

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

Driving Innovation

Steve Pustelnyk
Director of Community Relations

Presentation to:

Austin Urban Transportation Commission

July 23, 2021



About the Mobility Authority



CENTRAL TEXAS REGIONAL
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- A multi-modal transportation agency authorized under 2001 state legislation
- A regional agency formed in 2002 by Williamson and Travis Counties
- Toll revenue primary source of funding
 - No taxing authority
- Oversight by a seven-member board of business and community leaders
 - 29 employees



Agency Leadership



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Bobby Jenkins

Chairman

Gubernatorial Appointee — 2019



Nikelle S. Meade

Vice-Chair

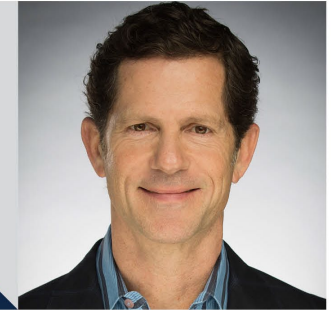
Travis County Appointee — 2012



David B. Armbrust

Board Member

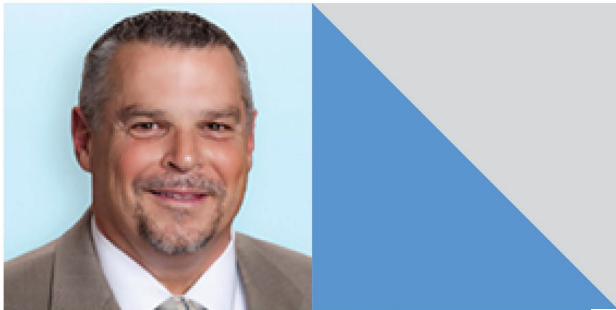
Travis County Appointee — 2012



John Langmore

Board Member

Travis County Appointee — 2018



David Singleton

Board Treasurer

Williamson County Appointee — 2003



Heather Gaddes

Board Member

Williamson County Appointee - 2021



Mike Doss

Secretary

Williamson County Appointee — 2019



James Bass

Executive Director

The Mobility Authority System



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- 183A
- 290 Toll (Manor Expressway)
- 71 Toll
- 45 SW Toll
- MoPac Express
- 183 Toll South
- 183 North Express

Some Things To Ponder



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Is Disruptive Change Around the Corner?

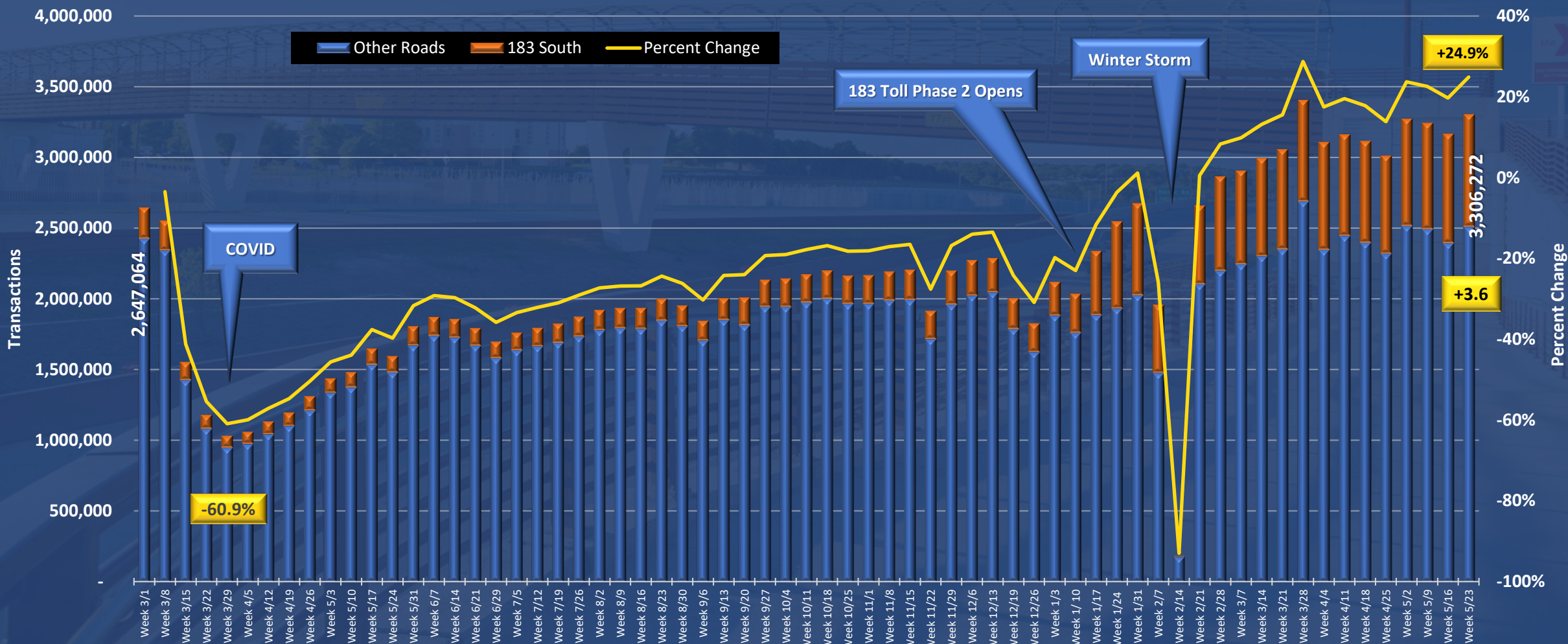
- How will the transition to Roadway Usage Charges (RUC) impact the transportation ecosystem?
- How will/should climate change impact our mobility decisions?
- How will the growth of Connected Autonomous Shared Electric (CASE) vehicles change the way we design, finance, construct, operate and maintain our roadways?
- How might remote work, shared vehicle ownership, air taxis, delivery drones and autonomous public transit change the mobility paradigm?
- What other disruptive forces might be out there (COVID)?

Weekly Transaction Trend (All Roads)



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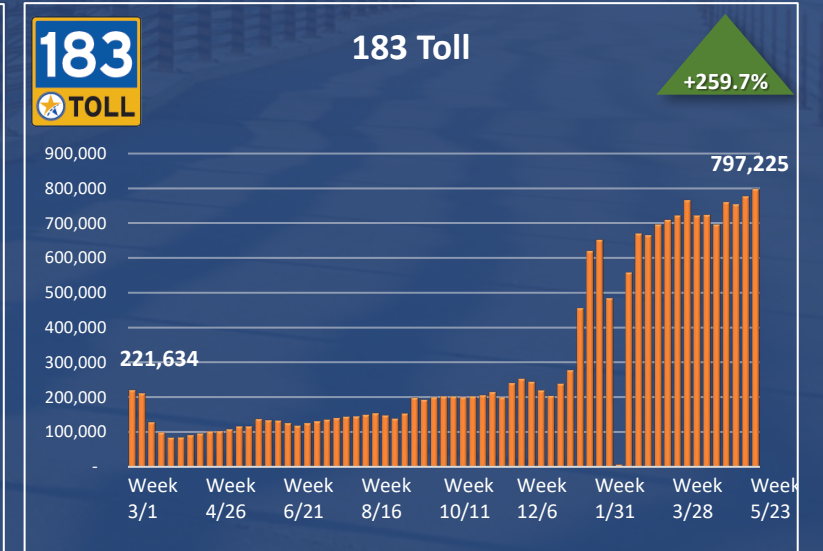
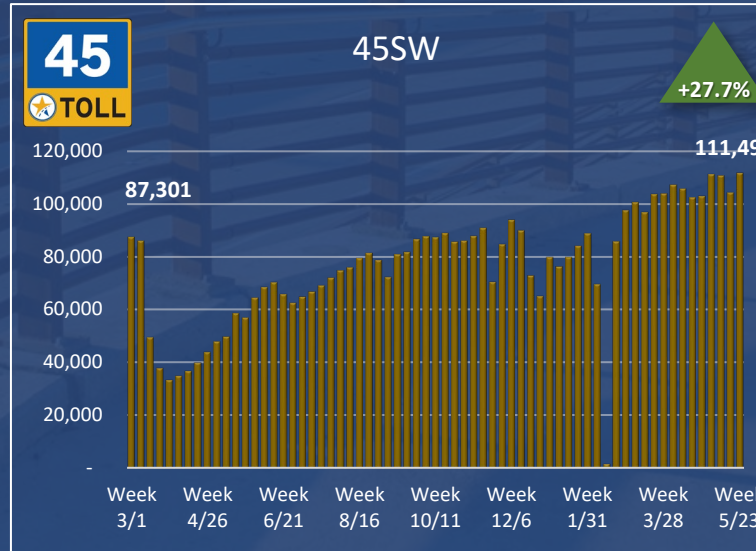
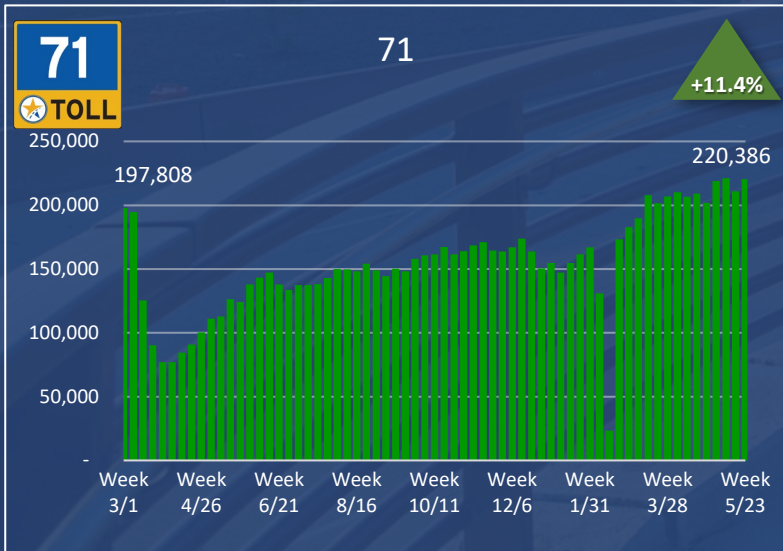
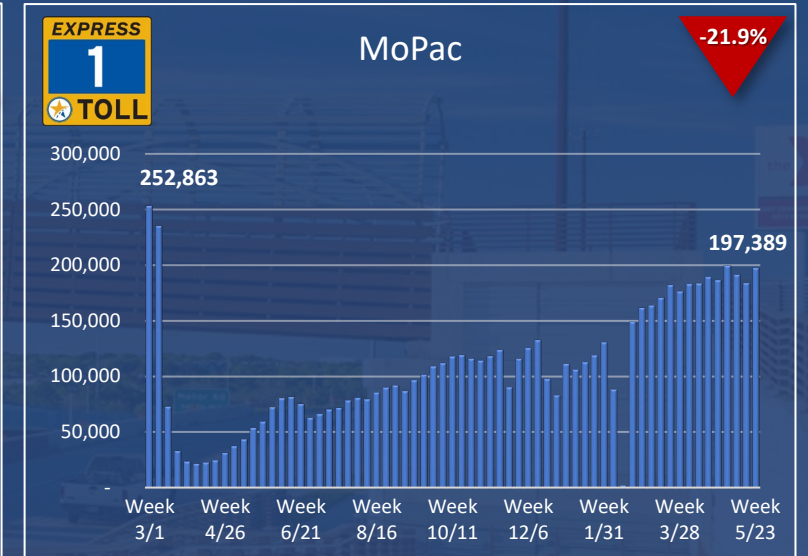
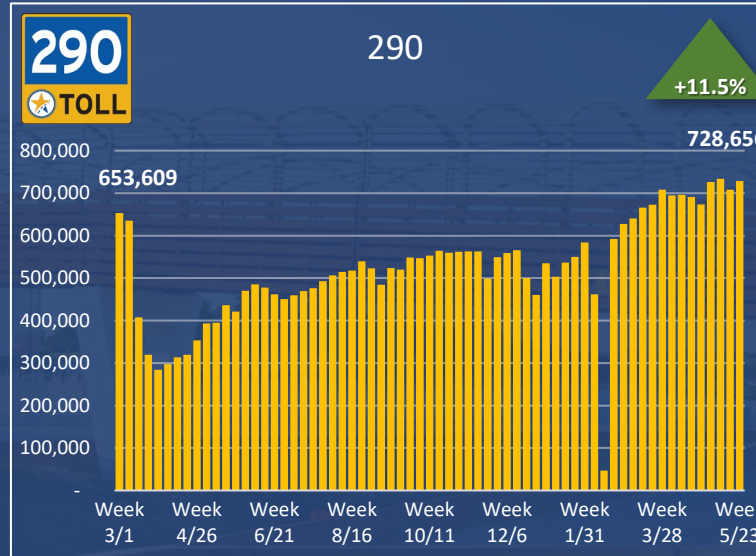
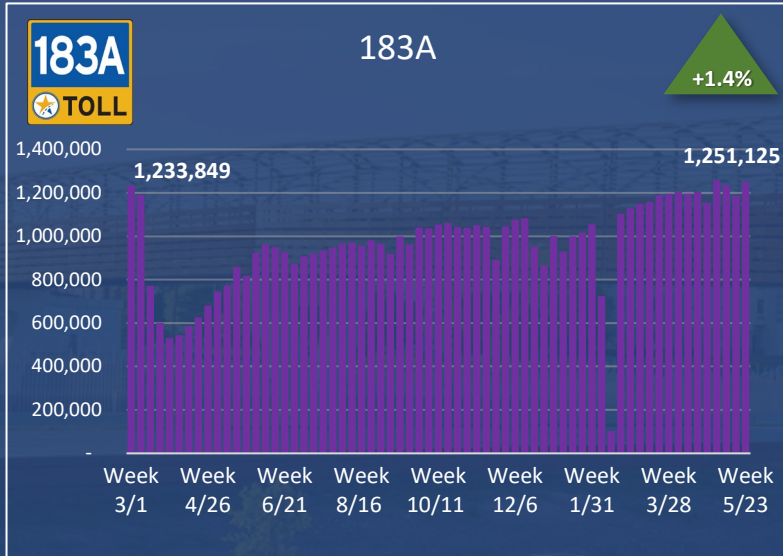
Percent Change in Transactions Since First Week of March 2020



Weekly Transaction Trend by Roadway Since COVID



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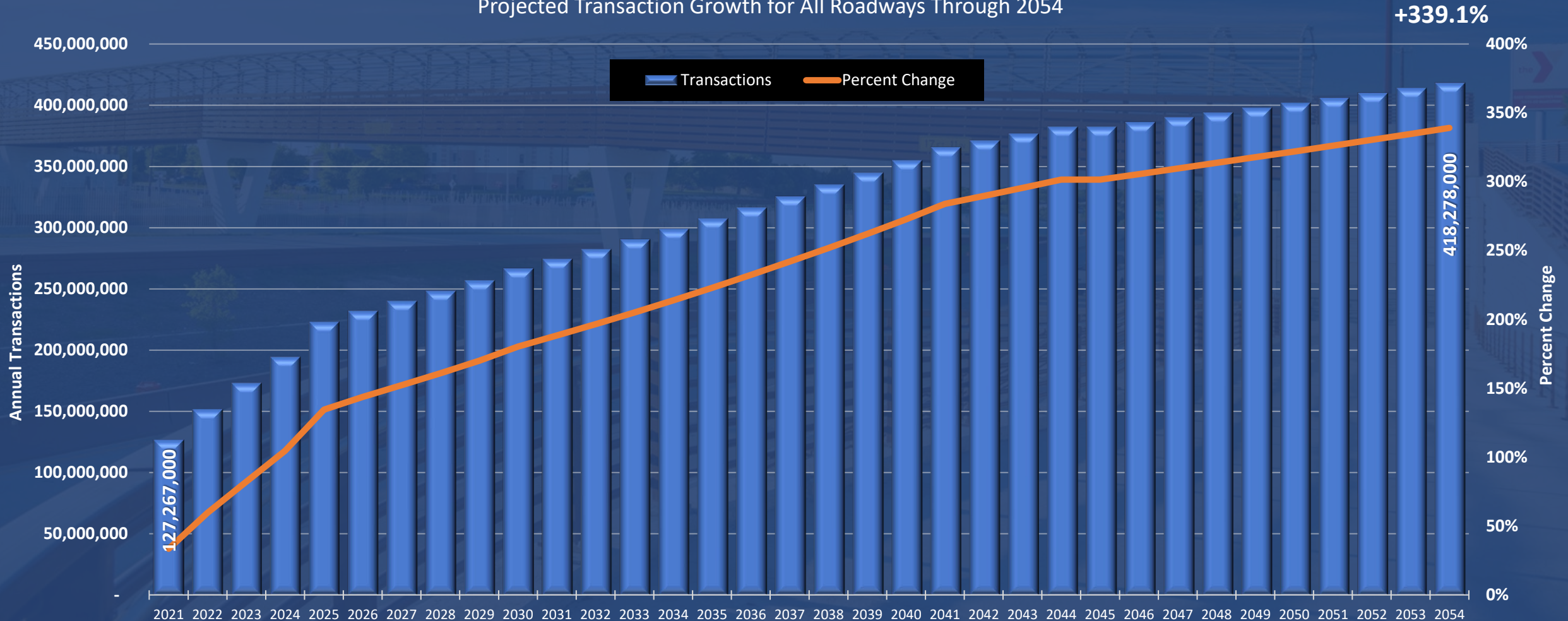
Notes: US 290 added flyover ramps at SH 130 in 2020 increasing overall transactions. 183 South opened additional sections of roadway in late 2020 and early 2021.

Our Projected Transaction Growth Post COVID



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Projected Transaction Growth for All Roadways Through 2054



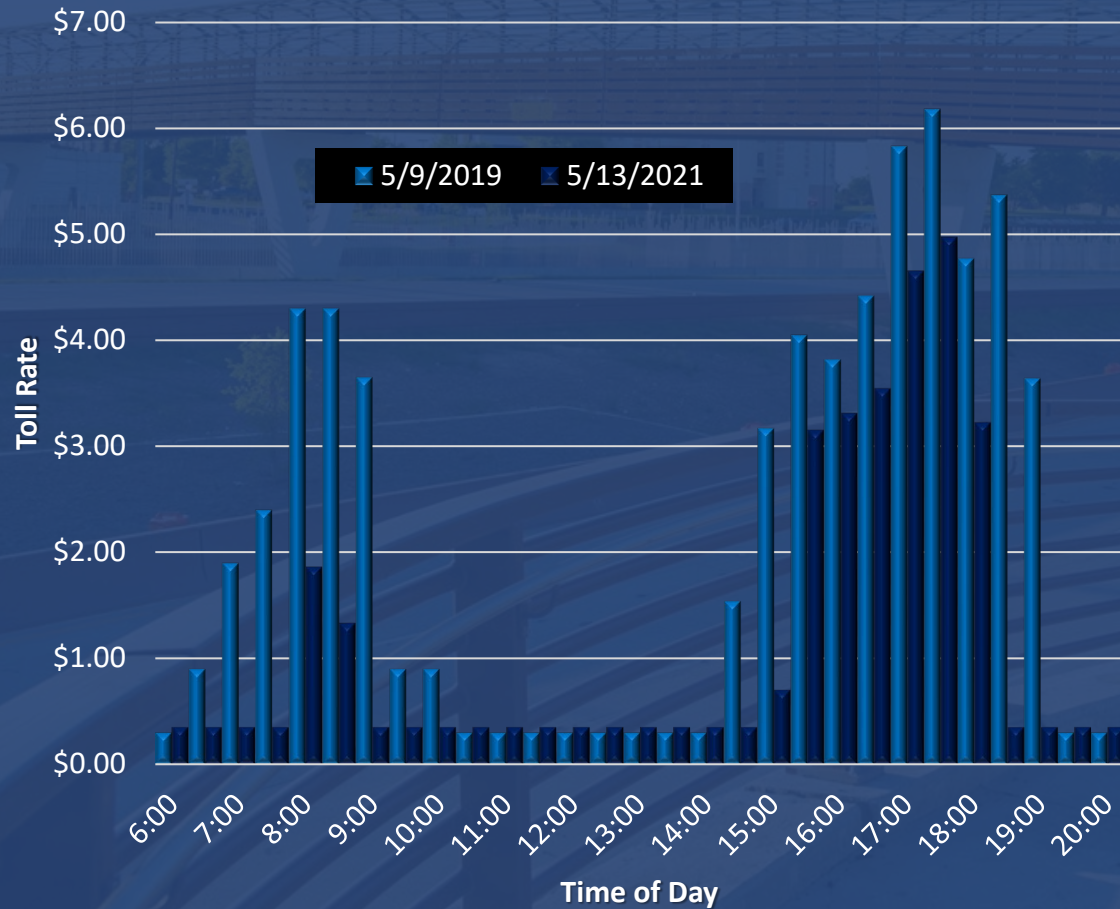
*Projections include 183A Phase III coming online in 2025

MoPac COVID Operational Comparison

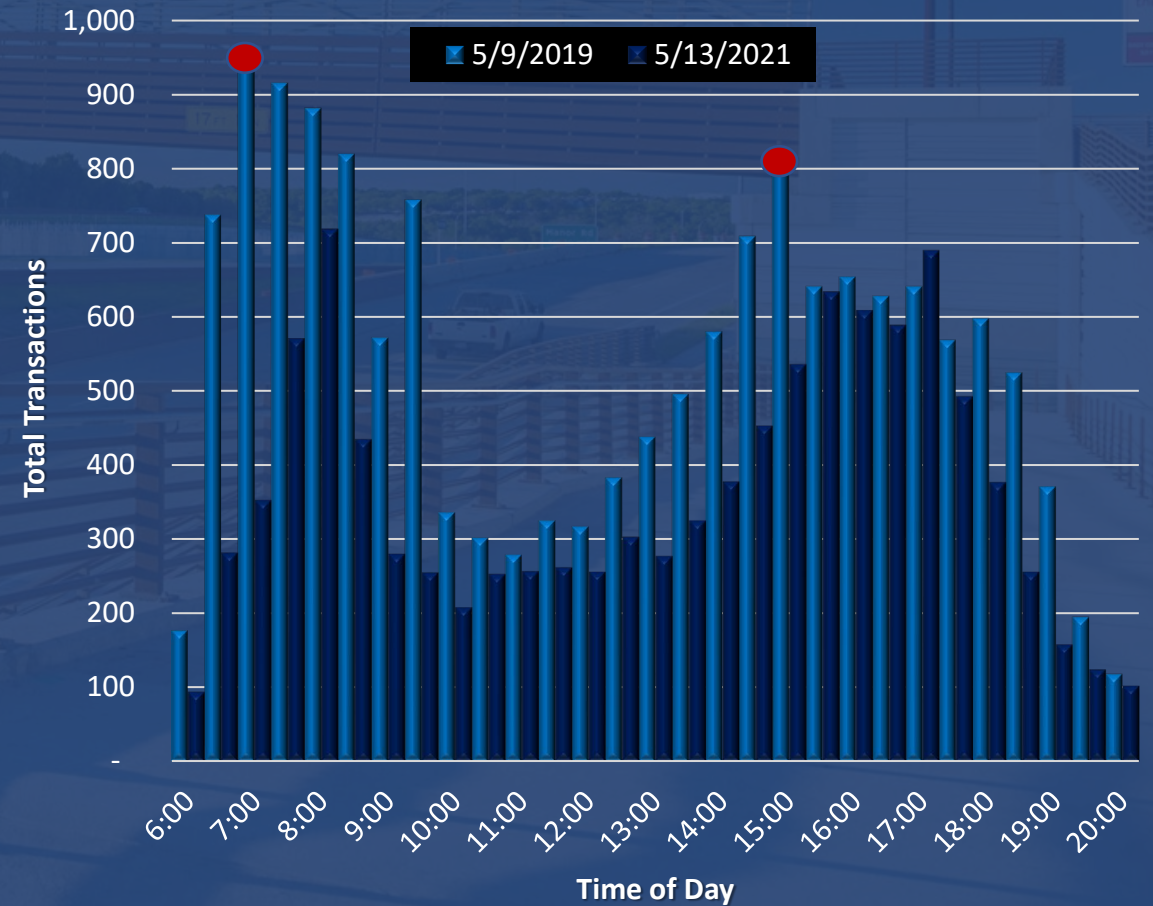


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Toll Rate by Time of Day



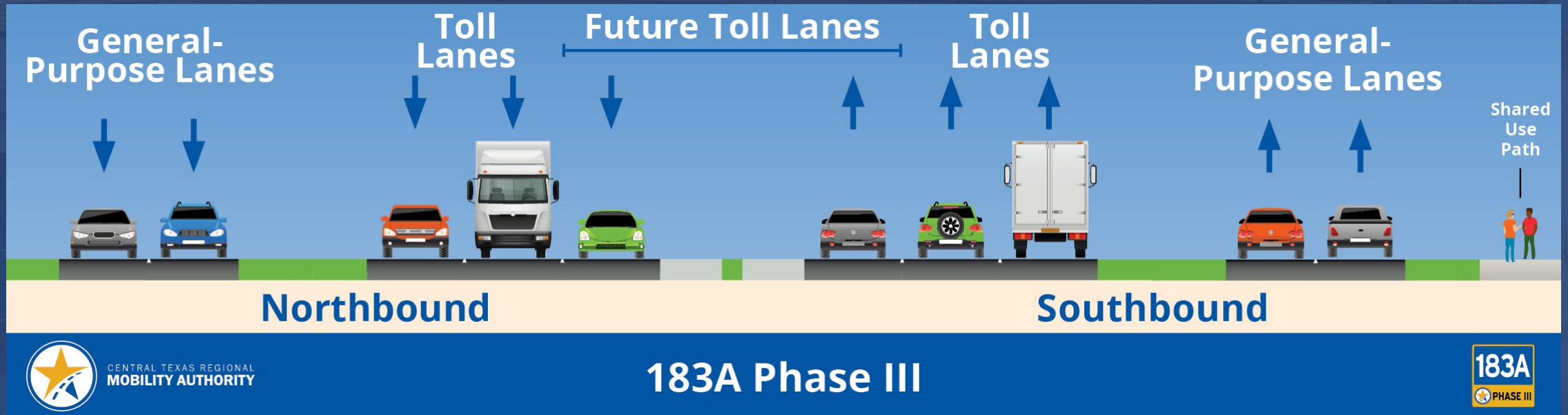
Transactions by Time of Day



- **Project Limits**
 - SH 29 to Hero Way
- **Project Length**
 - 6.6 miles
- **Total Project Cost**
 - \$260 Million
- **Project Status**
 - Construction underway
- **Estimated Completion**
 - 2025



183A Phase III Extension



- **Project Limits**
 - SH 45 to MoPac/Loop 1
- **Project Length**
 - 9 miles on US 183
- **Total Project Cost**
 - \$580 Million
- **Project Status**
 - Design-Build contractor procured
 - Design work underway
 - Construction to begin by 2022
- **Estimated Completion**
 - 2026

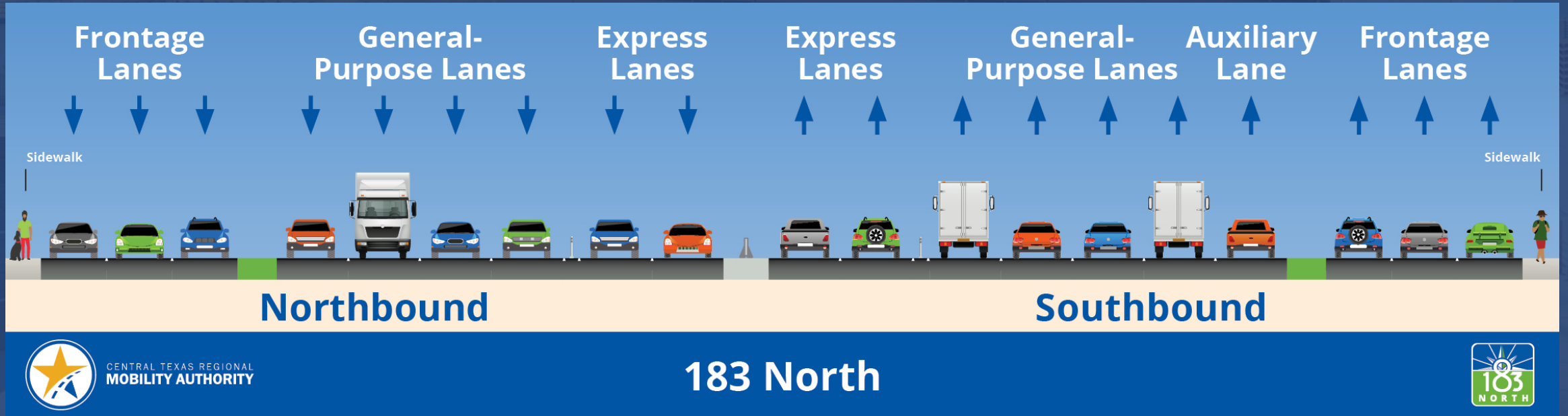




183 North (Express Lanes)



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183 North

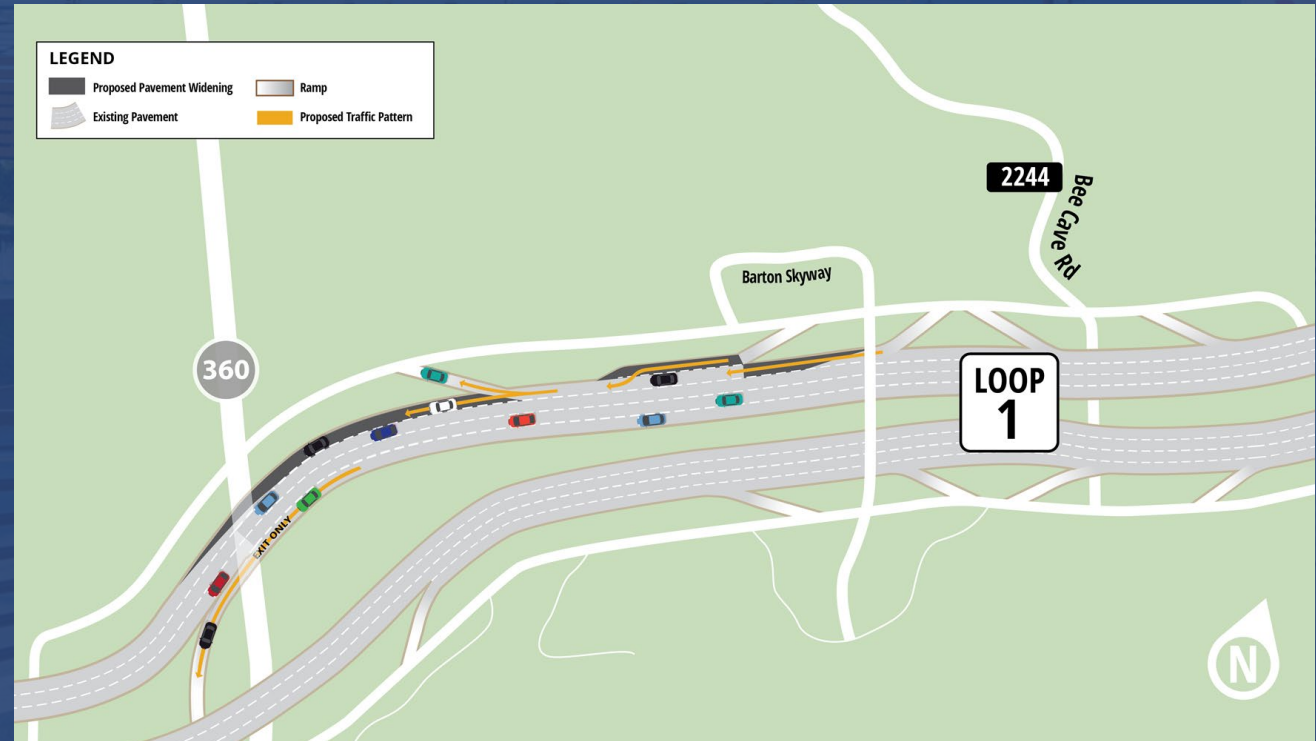


Barton Skyway Ramp Relief



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- **Project Scope**
 - Add auxiliary and merge lanes between Barton Skyway and Loop 360
- **Project Cost**
 - \$10-15 Million
- **Project Status**
 - Design underway
- **Construction Schedule**
 - To be determined based on funding availability

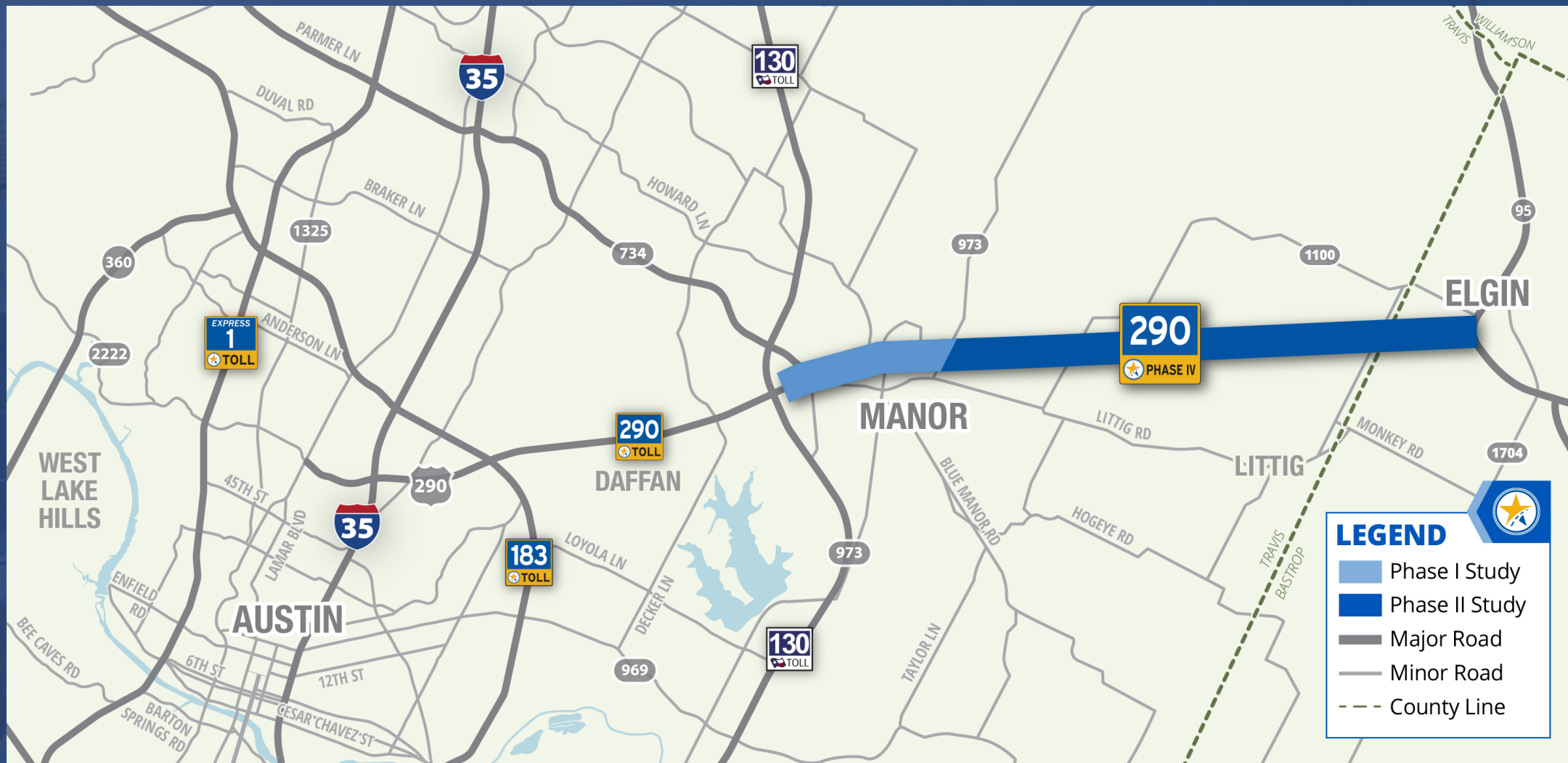


MoPac South Environmental Study

- **Project Description**
 - Add one to two express lanes in each direction
- **Project Limits**
 - Cesar Chavez Street to Slaughter Lane
- **Project Length**
 - Approximately 8 miles
- **Previous Cost Estimate**
 - \$435 – \$540M
- **Project Status**
 - Environmental Study expected to resume in 2021



Manor Expressway Extension



Bicycle and Pedestrian Facilities



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PROJECT	SIDEWALK	SHARED USE PATH
OPEN TO TRAFFIC		
183A Toll Road		7 miles
290 Toll Road	5 miles	5 miles
MoPac Express Lanes	4 miles	3.5 miles
71 Toll Road	2 miles	5 miles
45SW Toll Road		4.5 miles
183 South Toll Road	7 miles	10 miles
IN DEVELOPMENT		
183 North	8.5 miles	1 mile
183A Phase 3		4.5 miles
UNDER STUDY		
MoPac South	2 miles	8 miles
MORE THAN 70 MILES OF SIDEWALK AND SHARED USE PATH ARE IN PLACE OR PLANNED		



Regional Park and Ride Program



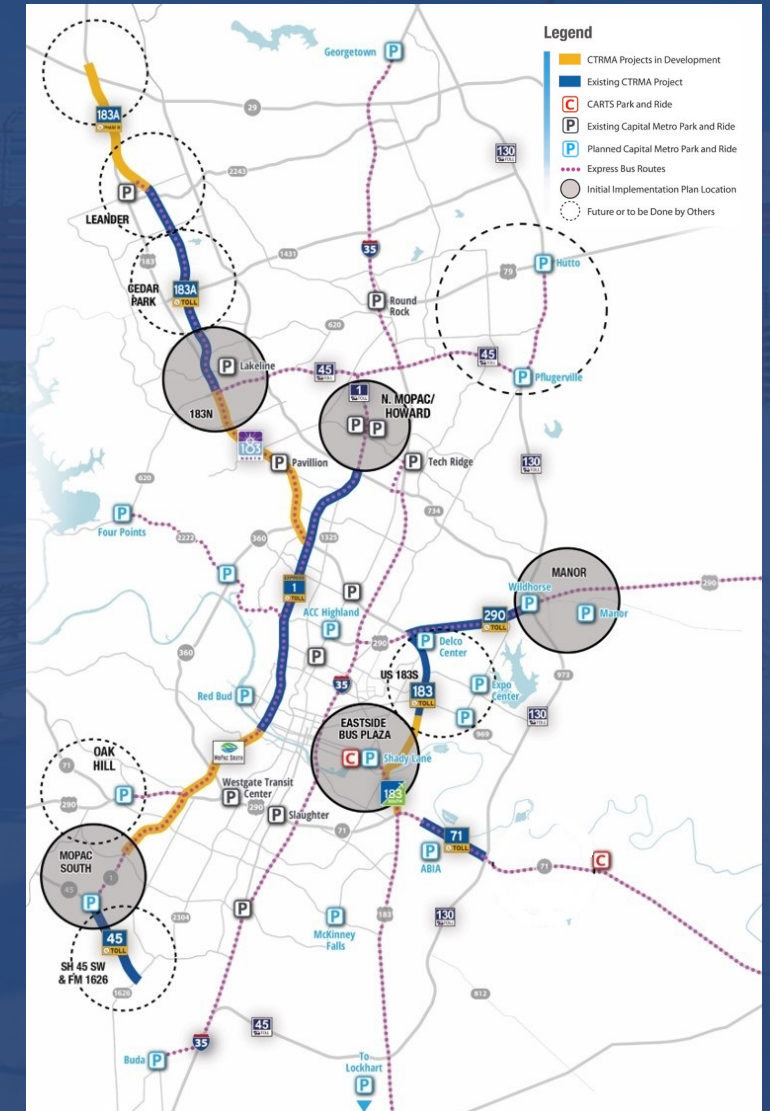
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- **Program Objectives**

- Develop park and ride facilities near Mobility Authority corridors
- Increase capacity, reduce congestion, improve air quality, reduce fuel consumption, provide equity of access to reliable mobility

- **Priority Locations**

- Howard Station Expansion
- MoPac South
- Manor
- Lakeline Expansion
- SH71/ Del Valle



The Future of Travel



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Connected Vehicles exchange information with other vehicles, traffic control devices and traffic management centers (degrees of autonomous driving)



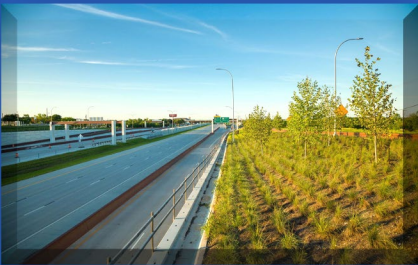
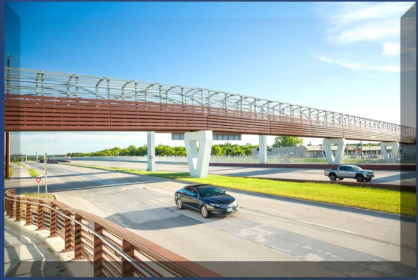
Smart Work Zones can communicate reduced speed limits and upcoming lane closures directly to vehicles



Next Generation Road User Charging

- Payment systems integrated into vehicle
- Options to charge based on:
 - Vehicle miles traveled
 - Congestion levels
 - Time of day
 - Type of roadway
 - Size/weight of vehicle
 - Emissions profile
 - Vehicle occupancy
- One account/payment system for all modes of travel





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