



May 13, 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, First Quarter of 2026

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 183 North Mobility Project reached a major milestone with the opening of all three phases of express lanes along US 183 between SH 45 and MoPac. Another significant achievement was the receipt of Environmental Clearance for the 183A Added Capacity Project. At the same time, both the 290 Extension Project and MoPac South continue to progress through the environmental study phase, with MoPac South hosting the final public engagement opportunity for this phase through an extended 55-day Public Hearing, offered both virtually and in person.

For a more detailed look at our progress from the first quarter of 2026, 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

3300 N IH-35, Suite 300, Austin, TX 78705

Telephone: (512) 996-9778 / Fax: (512) 996-9784 / www.MobilityAuthority.com



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

Quarterly Report Update

First Quarter of 2026

AGENCY NEWS

A New Era of Collaboration



With more than 35 large-scale transportation infrastructure projects, totaling over \$23 billion in investment, soon to be under way across the region, construction in the region will no doubt impact the commutes and daily lives of Central Texans. To help minimize these impacts, regional transportation agencies have formed a first-of-its-kind collaboration: the Central Texas Construction Partnership Program (CPP). This partnership is designed to create a more coordinated and strategic approach to sharing construction information and data, managing work zones, and delivering timely, reliable information to the traveling public. CPP brings together the Mobility Authority, the Texas Department of Transportation, the City of Austin, the Austin Transit Partnership, the Capital Area Metropolitan Planning Organization (CAMPO), and CapMetro.

In February, the Mobility Authority Board approved a memorandum of understanding that formalized a shared commitment among the partner agencies to keep Central Texas moving during an unprecedented period of construction. The agreement also establishes a foundation for long-term interagency coordination and continued improvements to regional mobility and safety.

Beyond its governance framework, CPP includes several innovative technology components. These include a bi-directional Construction Data Platform that will serve as the backbone of a future regional Traffic Management Center, and a Work Zone Management Tool that will allow agencies and consultant inspectors to streamline construction coordination and communications. The program also features a public-facing mobility app and website, CTX GO, which will provide travelers with real-time, reliable information to help them make informed travel decisions.



Agencies participating in a Proof of Concept Workshop



Mobility Authority Exec. Director, James Bass participating in a CPP workshop



183 NORTH MOBILITY PROJECT

Full Express Lanes Now Open

The 183 North Mobility Project has reached a major milestone in the first quarter of 2026 with the opening of the new 183 Express Lanes. The completion of the 183 Express Lanes, two lanes in each direction added to the center median of US 183, and the new operational improvements to the interchange between US 183 and MoPac with a direct connector (DC) structure and collector-distributor road, realizes a significant portion of the mobility enhancements brought to the region by this project.

Drivers in the US 183 non-tolled general-purpose lanes still have access to the same lanes and entrance and exit ramps between U.S. 183 and the frontage road as before, along with the added fourth non-tolled general-purpose lane between MoPac and SH 45 (funded by TxDOT), which the 183 North Mobility Project opened in 2024.

The goal of this project is to improve mobility for drivers and pedestrians with both tolled and non-tolled infrastructure. The addition of express lanes allows for a mobility solution that helps ensure transit providers can operate reliably, and emergency responders can get to the scene of an emergency when time is of the essence. The 183 North Mobility Project team is distributing educational materials to help drivers navigate the new express lanes, the DC structure and the collector-distributor road along the southbound MoPac frontage road.

The 183 North Mobility Project is now in its final phase, with major construction largely complete. Over the spring and summer crews will be focused on finishing work such as final roadway surface operations, landscaping, sidewalks and other aesthetic improvements along the corridor.



183A ADDED CAPACITY

Environmental Clearance Issued

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.

In the first quarter of 2026, the project received Environmental Clearance and the team is now working on finalizing elements related to sound walls in preparation to host noise wall workshops with neighboring residents.

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

Evaluating Mobility Solutions

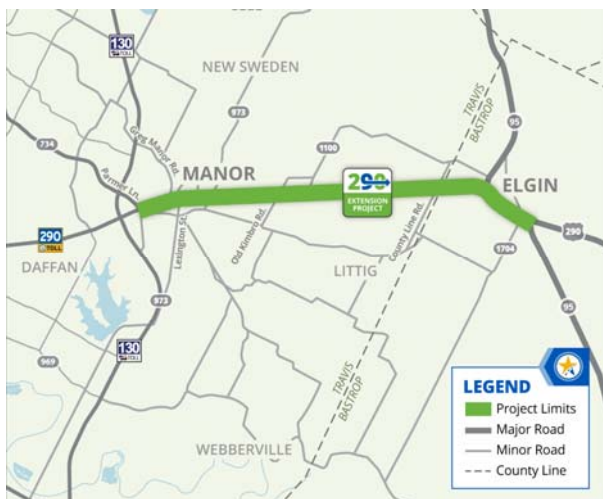
The Mobility Authority is conducting an environmental study and schematic design to evaluate potential improvements along US 290, including a possible extension of the 290 Toll from its current endpoint near SH 130 in Travis County east to SH 95 South in Bastrop County.

The study will assess mobility and safety enhancements to address existing and future congestion along the corridor. US 290 east of Austin currently ranks among Texas's Top 100 most congested roadway segments (2024), with traffic delays adding up to 17 minutes to an average trip. As the region continues to experience rapid population growth, congestion and travel delays are expected to worsen without improvements.

To improve overall mobility and support multimodal transportation, the Mobility Authority is evaluating a range of potential enhancements, including:

- Extending the 290 Toll eastward from SH 130 to SH 95 South.
- Improving cross streets with signalized intersections, including the potential addition of new traffic signals.
- Exploring pedestrian and bicycle infrastructure improvements where feasible.

As the environmental and schematic design efforts progress, proposed plans will be shared with the community through the project website and public meetings, including one tentatively scheduled for Fall 2026.



Project Study Location



Existing Traffic along US 290



UNDER STUDY

MoPac South

Environmental Study In Progress

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 first quarter of 2026, the project team completed the draft Environmental Assessment and released it for early public review in mid-February. An extended 55-day Public Hearing period began on March 9, 2026, offering both virtual and in-person participation options. Following six open houses, 12 technical working group meetings, and hundreds of stakeholder briefings, this hearing represented the final opportunity for the public to comment on the environmental study.

Participants could view a pre-recorded presentation, review exhibits and the proposed schematic, examine the draft Environmental Assessment and supporting technical reports, and submit official comments. The formal public comment period was March 9, 2026 through May 3, 2026. The project team will review all comments and publish a comprehensive Comment Response Matrix for public review as the next step. This matrix will also be included with the formal submission of the Environmental Assessment to TxDOT for evaluation and environmental ruling.



MoPac South In-Person Public Hearing

Purpose & Need

PROJECT PURPOSE (What we are trying to do)

- Provide an opportunity for reliable travel times
- Improve operational efficiency
- Create a dependable and consistent route for transit
- Facilitate reliable emergency response

PROJECT NEED (What problems need to be addressed)

- Current and forecasted congestion levels are creating unreliable travel times
- Emergency response times are impacted by traffic congestion
- Forecasted population and employment growth in Travis and Hays counties
- Under the No-Build Alternative (Do Nothing), travel delays are expected to increase

PROJECT GOALS AND OBJECTIVES (Developed through public comment)

- Provide consistency with local and regional plans
- Reduce congestion delays and provide travel time savings for all roadway users
- Be constructible while minimizing impacts to the natural and human environment
- Support water quality by treating 100% of Total Suspended Solids (TSS) annual loading for all new impervious cover
- Deliver relief in a timely manner
- Facilitate congestion management
- Increase opportunities for transit and ridesharing
- Increase opportunities for pedestrians and bicyclists

MoPac South Environmental Study Public Hearing - Nov. 2025

Exhibit Board from Public Hearing



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 with 60% design currently in review.

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 execution of the 2023 Bond Projects. Preliminary Engineering Reports are now complete and projects are progressing to Preliminary Schematic and Engineering Phase.



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 first quarter of 2026, enrollment continued to increase. As of March 31, 2026, 38,892 qualified service members 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.

