



February 25, 2026

The Honorable Greg Abbott
Governor of the State of Texas
P.O. Box 12428
Austin, Texas 78711-2428

Re: Central Texas Regional Mobility Authority Update, Fourth Quarter of 2025

Dear Governor Abbott:

On behalf of the Central Texas Regional Mobility Authority (Mobility Authority) Board of Directors, I would like to provide this quarterly report regarding the agency's efforts to improve the regional transportation landscape in Central Texas.

The first phase of the 183 North Mobility Project opened to traffic on January 2, 2026, with the opening of the northbound express lanes. The second phase – the northbound Direct Connector – is expected to open to traffic in a few weeks, with the full southbound lanes opening in the coming months. Several environmental studies are in progress including the 183A Added Capacity, 290 Extension Project, and MoPac South, which is readying for its final Public Hearing in 2026.

For a more detailed look at our progress from the fourth quarter of 2025, I invite you to read the pages ahead. As always, please do not hesitate to contact me if you would like more information or if I can be of assistance in any way.

Bobby W. Jenkins

Chairman, Board of Directors

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CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

Quarterly Report Update

Fourth Quarter of 2025

183 NORTH MOBILITY PROJECT

Pushing Progress

The 183 North Mobility Project will provide a new reliable travel option along US 183 between MoPac and SH 45 North. With construction of two express lanes in each direction along the 9-mile stretch of highway and a direct connector ramp to the existing MoPac Express Lane, the project will provide drivers from far north Austin an uninterrupted route into Austin's downtown core. The project also includes operational improvements for the transition to MoPac, a fourth non-tolled general-purpose lane, and new Shared Use Path segments, sidewalks, and cross-street connections for bicyclists and pedestrians.

During the fourth quarter of 2025, crews made significant progress on the widening of the roadway, drainage, retaining walls, and paving. Work on drilled shafts, bridge columns, and bridge caps on the project, including the direct connector ramp, is nearing completion.

The project will open in phases beginning with the northbound express lanes, which opened to traffic on January 2, 2026. Phase two – the northbound Direct Connector – is anticipated to open to traffic in a few weeks, followed by the full southbound lanes in a few months.



August 2025



October 2025



183A ADDED CAPACITY

Moving into Design

Unprecedented growth of Cedar Park and Leander has led to increased use of the 183A Toll corridor. The Mobility Authority began an environmental study for the potential addition of a fourth lane in the center median of 183A Toll in both directions along a 9-mile segment of the corridor from RM 620 to Hero Way. Environmental clearance will allow the agency to add capacity to the roadway as needed to reduce travel delays for users in the future.

In the fourth quarter of 2025, the project team worked on finalizing environmental documentation while the agency issued a design procurement for the project. Dependent on the results of the environmental study, Mobility Authority Board approval, and coordination with TxDOT, it is possible construction could begin as early as 2027.



183A Toll Road (2022)



Project Map



UNDER STUDY

290 Extension

Community-centered Environmental Study

Earlier this year, the Mobility Authority approved an agreement with HDR Engineering, Inc. for the development of a schematic design and environmental study for an eastern extension of 290 Toll from east of SH 130 just outside of Manor to SH 95 South in Elgin.

During the fourth quarter of 2025, the project team reviewed community feedback from the public meetings held in the fall. Through 11 feedback activities, a total of 1,219 comments were collected via email, phone, in-person, and virtually. Analysis of public comments identified concerns for traffic flow, congestion, property access, connectivity, and project funding, among others.



290 Extension Community Listening Session

MoPac South

An Update

The MoPac Expressway south of Cesar Chavez Street provides a critical link to downtown Austin and other major highways such as US 290 and Loop 360. With the northern section of roadway consistently ranked as one of Texas' 100 most congested roadways, this environmental study aims to identify a solution that improves safety and mobility for drivers, transit riders, bicyclists and pedestrians in a manner that promotes environmental stewardship and sustainability.

During the fourth quarter of 2025, the project team has been preparing for a Public Hearing to present a draft Environmental Assessment to the public in early 2026. After six open houses, technical working groups, and stakeholder meetings, this will be the final opportunity for public comment on the environmental study.



TRAVIS COUNTY PROGRAM

Safety Projects in the Capital Improvement Program

The Mobility Authority has partnered with Travis County to deliver several projects in the County's Capital Improvement Program. There are a total of eight projects in various stages of development.

Elroy Road

In early 2022, construction was completed on the Elroy Road project. The two-lane Elroy Road is now a five-lane urban arterial stretching from McAngus Road to Kellam Road with a continuous center turn lane with bike lanes and sidewalks.

County Line Road

In 2024, construction was completed on the County Line Road project with the replacement of the culvert and bridge at Elm Creek. This reconstruction was designed to address stream crossing damage and drainage concerns.

Pearce Lane

This project upgrades Pearce Lane to a four-lane divided arterial with bike lanes and sidewalks. Project team is currently working with City of Austin and Travis County on a redesign.

Together with the City of Austin and Travis County, project permitting has been established and the following projects have been restarted after a temporary hold:

Ross Road

The Ross Road project extends from Pearce Lane to Heine Farm Road and will be expanded from a two-lane road to a three-lane road with shoulders and sidewalks to enhance bike and pedestrian safety.

Thaxton Road

The Thaxton Road project will modify the existing two-lane road to a four-lane divided arterial with bike lanes and sidewalks from McKinney Falls Parkway to Sassman Road.

South Pleasant Valley Road

The South Pleasant Valley Road project is a new location road that will be a four-lane divided arterial from Bradshaw Road to FM 1327.

Old Lockhart Road

A 2.2-mile section of Old Lockhart Road from Slaughter Lane to Bradshaw Road and Capitol View Drive to Thaxton Road will have shoulders added in both directions.

Old San Antonio Road

A 3.2-mile section of Old San Antonio Road from FM 1626 to the Hays-Travis county line will have shoulders added in both directions to enhance vehicular and bicycle safety.

Due to the success of this partnership, the Mobility Authority and Travis County have entered into another interlocal agreement for 2023 Bond Projects. Preliminary Engineering Reports are being prepared and are nearing completion.



MOBILITY AUTHORITY INITIATIVES

Service Members Drive Toll-Free on Most Roads

Under the Mobility Authority's Qualified Service Member Program, participating qualified veterans and peace officers can drive toll-free on 183A Toll, 290 Toll, the 71 Toll Lane, 45SW Toll, and 183 Toll. The Mobility Authority is proud to offer this program to recognize the service of the brave women and men who have served our county. Toll charges incurred on the MoPac Express Lane and 183 Express Lanes are not being waived under this program, as the variable toll pricing model is key to congestion management.

During the fourth quarter of 2025, enrollment continued to increase. As of December 31, 2025, 36,754 qualified service members' vehicles are registered for the program.

Habitual Violator Remedies

The Mobility Authority has implemented an enforcement program to address habitual non-payment of tolls by chronic violators. These are registered vehicle owners who have been issued two notices of non-payment for an aggregate of 100 or more unpaid toll charges within a 12-month period. Enforcement remedies under the policy include posting the names of chronic violators on the agency website, blocking vehicle registration renewal, prohibiting habitual violators' vehicles on Mobility Authority roadways, and on-road enforcement of the vehicle ban.

To aid in the detection of prohibited vehicles on Mobility Authority roadways as part of our enforcement program, the agency has installed automated license plate recognition (ALPR) cameras. Fixed ALPRs are installed at the toll gantries and mobile ALPRs are mounted in law enforcement vehicles. The technology works by taking photos of license plates, capturing date, time, and GPS coordinates. The data is sent to the cloud and compared against the agency's list of prohibited vehicles, and an alert is sent to contracted law enforcement when a match is confirmed.

