183
Toll Road

These toll roads are completely automated, with no need to stop or even slow down at toll booths. Customers can either pay through their tag account or pay by mail.

TOLL PAYMENT OPTIONS

Save 33 percent with any of the following electronic tags:

ELECTRONIC PAYMENT METHODS



TxTag is TxDOT's electronic payment method accepted on all Texas toll roads.

www.TxTag.org



TollTag is North Texas Tollway Authority's electronic payment method and is accepted on all Texas toll roads.

www.NTTA.org



EZTAG is Harris County Toll Road Authority's electronic payment method, and is also accepted on all Texas toll roads.

www.hctra.org



K-TAG is the Kansas Turnpike Authority's (KTA) electronic payment method, and is also accepted on all Texas toll roads. Reciprocally, TxTag is accepted on KTA roadways.

www.myktag.org



PIKEPASS is the Oklahoma Turnpike Authority's (OTA) electronic payment method, and is also accepted on all Texas toll roads. Reciprocally, TxTag is accepted on OTA roadways.

www.pikepass.com



Bancpass provides consumers the convenience of a toll tag while managing your account, your way. Cash reloadable option, no minimum balance, you choose how much, and when to reload.

www.bancpass.com

PAY BY MAIL



Customers who do not have an electronic toll tag will receive a bill through the Pay By Mail program. Vehicle registration information must be up to date in order for the bill to be sent to the correct address. Failure to pay a toll bill can result in additional fees and criminal charges.

PAY IN PERSON

Customers can visit our service center or one of many participating stores to pay in person. Visit www.PayMobilityBill.com/pay-in-person to see your options.

1-833-762-8655

www.PayMobilityBill.com



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

TOLL ROADS IN TEXAS

In Texas there are multiple transportation agencies that are authorized to operate toll roads and do their own billing. In the Austin area, there are two: The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT).

AUSTIN AREA TOLL ROADS

MOBILITY AUTHORITY TOLL ROADS



183A
Toll Road



290
Toll Road



71
Toll Lane



MoPac
Express Lane



45SW
Toll Road



183
Toll Road

TXDOT TOLL ROADS



Loop 1



SH 45 N
SH 45 SE



SH 130

- ***If you do not have an electronic toll tag and you drive on roads operated by the transportation agencies above, you might receive two separate bills: one from TxTag and one from the Mobility Authority.***

YOUR QUESTIONS ANSWERED

Q: I have a TxTag account, so why did I get a Pay By Mail bill?

A: If you have a TxTag account but you do not have enough money in your account to cover your tolls, you will receive a TxTag statement in the mail that includes tolls charged at the higher Pay By Mail rate. The monthly statement will also include a mailing fee. You will continue to be charged at the Pay By Mail rate until your TxTag account is replenished. By signing up for AutoPay, your account will be automatically replenished when it gets to a preset low balance amount.

You could also receive a Pay By Mail bill if your TxTag was not detected on the toll road and your license plate does not match an existing account. Contact the TxTag Customer Service Center to update your account information by visiting TxTag.org or by calling 1-888-468-9824.

Q: Who is TxTag?

A: TxTag is operated by the Texas Department of Transportation. It manages toll transactions on Loop 1, SH 45 N, SH 45 SE, and SH 130. Toll bills can be resolved by visiting TxTag.org or by calling 1-888-468-9824.

Q: Who is the Mobility Authority?

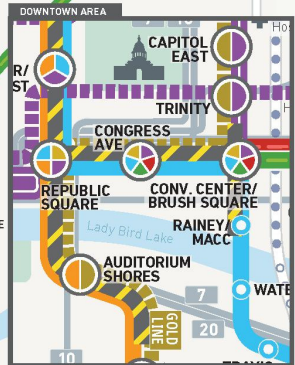
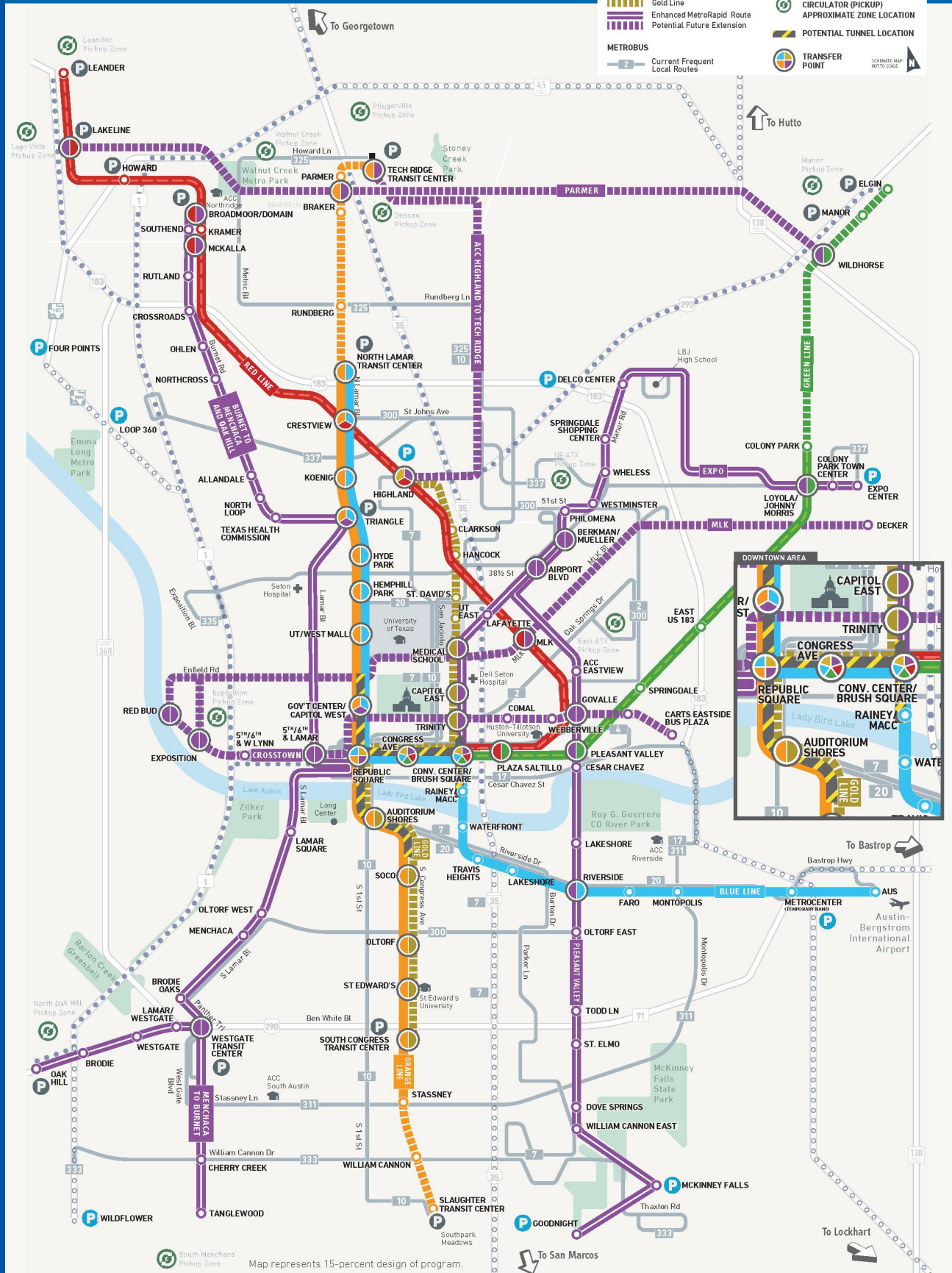
A: The Central Texas Regional Mobility Authority is an independent government agency created in 2002 to improve the transportation system in Williamson and Travis counties. The Mobility Authority operates, maintains and collects tolls on 183A Toll, 290 Toll, 71 Toll Lane, MoPac Express Lane, and the 45SW Toll Road. Mobility Authority toll bills can be resolved by visiting www.PayMobilityBill.com or by calling 1-833-762-8655.

1-833-762-8655

• www.PayMobilityBill.com

INITIAL INVESTMENT |

LIGHT RAIL	METROEXPRESS
Orange Line Potential Future Extension	● Current MetroExpress ○ Future MetroExpress
Blue Line	ADDITIONAL AVAILABLE SERVICES
METRO RAIL	MetroAccess
Red Line	MetroBike
Green Line Potential Future Extension	P CURRENT PARK & RIDE P PROPOSED PARK & RIDE
METRO RAPID	⊕ CIRCULATOR (PICKUP) ⊕ APPROXIMATE ZONE LOCATION
Gold Line Enhanced MetroRapid Route Potential Future Extension	▬ POTENTIAL TUNNEL LOCATION
METROBUS	⊕ TRANSFER POINT
Current Frequent Local Routes	SCHEMATIC MAP NOT TO SCALE



Map represents 15-percent design of program.

10

THINGS TO KNOW

ABOUT THE MOBILITY AUTHORITY (and Your Toll Bill)

Navigating the tolling landscape can be complicated.

We're the **Central Texas Regional Mobility Authority** (Mobility Authority), and we're here to help you understand important pieces of the tolling puzzle, like what we do and how your toll bill works.

1

The Mobility Authority is not the only toll operator

The Mobility Authority is one of two main toll road operators in the region.

- **TxDOT** operates Loop 1 Toll, 45 North, 45 South East, SH130 Toll.
- **The Mobility Authority** operates 183A, 45SW, MoPac Express Lane, SH 71 Toll Lane, 290 Toll and 183 Toll.

2

We're **NOT** TxTag

The electronic tag provider TxTag is not owned nor operated by the Mobility Authority. The Mobility Authority does not have access to TxTag account details.

3

There's a reason you might get a bill in the mail

Drivers without electronic tags will receive a Mobility Authority Pay By Mail (PBM) bill. For electronic tag holders, bills generated and mailed by the Mobility Authority are the result of declined responses after multiple attempts to post tolls to a customer's electronic tag account.

4

We use your address on file with the Texas DMV for bills

State law requires the Mobility Authority to use the address on file with the Texas Department of Motor Vehicles registration records. The Mobility Authority mails all bills and late notices via First Class Mail as required by law. First Class Mail is assumed delivered if not returned.

5

Using the Pay By Mail program costs you more

If tolls are not paid by an electronic tag account, then they are billed through the Mobility Authority's PBM process. PBM rates are **higher than the tag rate** to cover the additional processing cost. PBM payments on Mobility Authority operated roads must be paid directly to the Mobility Authority.

6

Late fees **DO** apply

If Mobility Authority bills are not paid by the due date, late fees apply. Late fees are a fixed amount and not a percentage of the toll. The Mobility Authority's fee schedule is **outlined on every bill** to alert customers to the consequences of paying late.

7

We accept a variety of electronic tags

The Mobility Authority is not an electronic tag provider. However, we accept all interoperable tags as a form of payment, such as TxDOT's TxTag, NTTA's TollTag, HCTRA's EZ TAG, Kansas Turnpike Authority's K-Tag, Oklahoma Turnpike Authority's Pikepass and BancPass/PlusPass.

8

There are options, options everywhere

We accept all standard forms of payment and offer several convenient ways to pay.

- Online at **www.PayMobilityBill.com**
- By phone by calling (512) 410-0562
- By mail
- In person at one of our convenient locations including the newly opened Ridgepoint location, or at one of several participating stores like HEB or Walmart*
- **NEW: Scanning the QR code on your bill**

9

It's important to keep your electronic tag account in good standing

Again, the Mobility Authority is not an electronic tag provider or operator. We encourage all electronic tag customers to log into their account with their tag provider to ensure they are in good standing and to avoid receiving a Mobility Authority PBM bill in the future. An account in good standing has a positive balance, a valid payment method, a tag matched to the correct license plate, and a tag that is still valid (not labeled damaged or lost).

10

What to do when you sell your car

When selling your car, remove the license plates and electronic tag from the vehicle to avoid future charges. You should also remove the vehicle from your electronic tag account (see #9). If you've sold your car and received a PBM bill, fill out a Vehicle Transfer Notification and submit it with the required documentation to the DMV. You may receive a toll bill in the mail until the new owner registers the car (see #4). If you do receive a bill, please contact us so that you won't be held responsible.

WE'RE ALWAYS HERE TO HELP

Given the number of transactions we process annually, only a small number of issues arise. If you experience an issue, call or send us a message and our great customer service team will be there to assist you.

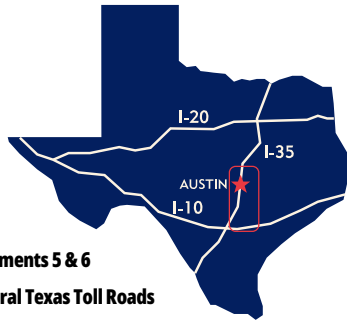
*There is an additional convenience fee for paying your toll bill at these stores.

THE FASTEST WAY BETWEEN AUSTIN & SAN ANTONIO

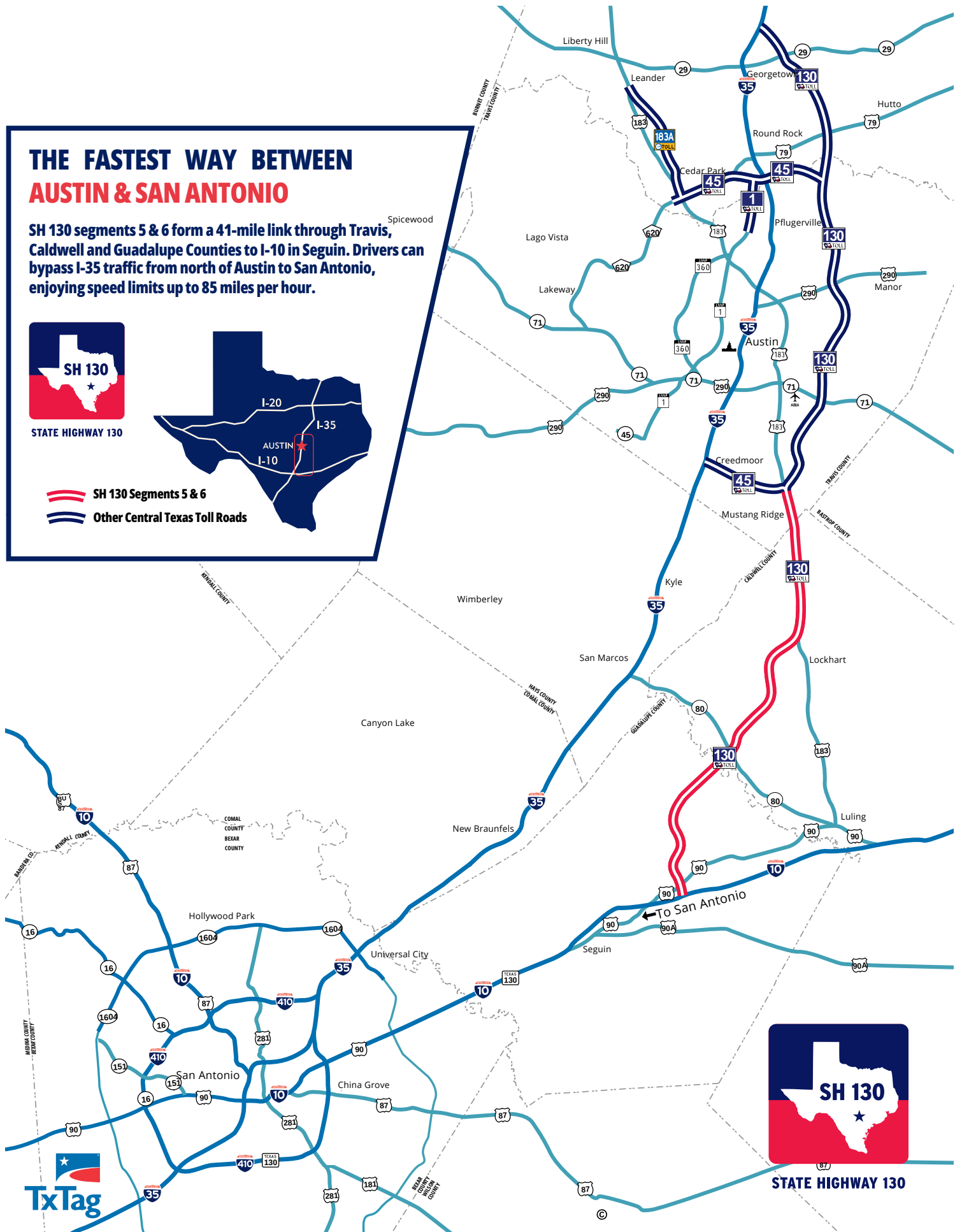
SH 130 segments 5 & 6 form a 41-mile link through Travis, Caldwell and Guadalupe Counties to I-10 in Seguin. Drivers can bypass I-35 traffic from north of Austin to San Antonio, enjoying speed limits up to 85 miles per hour.



STATE HIGHWAY 130



-  SH 130 Segments 5 & 6
-  Other Central Texas Toll Roads



STATE HIGHWAY 130

