CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

# June 25, 2025
# AGENDA ITEM #10

## Discuss and adopt the FY 2026 – FY 2030 Five Year Capital Plan

| | |
|---|---|
| Strategic Plan Relevance: | Stewardship |
| Department: | Finance |
| Contact: | José Hernández, Chief Financial Officer |
| Associated Costs: | N/A |
| Funding Source: | N/A |
| Action Requested: | Consider and act on draft resolution |

**Project Description/Background:** The purpose of the capital plan is to serve as a tool to inform the Board and staff on decision making for investments in the CTRMA System roadways, facilities, and the MoPac managed lanes. The capital plan is designed to provide a view of future potential projects needs and enhancements, as well as prospective associated funding requirements. The plan and process will allow the Board and staff to prioritize project selection and prepare for them in current and future work plans and funding cycles should the decision be made to pursue them.

**Previous Actions & Brief History of the Program/Project:** An outcome goal of the Board of Directors 2022 Strategic Plan was the development of a five-year capital plan. The plan will provide insight on current and future needs to maintain the system and MoPac at a desired level of service and contemplate system enhancements and expansion, as well as potential participation in other non-tolled projects in the local community. The document is a planning tool for the Board and staff and does not commit the Board to approve nor fund any projects beyond the first year of the plan. Projects in years two to five of the plan are subject to change, deferral, reprioritization, and deletion on an annual basis. This is the second iteration of producing of the five-year capital plan. The capital planning process has been incorporated as an annual practice concurrent with the annual operating budget preparation cycle.

**Financing:** N/A

**Action requested/Staff Recommendation:** Staff recommends adoption of the capital plan.

**Backup provided**: Draft Resolution
Draft 2026 – 2030 Capital Plan

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

**RESOLUTION NO. 25-0XX**

**ADOPT THE FY 2026 – FY 2030 FIVE YEAR CAPITAL PLAN**

WHEREAS, in accordance with the Mobility Authority's Strategic Plan, each year the Mobility Authority develops 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; and

WHEREAS, the Mobility Authority staff have developed a proposed FY 2026 – FY 2030 Capital Plan for consideration by the Board in concurrence with the Mobility Authority's annual operating budget; and

WHEREAS, the Executive Director recommends the Board adopt the proposed FY 2026 – FY 2030 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 2026 – FY 2030 Capital Plan attached hereto as Exhibit A.

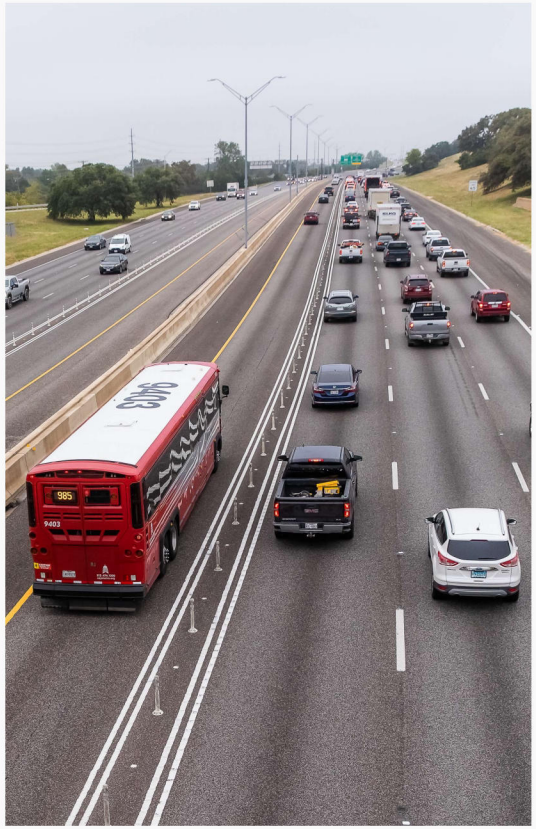
Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of June 2025.

| Submitted and reviewed by: | Approved: |
| --- | --- |
| _____ | _____ |
| James M. Bass | Nikelle Meade |
| Executive Director | Vice Chair, Board of Directors |

**Exhibit A**

FY 2026 – FY 2030 Capital Plan

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

# FIVE-YEAR CAPITAL PLAN

DRAFT JUNE 2025

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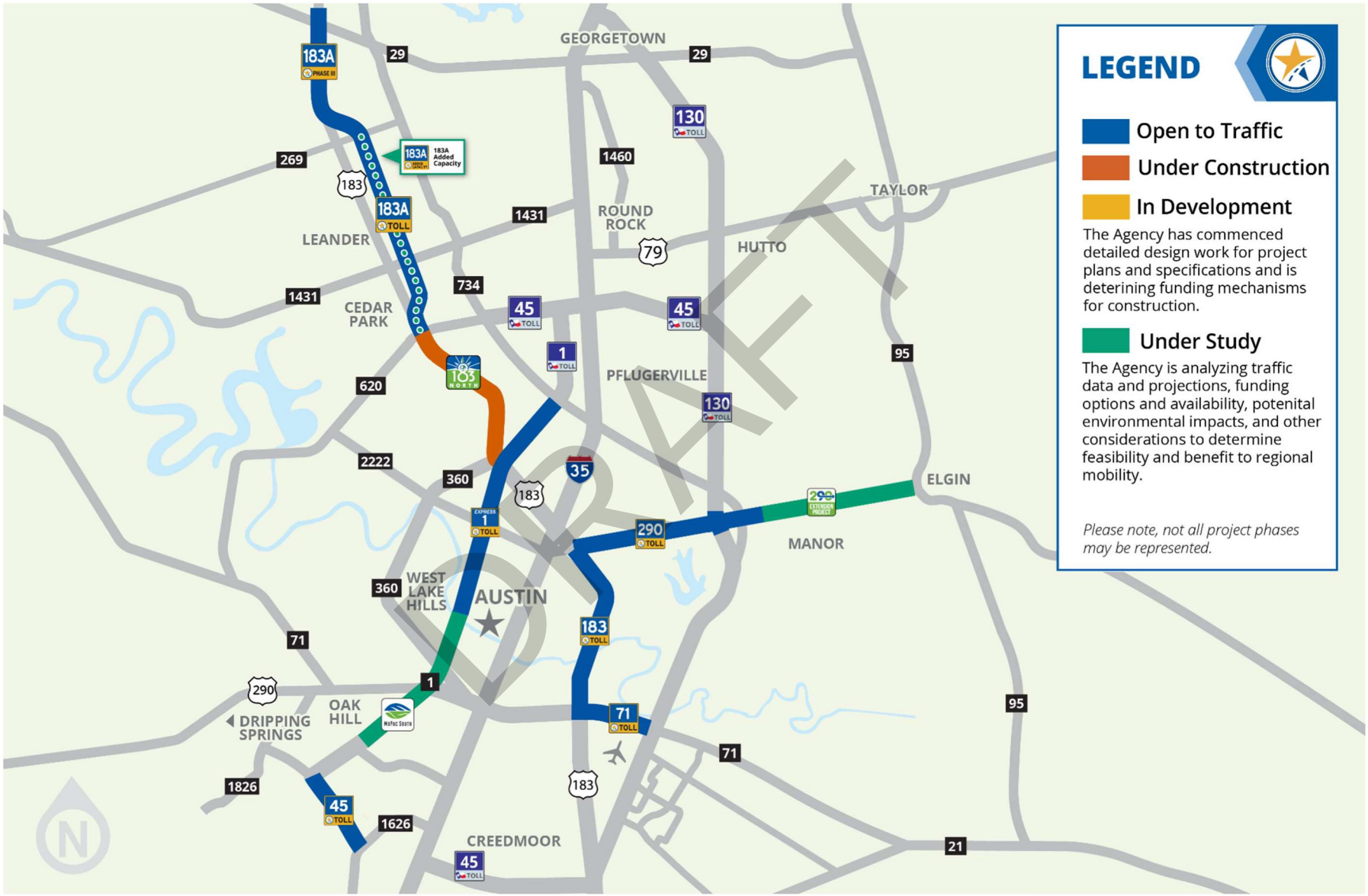
# CENTRAL TEXAS ROADYWAY SYSTEM MAP



# 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, II and III), 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. The 183 North Mobility Project is 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. Projects identified as Priority Rank 1 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 with lower priority rankings and those 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, however, the Board may exercise discretion to advance certain Rank 2 or 3 projects should the selected projects align with strategic considerations or address emerging needs.

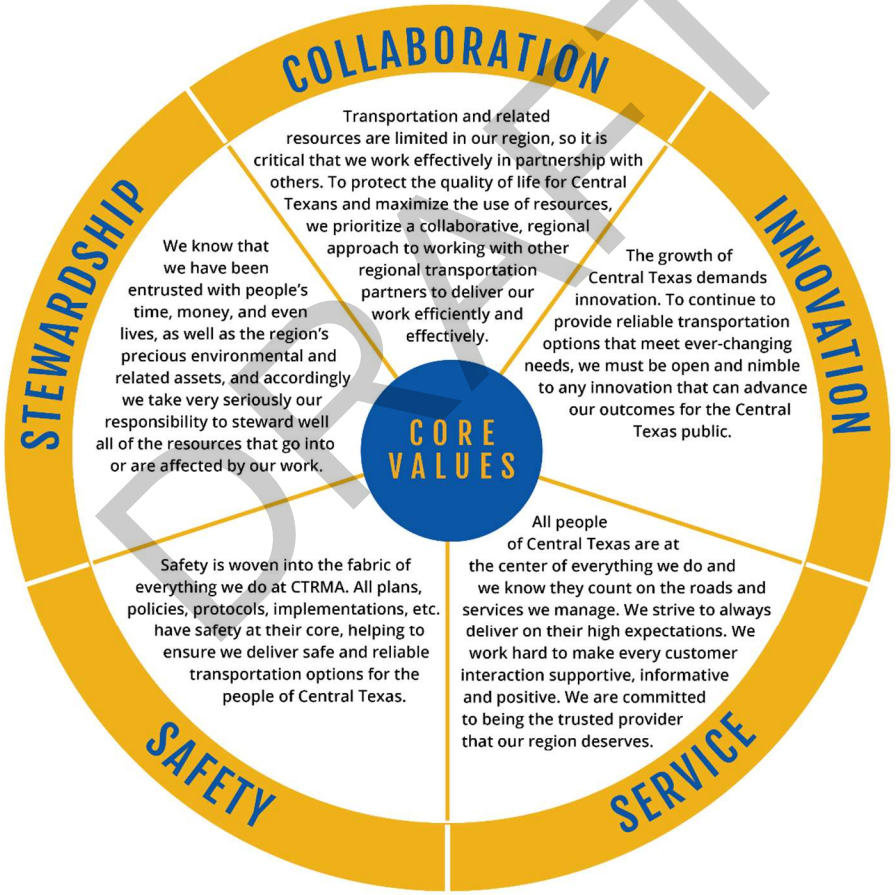
## THE CTRMA STRATEGIC PLAN

The CTRMA Strategic Plan serves as the guiding document in the operation of the CTRMA, providing a roadmap to help assure alignment with our vision, mission and values.

CTRMA's **Vision** is to be the most trusted and effective provider of transportation options that enhance the quality of life in Central Texas.

Our **Mission** is to develop, deliver, operate and maintain high-quality roadways and related transportation solutions.

Our **Values** as an organization include:



## 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 Priority Rank 1 first year recommended projects or those projects identified by the Board within 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

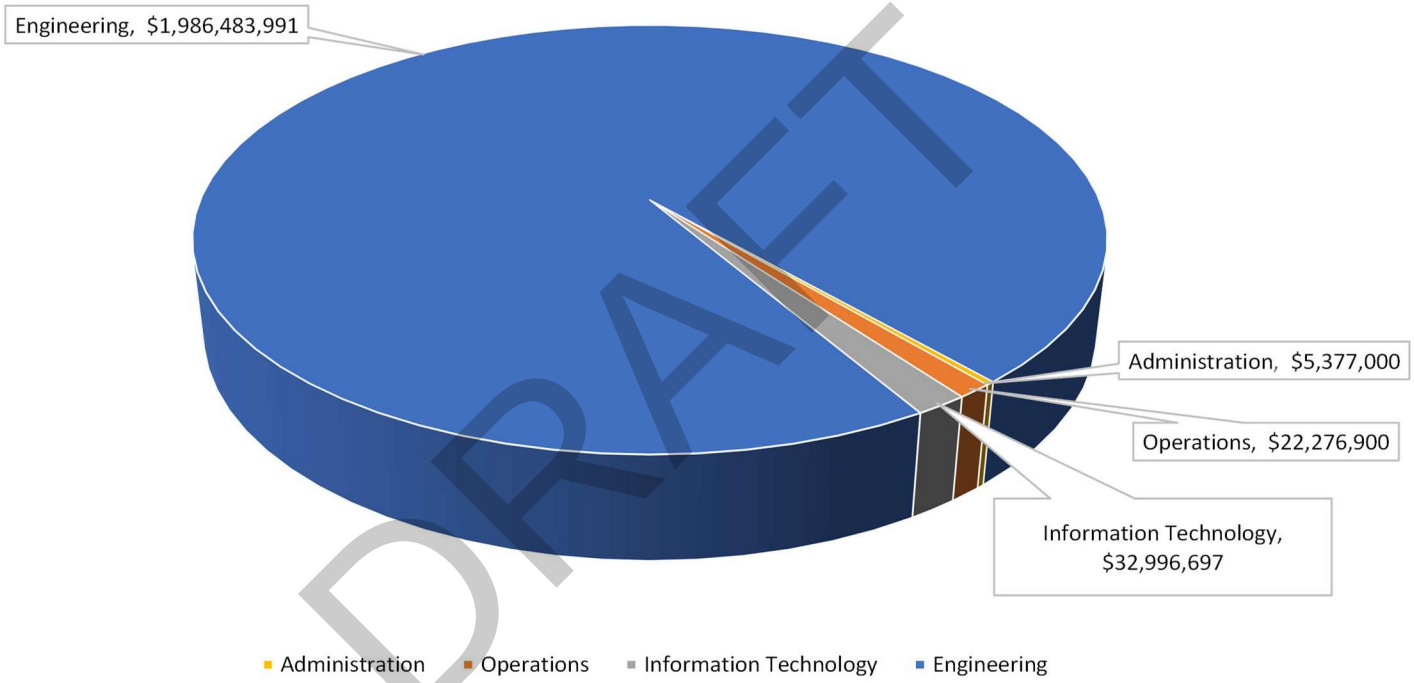
Capital Improvement Projects – major new construction of roadways

## 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



**Disclaimer**

Projects designated as Priority Rank 1 and scheduled for the first year of the plan have been formally approved and funded through the Board's budget action. These projects have undergone thorough review to ensure alignment with available resources and organizational objectives. Projects included in later years or assigned lower priority rankings remain preliminary and are subject to further evaluation, prioritization, and formal approval during future budget cycles. Priority Rank 2 or 3 projects may be advanced earlier at the discretion of the Board based on strategic considerations or emerging needs.

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

**Administration Department**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| Enterprise Resource Planning System | $ 650,000 | $ 650,000 | $ - | $ - | $ - | $ - | $ - |
| IT Buildout of new CTRMA Building | $ 310,000 | $ 60,000 | $ 250,000 | $ - | $ - | $ - | $ - |
| Fiber Connection to new CTRMA Building | $ 498,000 | $ 498,000 | $ - | $ - | $ - | $ - | $ - |
| Generator for new CTRMA Building | $ 100,000 | $ 100,000 | $ - | $ - | $ - | $ - | $ - |
| Purchase/Retrofit Property for CTRMA Office | $ 15,000,000 | $ 1,569,000 | $ - | $ - | $ - | $ - | $ - |
| CTRMA Office Furniture, Fixtures, and Equipment (FFE), HVAC, Additional Improvements | $ 2,250,000 | $ - | $ 2,250,000 | $ - | $ - | $ - | $ - |
| **Grand Total** | **$ 18,808,000** | **$ 2,877,000** | **$ 2,500,000** | **$ -** | **$ -** | **$ -** | **$ -** |

**Operations Department**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| Pay By Mail Implementation | $ 2,000,000 | $ 1,000,000 | $ - | $ 1,000,000 | $ - | $ - | $ - |
| CTRMA App - Requirements Gathering & Procurement | $ 190,000 | $ 188,500 | $ - | $ - | $ - | $ - | $ - |
| CTRMA App - Development & Implementation | $ 1,000,000 | $ 1,000,000 | $ - | $ - | $ - | $ - | $ - |
| TIM Center Video Wall Technology Replacement | $ 1,015,000 | $ 18,900 | $ - | $ - | $ - | $ - | $ - |
| TIM Center Furniture, Fixtures, and Equipment (FFE) | $ 574,000 | $ 574,000 | $ - | $ - | $ - | $ - | $ - |
| CTRMA Co-location Buildout | $ 75,000 | $ 30,000 | $ - | $ - | $ - | $ - | $ - |
| TIM Center Renovation/Expansion | $ 6,760,000 | $ 6,510,000 | $ - | $ - | $ - | $ - | $ - |
| Roadway Traveler Communications - Single Line DMS - MoPac MNLN | $ 1,700,000 | $ 1,530,000 | $ - | $ - | $ - | $ - | $ - |
| Field Operations Building (FOB) Improvements | $ 2,806,000 | $ 300,000 | $ 2,506,000 | $ - | $ - | $ - | $ - |
| SUP Improvement: Hydration Stations | $ 52,000 | $ - | $ 52,000 | $ - | $ - | $ - | $ - |
| SUP Improvement: Upgraded Signage | $ 82,500 | $ - | $ 82,500 | $ - | $ - | $ - | $ - |
| SUP Improvement: Bike Racks and Repair Stations | $ 42,000 | $ - | $ 42,000 | $ - | $ - | $ - | $ - |
| Speed Awareness Monitors - (3) Mobile Units | $ 75,000 | $ - | $ 75,000 | $ - | $ - | $ - | $ - |
| **Grand Total** | **$ 16,371,500** | **$ 11,151,400** | **$ 2,757,500** | **$ 1,000,000** | **$ -** | **$ -** | **$ -** |

**Information Technology Department**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| Toll System Replacement - 183A | $ 7,105,000 | $ 963,500 | $ 6,105,000 | $ - | $ - | $ - | $ - |
| Toll System Replacement - 183S | $ 10,000,000 | $ - | $ - | $ - | $ 10,000,000 | $ - | $ - |
| Toll System Replacement - 45SW | $ 1,450,000 | $ 1,450,000 | $ - | $ - | $ - | $ - | $ - |
| TIM Center Video Management Software | $ 600,200 | $ 595,200 | $ - | $ - | $ - | $ - | $ - |
| Fixed Camera Array Upgrades | $ 1,500,500 | $ 1,436,181 | $ - | $ - | $ - | $ - | $ - |
| Toll System Replacement - MoPac MNLN | $ 4,028,000 | $ 2,327,000 | $ - | $ - | $ - | $ - | $ - |
| DPS Enhancements | $ 2,485,000 | $ 1,004,000 | $ 979,530 | $ - | $ - | $ - | $ - |
| Cabinet Standardization Effort | $ 1,514,300 | $ 1,504,300 | | $ - | $ - | $ - | $ - |
| CCTV Camera Replacements (Systemwide) | $ 825,000 | $ 275,000 | $ 550,000 | $ - | $ - | $ - | $ - |
| Roadside Hardening | $ 2,610,500 | $ 633,000 | $ 1,977,500 | $ - | $ - | $ - | $ - |
| Toll Cabinet Security Integration System | $ 290,486 | $ 290,486 | $ - | $ - | $ - | $ - | $ - |
| Toll Cabinet Security Integration System - MoPac MNLN | $ 171,626 | $ 121,500 | $ - | $ - | $ - | $ - | $ - |
| Automated License Plate Reader (ALPR) | $ 375,000 | $ 375,000 | $ - | $ - | $ - | $ - | $ - |
| Toll Cabinet Canopy Pilot Project | $ 145,000 | $ - | $ 145,000 | $ - | $ - | $ - | $ - |
| FOB CTRMA Network | $ 120,000 | $ - | $ 120,000 | $ - | $ - | $ - | $ - |
| **Grand Total** | **$ 33,220,612** | **$ 10,975,167** | **$ 9,877,030** | **$ -** | **$ 10,000,000** | **$ -** | **$ -** |

**Engineering Department**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| Maintenance Yard Site Acquisition (ROW Purchase) | $ 14,400,000 | $ 4,400,000 | $ 10,000,000 | $ - | $ - | $ - | $ - |
| MoPac South (Preliminary Engineering/Procurement) | $ 5,000,000 | $ 314,000 | $ 3,686,000 | $ 1,500,000 | $ - | $ - | $ - |
| Maintenance Yard Build-Out | $ 2,500,000 | $ - | $ 400,000 | $ 2,100,000 | $ - | $ - | $ - |
| Large & Small Sign Replacement - 290E | $ 2,300,000 | $ - | $ 2,300,000 | $ - | $ - | $ - | $ - |
| Maintenance Equipment | $ 35,000 | $ 35,000 | $ - | $ - | $ - | $ - | $ - |
| PFC - Flexible Pavement w/Delineator Replacement - MoPac MNLN | $ 12,511,000 | $ - | $ - | $ 250,000 | $ 12,261,000 | $ - | $ - |
| Maintenance Yard Expansion & Brine Production Facilities - 290E | $ 2,500,000 | $ 107,000 | $ 2,100,000 | $ - | $ - | $ - | $ - |
| Pond Repair - 183A | $ 1,000,000 | $ 197,000 | $ - | $ - | $ - | $ - | $ - |
| Metal Beam Guard Fence Upgrade - 290E | $ 1,600,000 | $ 564,300 | $ - | $ - | $ - | $ - | $ - |
| Parmer Lane Wall Repairs - 290E | $ 1,400,000 | $ 79,691 | $ - | $ - | $ - | $ - | $ - |
| 183A Added Capacity (Schematic/Environmental/Design) | $ 13,100,000 | $ 1,732,000 | $ 1,268,000 | $ 6,800,000 | $ 3,300,000 | $ - | $ - |
| MoPac PFC Fog Seal and Surface Repair | $ 1,610,000 | $ 1,610,000 | $ - | $ - | $ - | $ - | $ - |
| Ronald Reagan Managed Lane - Segment A (Schematic/Environmental) | $ 34,000,000 | $ - | $ 1,000,000 | $ 9,800,000 | $ 13,600,000 | $ 30,000,000 | $ 44,200,000 |
| Safety Improvements (Annual) - Systemwide | $ 7,500,000 | $ - | $ 1,500,000 | $ 1,500,000 | $ 1,500,000 | $ 1,500,000 | $ 1,500,000 |
| Maintenance Yard Improvement Support + Add'tl Site Investigations | $ 250,000 | $ 250,000 | $ - | $ - | $ - | $ - | $ - |
| 290E Extension (Schematic/Environmental) | $ 25,000,000 | $ 4,500,000 | $ 7,500,000 | $ 12,000,000 | $ 1,000,000 | $ - | $ - |
| Slab Stabilization | $ 1,000,000 | $ - | $ 200,000 | $ 400,000 | $ - | $ 250,000 | $ 250,000 |
| Wall Repair | $ 7,770,000 | $ - | $ 3,220,000 | $ 2,550,000 | $ 2,000,000 | $ - | $ - |
| Pond Upgrades - 183A | $ 11,850,000 | $ - | $ 5,000,000 | $ 3,500,000 | $ 350,000 | $ 3,000,000 | $ - |
| Replacement of handrail on SH71 | $ 510,000 | $ - | $ 510,000 | $ - | $ - | $ - | $ - |
| Small & Large Sign Replacement - MoPac | $ 2,100,000 | $ - | $ - | $ - | $ 225,000 | $ 1,875,000 | $ - |
| Maintenance Vehicle (2), with attachments | $ 250,000 | $ - | $ 250,000 | $ - | $ - | $ - | $ - |
| **Grand Total** | **$ 148,186,000** | **$ 13,788,991** | **$ 38,934,000** | **$ 40,400,000** | **$ 34,236,000** | **$ 36,625,000** | **$ 45,950,000** |

| | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **Total All Departments - Rank #1** | **$ 216,586,112** | **$ 38,792,558** | **$ 54,068,530** | **$ 41,400,000** | **$ 44,236,000** | **$ 36,625,000** | **$ 45,950,000** |

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

**Administration Department**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **Grand Total** | | | | | | | |

**Operations Department**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| Roadway Traveler Communications - 183A Phase I & II Dynamic Message Signs | $ 1,900,000 | $ - | $ - | $ - | $ 1,900,000 | $ - | $ - |
| Safety Technology - Lane Violation Detection - MoPac MNLN | $ 950,000 | $ - | $ - | $ 950,000 | $ - | $ - | $ - |
| Safety Technology - Lane Violation Detection - 183N | $ 1,500,000 | $ - | $ - | $ 1,500,000 | $ - | $ - | $ - |
| Roadway Traveler Communications - Full Matrix DMS - MoPac MNLN | $ 1,900,000 | $ - | $ - | $ 1,900,000 | $ - | $ - | $ - |
| SUP Improvement: EV Charging Stations | $ 379,000 | $ - | $ 379,000 | $ - | $ - | $ - | $ - |
| SUP Improvement: Shared Use Path Counters | $ 100,000 | $ - | $ 100,000 | $ - | $ - | $ - | $ - |
| SUP Improvement: Covered Rest Areas | $ 300,000 | $ - | $ 300,000 | $ - | $ - | $ - | $ - |
| **Grand Total** | **$ 7,029,000** | **$ -** | **$ 779,000** | **$ 4,350,000** | **$ 1,900,000** | **$ -** | **$ -** |

**Information Technology Department**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **Grand Total** | | | | | | | |

**Engineering Department**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| 183A Added Capacity (Construction) | $ 195,000,000 | $ - | $ - | $ - | $ 38,000,000 | $ 75,000,000 | $ 76,000,000 |
| MoPac South (D/B Construction) | $ 1,000,000,000 | $ - | $ - | $ 167,000,000 | $ 167,000,000 | $ 167,000,000 | $ 167,000,000 |
| Overlay- Flexible Pavement - 71E | $ 5,000,000 | $ - | $ - | $ 300,000 | $ 4,700,000 | $ - | $ - |
| Mill/Overlay Flexible Pavement - 45SW | $ 12,500,000 | $ - | $ - | $ - | $ 500,000 | $ 12,000,000 | $ - |
| Lighting Upgrade - 183A | $ 1,500,000 | $ - | $ - | $ - | $ 1,500,000 | $ - | $ - |
| East End Transition Mill & Overlay - 290E | $ 1,700,000 | $ - | $ - | $ - | $ 200,000 | $ 1,500,000 | $ - |
| Ronald Reagan Managed Lane - Segment A (Construction) | $ 1,123,500,000 | $ - | $ - | $ - | $ 3,300,000 | $ 21,100,000 | $ 41,100,000 |
| 290E Extension (Construction - Full Build) | $ 1,500,000,000 | $ - | $ - | $ - | $ 250,000,000 | $ 250,000,000 | $ 250,000,000 |
| 290E Added Capacity (Schematic/Environmental/Design) | $ 12,400,000 | $ - | $ - | $ 2,300,000 | $ 4,200,000 | $ 5,100,000 | $ 800,000 |
| 290E Added Capacity (Construction) | $ 101,100,000 | $ - | $ - | $ - | $ - | $ - | $ 41,900,000 |
| **Grand Total** | **$ 3,952,700,000** | **$ -** | **$ -** | **$ 169,600,000** | **$ 469,400,000** | **$ 531,700,000** | **$ 576,800,000** |

| | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **Total All Departments - Rank #2** | **$ 3,959,729,000** | **$ -** | **$ 779,000** | **$ 173,950,000** | **$ 471,300,000** | **$ 531,700,000** | **$ 576,800,000** |

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

### Administration Department

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **Grand Total** | | | | | | | |

### Operations Department

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| SUP Improvement: Callboxes | $ 177,000 | $ - | $ 177,000 | $ - | $ - | $ - | $ - |
| SUP Improvement: Illumination Analysis | $ 162,000 | $ - | $ 162,000 | $ - | $ - | $ - | $ - |
| **Grand Total** | **$ 339,000** | **$ -** | **$ 339,000** | **$ -** | **$ -** | **$ -** | **$ -** |

### Information Technology Department

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| Roadway Traveler Communications - roadside units 183N | $ 440,000 | $ - | $ - | $ 440,000 | $ - | $ - | $ - |
| Roadway Traveler Communications - roadside units 183S | $ 735,000 | $ - | $ - | $ 735,000 | $ - | $ - | $ - |
| Roadway Traveler Communications - roadside units 290E | $ 630,000 | $ - | $ - | $ - | $ 630,000 | $ - | $ - |
| Roadway Traveler Communications - roadside units 71E | $ 21,000 | $ - | $ - | $ 21,000 | $ - | $ - | $ - |
| Roadway Traveler Communications - Roadside Units MoPac MNLN | $ 236,000 | $ - | $ - | $ 236,000 | $ - | $ - | $ - |
| Mobile Operations and Maintenance Safety (MOMS) | $ 82,500 | $ 82,500 | $ - | $ - | $ - | $ - | $ - |
| **Grand Total** | **$ 2,144,500** | **$ 82,500** | **$ -** | **$ 1,432,000** | **$ 630,000** | **$ -** | **$ -** |

### Engineering Department

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| Bliss Spillar Drainage | $ 840,000 | $ - | $ - | $ 840,000 | $ - | $ - | $ - |
| Escarpment Turnaround | $ 1,610,000 | $ - | $ - | $ - | $ 1,610,000 | $ - | $ - |
| Large & Small Sign Replacement - 71E | $ 1,600,000 | $ - | $ - | $ 200,000 | $ 1,400,000 | $ - | $ - |
| Pedestrian or Bicycle Facility | $ 25,000,000 | $ - | $ 1,000,000 | $ 5,000,000 | $ 5,000,000 | $ 5,000,000 | $ 5,000,000 |
| **Grand Total** | **$ 29,050,000** | **$ -** | **$ 1,000,000** | **$ 6,040,000** | **$ 8,010,000** | **$ 5,000,000** | **$ 5,000,000** |

| | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **Total All Departments - Rank #3** | **$ 31,533,500** | **$ 82,500** | **$ 1,339,000** | **$ 7,472,000** | **$ 8,640,000** | **$ 5,000,000** | **$ 5,000,000** |


# 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 legal counsel, 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

- Champion regional coordination by partnering with major regional mobility providers to promote a coordinated, regional mobility system
- Help evaluate and deploy next-generation innovative technologies and mode choice (i.e. connected/automated vehicle systems, etc.) to maximize the safety and efficiency of Mobility Authority roadways
- Implement research to evaluate customer interactions and behavior to enhance the customer experience

**Disclaimer**

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# Five-Year Capital Plan
# ADMIN Projects by Rank

**Priority Rank #1**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| Enterprise Resource Planning System | $ 650,000 | $ 650,000 | $ - | $ - | $ - | $ - | $ - |
| IT Buildout of new CTRMA Building | $ 310,000 | $ 60,000 | $ 250,000 | $ - | $ - | $ - | $ - |
| Fiber Connection to new CTRMA Building | $ 498,000 | $ 498,000 | $ - | $ - | $ - | $ - | $ - |
| Generator for new CTRMA Building | $ 100,000 | $ 100,000 | $ - | $ - | $ - | $ - | $ - |
| Purchase/Retrofit Property for CTRMA Office | $ 15,000,000 | $ 1,569,000 | $ - | $ - | $ - | $ - | $ - |
| CTRMA Office Furniture, Fixtures, and Equipment (FFE), HVAC, Additional Improvements | $ 2,250,000 | $ - | $ 2,250,000 | $ - | $ - | $ - | $ - |
| **Grand Total** | **$ 18,808,000** | **$ 2,877,000** | **$ 2,500,000** | **$ -** | **$ -** | **$ -** | **$ -** |

**Priority Rank #2**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **Grand Total** | | | | | | | |

**Priority Rank #3**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **Grand Total** | | | | | | | |

| | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **Total All Projects All Ranks** | **$ 18,808,000** | **$ 2,877,000** | **$ 2,500,000** | **$ -** | **$ -** | **$ -** | **$ -** |


EXPRESS LANE
EXPRESS LANE
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DELL
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# OPERATIONS

# OPERATIONS

The Operations Department upholds the Mobility Authority's core values - collaboration, innovation, service, safety, and stewardship - by overseeing the critical functions of toll operations and traffic & safety operations. These two business units work in tandem to serve both external customers (toll road users) and internal stakeholders.

**I. Toll Operations**

This business unit is responsible for the revenue cycle and customer experience related to tolling. Key responsibilities include:

- Billing & Toll Collection: Manages the end-to-end process of toll revenue collection, including transaction processing, reconciliation, and proactive strategies to optimize revenue capture throughout the billing cycle.
- Customer Care: Focuses on delivering a positive customer experience by providing efficient self-service options, resolving complex inquiries, and implementing customer-centric solutions.
- Dispute & Escalation Management: Addresses customer disagreements and complaints regarding toll charges, accounts, and related issues, ensuring fair and timely resolution. This includes managing escalations to executive or legislative levels.
- Special Programs: Administers programs that offer specific toll benefits or exemptions to eligible groups, such as veterans.
- Toll Interoperability: Collaborates with regional and national partners to facilitate seamless toll transactions across various systems and jurisdictions, enhancing customer convenience.
- Violation Enforcement: Implements and oversees enforcement activities to ensure toll payment compliance, minimize revenue loss, and maintain fairness for all toll road users.

**II. Traffic & Safety Operations**

This business unit focuses on ensuring the safe and efficient movement of vehicles on Mobility Authority roadways. Key responsibilities include:

- Express Lane Toll Rate Management: Actively manages express lane pricing to optimize traffic flow and respond to congestion or incidents.
- Incident Response Coordination: Collaborates with partner agencies to coordinate the detection, response, and clearance of traffic incidents and roadway debris, minimizing delays and safety hazards.
- Law Enforcement Coordination: Works closely with law enforcement to ensure safety, enforce traffic laws, and manage incidents on toll facilities.

- Regional Partner Collaboration: Coordinates traffic management and incident response with regional entities to ensure seamless operations across jurisdictions.
- Roadside Assistance: Manages the HERO program to provide assistance to motorists, including help with breakdowns, accidents, and debris removal, promoting safety and minimizing disruptions.

Strategic Goals

**Toll Operations**

- Enhance customer service through automation and mobile-friendly platforms
- Optimize revenue collection by evaluating back-office solutions and improving pre-paid account management
- Ensure financial stewardship by mitigating revenue leakage and refining enforcement programs
- Expand interoperability to provide customers with seamless travel across toll systems

**Traffic and Safety Operations**

- Improve roadway safety by expanding roadside assistance coverage and coordinating with law enforcement
- Enhance traffic flow and traveler information through data integration and communication technologies
- Strengthen regional partnerships to optimize traffic management and incident response

**Disclaimer**

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# Five-Year Capital Plan
# OPS Projects by Rank

**Priority Rank #1**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| Pay By Mail Implementation | $ 2,000,000 | $ 1,000,000 | $ - | $ 1,000,000 | $ - | $ - | $ - |
| CTRMA App - Requirements Gathering & Procurement | $ 190,000 | $ 188,500 | $ - | $ - | $ - | $ - | $ - |
| CTRMA App - Development & Implementation | $ 1,000,000 | $ 1,000,000 | $ - | $ - | $ - | $ - | $ - |
| TIM Center Video Wall Technology Replacement | $ 1,015,000 | $ 18,900 | $ - | $ - | $ - | $ - | $ - |
| TIM Center Furniture, Fixtures, and Equipment (FFE) | $ 574,000 | $ 574,000 | $ - | $ - | $ - | $ - | $ - |
| CTRMA Co-location Buildout | $ 75,000 | $ 30,000 | $ - | $ - | $ - | $ - | $ - |
| TIM Center Renovation/Expansion | $ 6,760,000 | $ 6,510,000 | $ - | $ - | $ - | $ - | $ - |
| Roadway Traveler Communications - Single Line DMS - MoPac MNLN | $ 1,700,000 | $ 1,530,000 | $ - | $ - | $ - | $ - | $ - |
| Field Operations Building (FOB) Improvements | $ 2,806,000 | $ 300,000 | $ 2,506,000 | $ - | $ - | $ - | $ - |
| SUP Improvement: Hydration Stations | $ 52,000 | $ - | $ 52,000 | $ - | $ - | $ - | $ - |
| SUP Improvement: Upgraded Signage | $ 82,500 | $ - | $ 82,500 | $ - | $ - | $ - | $ - |
| SUP Improvement: Bike Racks and Repair Stations | $ 42,000 | $ - | $ 42,000 | $ - | $ - | $ - | $ - |
| Speed Awareness Monitors - (3) Mobile Units | $ 75,000 | $ - | $ 75,000 | $ - | $ - | $ - | $ - |
| **Grand Total** | **$ 16,371,500** | **$ 11,151,400** | **$ 2,757,500** | **$ 1,000,000** | **$ -** | **$ -** | **$ -** |

**Priority Rank #2**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| Roadway Traveler Communications - 183A Phase I & II Dynamic Message Signs | $ 1,900,000 | $ - | $ - | $ - | $ 1,900,000 | $ - | $ - |
| Safety Technology - Lane Violation Detection - MoPac MNLN | $ 950,000 | $ - | $ - | $ 950,000 | $ - | $ - | $ - |
| Safety Technology - Lane Violation Detection - 183N | $ 1,500,000 | $ - | $ - | $ 1,500,000 | $ - | $ - | $ - |
| Roadway Traveler Communications - Full Matrix DMS - MoPac MNLN | $ 1,900,000 | $ - | $ - | $ 1,900,000 | $ - | $ - | $ - |
| SUP Improvement: EV Charging Stations | $ 379,000 | $ - | $ 379,000 | $ - | $ - | $ - | $ - |
| SUP Improvement: Shared Use Path Counters | $ 100,000 | $ - | $ 100,000 | $ - | $ - | $ - | $ - |
| SUP Improvement: Covered Rest Areas | $ 300,000 | $ - | $ 300,000 | $ - | $ - | $ - | $ - |
| **Grand Total** | **$ 7,029,000** | **$ -** | **$ 779,000** | **$ 4,350,000** | **$ 1,900,000** | **$ -** | **$ -** |

**Priority Rank #3**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| SUP Improvement: Callboxes | $ 177,000 | $ - | $ 177,000 | $ - | $ - | $ - | $ - |
| SUP Improvement: Illumination Analysis | $ 162,000 | $ - | $ 162,000 | $ - | $ - | $ - | $ - |
| **Grand Total** | **$ 339,000** | **$ -** | **$ 339,000** | **$ -** | **$ -** | **$ -** | **$ -** |

| | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **Total All Projects All Ranks** | **$ 23,739,500** | **$ 11,151,400** | **$ 3,875,500** | **$ 5,350,000** | **$ 1,900,000** | **$ -** | **$ -** |




# INFORMATION TECHNOLOGY

# INFORMATION TECHNOLOGY

The IT Department is crucial for maintaining the integrity of the agency's toll system, supporting revenue collection, and safeguarding the agency's internal and communication networks. It also provides essential technical expertise and implements approved initiatives for emerging technology efforts.

The department's core services are vital for both internal and external stakeholders:

- **Information Technology (IT).** Ensures the integrity of the Mobility Authority's computers, storage, network, and other physical devices, infrastructure, and processes for all electronic data.
- **Intelligent Transportation Systems (ITS).** Deploys various technologies on Authority roads to detect, manage, and report roadway incidents, enhancing safety and the customer experience through early detection and notification to public safety agencies.
- **Toll Systems.** Oversees daily electronic toll collection operations, monitors system performance, manages transaction reconciliation, and supervises system maintenance for accuracy and dependability. It also manages new toll collection system installations while maintaining current operational metrics.
- **Transaction Processing.** Manages workflows for transaction processing, product management, discount management, billing, and product pricing. This ensures predictable and consistent transaction processing in compliance with business rules and national interoperability requirements. The department also monitors data exchange operations, manages the Transaction Operations Management Solution (TOMS), and oversees reporting and analytics.

The IT Department is committed to building a robust foundation for the Mobility Authority's future. This includes ongoing operation of the Data Platform System (the integration point for all transaction processing and data analytics), managing the replacement of aging toll systems, upgrading communication infrastructure, developing a new traffic management center, and supporting regional and national interoperability efforts.



Strategic Goals

**Roadside Technology**

- This involves a multi-year migration from a legacy system to a new toll collection system on existing roadways
- New systems, fiber optic and communication networks, and ITS will be installed on newly constructed roads with toll collection systems

**Mobility Technology**

- This initiative focuses on installing key Intelligent Transportation System (ITS) assets to help customers make informed decisions and support future planning
- Research innovative ways to communicate actionable roadway events to the public and traffic operators, aiming for a better and safer customer experience

**Toll Interoperability**

- Continue efforts to provide a seamless toll experience across the United States using a single transponder

**Data Platform System (DPS)**

- Development for trip building and fleet account support where the focus will be on enhancing and streamlining the system for transaction processing

**Disclaimer**

Projects designated as Priority Rank 1 and scheduled for the first year of the plan have been formally approved and funded through the Board's budget action. These projects have undergone thorough review to ensure alignment with available resources and organizational objectives. Projects included in later years or assigned lower priority rankings remain preliminary and are subject to further evaluation, prioritization, and formal approval during future budget cycles. Priority Rank 2 or 3 projects may be advanced earlier at the discretion of the Board based on strategic considerations or emerging needs.

# Five-Year Capital Plan
# IT Projects by Rank

**Priority Rank #1**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| Toll System Replacement - 183A | $ 7,105,000 | $ 963,500 | $ 6,105,000 | $ - | $ - | $ - | $ - |
| Toll System Replacement - 183S | $ 10,000,000 | $ - | $ - | $ - | $ 10,000,000 | $ - | $ - |
| Toll System Replacement - 45SW | $ 1,450,000 | $ 1,450,000 | $ - | $ - | $ - | $ - | $ - |
| TIM Center Video Management Software | $ 600,200 | $ 595,200 | $ - | $ - | $ - | $ - | $ - |
| Fixed Camera Array Upgrades | $ 1,500,500 | $ 1,436,181 | $ - | $ - | $ - | $ - | $ - |
| Toll System Replacement - MoPac MNLN | $ 4,028,000 | $ 2,327,000 | $ - | $ - | $ - | $ - | $ - |
| DPS Enhancements | $ 2,485,000 | $ 1,004,000 | $ 979,530 | $ - | $ - | $ - | $ - |
| Cabinet Standardization Effort | $ 1,514,300 | $ 1,504,300 | | $ - | $ - | $ - | $ - |
| CCTV Camera Replacements (Systemwide) | $ 825,000 | $ 275,000 | $ 550,000 | $ - | $ - | $ - | $ - |
| Roadside Hardening | $ 2,610,500 | $ 633,000 | $ 1,977,500 | $ - | $ - | $ - | $ - |
| Toll Cabinet Security Integration System | $ 290,486 | $ 290,486 | $ - | $ - | $ - | $ - | $ - |
| Toll Cabinet Security Integration System - MoPac MNLN | $ 171,626 | $ 121,500 | $ - | $ - | $ - | $ - | $ - |
| Automated License Plate Reader (ALPR) | $ 375,000 | $ 375,000 | $ - | $ - | $ - | $ - | $ - |
| Toll Cabinet Canopy Pilot Project | $ 145,000 | $ - | $ 145,000 | $ - | $ - | $ - | $ - |
| FOB CTRMA Network | $ 120,000 | $ - | $ 120,000 | $ - | $ - | $ - | $ - |
| **Grand Total** | **$ 33,220,612** | **$ 10,975,167** | **$ 9,877,030** | **$ -** | **$ 10,000,000** | **$ -** | **$ -** |

**Priority Rank #2**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **Grand Total** | | | | | | | |

**Priority Rank #3**

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| Roadway Traveler Communications - roadside units 183N | $ 440,000 | $ - | $ - | $ 440,000 | $ - | $ - | $ - |
| Roadway Traveler Communications - roadside units 183S | $ 735,000 | $ - | $ - | $ 735,000 | $ - | $ - | $ - |
| Roadway Traveler Communications - roadside units 290E | $ 630,000 | $ - | $ - | $ - | $ 630,000 | $ - | $ - |
| Roadway Traveler Communications - roadside units 71E | $ 21,000 | $ - | $ - | $ 21,000 | $ - | $ - | $ - |
| Roadway Traveler Communications - Roadside Units MoPac MNLN | $ 236,000 | $ - | $ - | $ 236,000 | $ - | $ - | $ - |
| Mobile Operations and Maintenance Safety (MOMS) | $ 82,500 | $ 82,500 | $ - | $ - | $ - | $ - | $ - |
| **Grand Total** | **$ 2,144,500** | **$ 82,500** | **$ -** | **$ 1,432,000** | **$ 630,000** | **$ -** | **$ -** |

| | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **Total All Projects All Ranks** | **$ 35,365,112** | **$ 11,057,667** | **$ 9,877,030** | **$ 1,432,000** | **$ 10,630,000** | **$ -** | **$ -** |


# 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.



<u>Strategic Goals</u>

- Collect data that will help inform budget decisions necessary to project and plan for maintenance and renewal/replacement activities
- Continued management of the PBMC contract and providing routine maintenance on all our corridors for FY26
- Work with regional partners to evaluate potential operational, safety, capacity and access improvements
- Continue the development of a long range/future projects plan, a five-year Capital Improvement Plan (including safety enhancements on operating facilities), and a two- year letting schedule for regional projects
- Coordinate with the Finance Department and executive leadership to provide needs, estimates and schedules to assist in implementing the financial strategy
- In coordination with the Executive Director, continue to coordinate efforts and planning with our regional partners and the local municipalities
- In coordination with the Executive Director, continue to explore multimodal opportunities with regional partners

**Disclaimer**

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

### Priority Rank #1

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| Maintenance Yard Site Acquisition (ROW Purchase) | $ 14,400,000 | $ 4,400,000 | $ 10,000,000 | $ - | $ - | $ - | $ - |
| MoPac South (Preliminary Engineering/Procurement) | $ 5,000,000 | $ 314,000 | $ 3,686,000 | $ 1,500,000 | $ - | $ - | $ - |
| Maintenance Yard Build-Out | $ 2,500,000 | $ - | $ 400,000 | $ 2,100,000 | $ - | $ - | $ - |
| Large & Small Sign Replacement - 290E | $ 2,300,000 | $ - | $ 2,300,000 | $ - | $ - | $ - | $ - |
| Maintenance Equipment | $ 35,000 | $ 35,000 | $ - | $ - | $ - | $ - | $ - |
| PFC - Flexible Pavement w/Delineator Replacement - MoPac MNLN | $ 12,511,000 | $ - | $ - | $ 250,000 | $ 12,261,000 | $ - | $ - |
| Maintenance Yard Expansion & Brine Production Facilities - 290E | $ 2,500,000 | $ 107,000 | $ 2,100,000 | $ - | $ - | $ - | $ - |
| Pond Repair - 183A | $ 1,000,000 | $ 197,000 | $ - | $ - | $ - | $ - | $ - |
| Metal Beam Guard Fence Upgrade - 290E | $ 1,600,000 | $ 564,300 | $ - | $ - | $ - | $ - | $ - |
| Parmer Lane Wall Repairs - 290E | $ 1,400,000 | $ 79,691 | $ - | $ - | $ - | $ - | $ - |
| 183A Added Capacity (Schematic/Environmental/Design) | $ 13,100,000 | $ 1,732,000 | $ 1,268,000 | $ 6,800,000 | $ 3,300,000 | $ - | $ - |
| MoPac PFC Fog Seal and Surface Repair | $ 1,610,000 | $ 1,610,000 | $ - | $ - | $ - | $ - | $ - |
| Ronald Reagan Managed Lane - Segment A (Schematic/Environmental) | $ 34,000,000 | $ - | $ 1,000,000 | $ 9,800,000 | $ 13,600,000 | $ 30,000,000 | $ 44,200,000 |
| Safety Improvements (Annual) - Systemwide | $ 7,500,000 | $ - | $ 1,500,000 | $ 1,500,000 | $ 1,500,000 | $ 1,500,000 | $ 1,500,000 |
| Maintenance Yard Improvement Support + Add'tl Site Investigations | $ 250,000 | $ 250,000 | $ - | $ - | $ - | $ - | $ - |
| 290E Extension (Schematic/Environmental) | $ 25,000,000 | $ 4,500,000 | $ 7,500,000 | $ 12,000,000 | $ 1,000,000 | $ - | $ - |
| Slab Stabilization | $ 1,000,000 | $ - | $ 200,000 | $ 400,000 | $ - | $ 250,000 | $ 250,000 |
| Wall Repair | $ 7,770,000 | $ - | $ 3,220,000 | $ 2,550,000 | $ 2,000,000 | $ - | $ - |
| Pond Upgrades - 183A | $ 11,850,000 | $ - | $ 5,000,000 | $ 3,500,000 | $ 350,000 | $ 3,000,000 | $ - |
| Replacement of handrail on SH71 | $ 510,000 | $ - | $ 510,000 | $ - | $ - | $ - | $ - |
| Small & Large Sign Replacement - MoPac | $ 2,100,000 | $ - | $ - | $ - | $ 225,000 | $ 1,875,000 | $ - |
| Maintenance Vehicle (2), with attachments | $ 250,000 | $ - | $ 250,000 | $ - | $ - | $ - | $ - |
| **Grand Total** | **$ 148,186,000** | **$ 13,788,991** | **$ 38,934,000** | **$ 40,400,000** | **$ 34,236,000** | **$ 36,625,000** | **$ 45,950,000** |

### Priority Rank #2

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| 183A Added Capacity (Construction) | $ 195,000,000 | $ - | $ - | $ - | $ 38,000,000 | $ 75,000,000 | $ 76,000,000 |
| MoPac South (D/B Construction) | $ 1,000,000,000 | $ - | $ - | $ 167,000,000 | $ 167,000,000 | $ 167,000,000 | $ 167,000,000 |
| Overlay- Flexible Pavement - 71E | $ 5,000,000 | $ - | $ - | $ 300,000 | $ 4,700,000 | $ - | $ - |
| Mill/Overlay Flexible Pavement - 45SW | $ 12,500,000 | $ - | $ - | $ - | $ 500,000 | $ 12,000,000 | $ - |
| Lighting Upgrade - 183A | $ 1,500,000 | $ - | $ - | $ - | $ 1,500,000 | $ - | $ - |
| East End Transition Mill & Overlay - 290E | $ 1,700,000 | $ - | $ - | $ - | $ 200,000 | $ 1,500,000 | $ - |
| Ronald Reagan Managed Lane - Segment A (Construction) | $ 1,123,500,000 | $ - | $ - | $ - | $ 3,300,000 | $ 21,100,000 | $ 41,100,000 |
| 290E Extension (Construction - Full Build) | $ 1,500,000,000 | $ - | $ - | $ - | $ 250,000,000 | $ 250,000,000 | $ 250,000,000 |
| 290E Added Capacity (Schematic/Environmental/Design) | $ 12,400,000 | $ - | $ - | $ 2,300,000 | $ 4,200,000 | $ 5,100,000 | $ 800,000 |
| 290E Added Capacity (Construction) | $ 101,100,000 | $ - | $ - | $ - | $ - | $ - | $ 41,900,000 |
| **Grand Total** | **$ 3,952,700,000** | **$ -** | **$ -** | **$ 169,600,000** | **$ 469,400,000** | **$ 531,700,000** | **$ 576,800,000** |

### Priority Rank #3

| Project Title | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| Bliss Spillar Drainage | $ 840,000 | $ - | $ - | $ 840,000 | $ - | $ - | $ - |
| Escarpment Turnaround | $ 1,610,000 | $ - | $ - | $ - | $ 1,610,000 | $ - | $ - |
| Large & Small Sign Replacement - 71E | $ 1,600,000 | $ - | $ - | $ 200,000 | $ 1,400,000 | $ - | $ - |
| Pedestrian or Bicycle Facility | $ 25,000,000 | $ - | $ 1,000,000 | $ 5,000,000 | $ 5,000,000 | $ 5,000,000 | $ 5,000,000 |
| **Grand Total** | **$ 29,050,000** | **$ -** | **$ 1,000,000** | **$ 6,040,000** | **$ 8,010,000** | **$ 5,000,000** | **$ 5,000,000** |

| | Total Project Cost | Carryover | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|---|---|
| **Total All Projects All Ranks** | **$ 4,129,936,000** | **$ 13,788,991** | **$ 39,934,000** | **$ 216,040,000** | **$ 511,646,000** | **$ 573,325,000** | **$ 627,750,000** |

CENTRAL TEXAS REGIONAL
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