CHICAGO TITLE

KEEP AUSTIN MOVING

2025


183A
PHASE III
29
GEORGETOWN
29
130
TOLL
1460
183
183A
TOLL
LEANDER
1431
ROUND
ROCK
TAYLOR
79
HUTTO
1431
734
CEDAR
PARK
45
TOLL
45
TOLL
1
TOLL
95
183
NORTH
620
PFLUGERVILLE
130
TOLL
2222
35
ELGIN
360
183
EXPRESS
1
TOLL
290
TOLL
MANOR
360
WEST
LAKE
HILLS
AUSTIN
Barton
Skyway
Ramp
Relief
71
183
TOLL
1
290
OAK
HILL
MoPac South
DRIPPING
SPRINGS
71
TOLL
71
1826
183
45
TOLL
CREEDMOOR
1626
45
TOLL
BUDA
KYLE
MUSTANG
RIDGE
N
LEGEND
Open to Traffic
Under Construction
In Development
Under Study
Please note, not all project phases may be represented.

Park ATX

www.austintexas.gov/page/park-atx

Paying for parking is easy and convenient with the Park ATX mobile app. You can pay, extend and manage your parking session remotely with just a few taps. People can use up to two free 15-minute parking sessions every 24 hours through the Park ATX app. Use validation codes FREE15ATX1 and FREE15ATX2. New users may need a minimum wallet amount to start.

Affordable Parking Program

www.austintexas.gov/page/affordable-parking-program

The Affordable Parking Program is an initiative to reduce economic barriers for Austin community members to access downtown. Austin service and entertainment industry employees who work downtown can access park options at affordable monthly rates as early as 3 p.m. and as late as 7 a.m. during the week, and park up to 24 hours during the weekend, depending on the garage. Limited spaces are available for daytime use.

Bus & Rail

www.capmetro.org

CapMetro connects people, jobs and communities by providing quality transportation choices to Central Texas. Let public transit handle your commute so you can reclaim part of your day to get things done or just enjoy a moment of personal zen. Getting around town on CapMetro is simple. We'll show you how to ride, transfer buses, bring your bike, pay your fare and much more.

Metrobike

https://austin.bcycle.com/how-it-works

Unlike bike rental, a MetroBike bicycle is there when you need it, 24/7/365. Bike share is economical and convenient, designed for those trips that are too far to walk but too short to drive. With a MetroBike you don't have to worry about finding a parking spot or thieves stealing your bicycle. The only thing you have to worry about is the time you'll save getting from A to B.

As a member, you can use a BCycle to run an errand, grab lunch, travel from the bus stop to your office, or just get some fresh air.

Scooters

www.austintexas.gov/sharedmobility

Scooters are convenient and available throughout downtown. Services like Bird, Lime, LINK and Wheels are easy alternatives for running errands, grabbing lunch or heading to a meeting. Each company has its own app and starting rate.

Micromobility devices may include kick scooters, skateboards, or other small mobility devices that do not have a license plate. On sidewalks, riding and parking micromobility are allowed if done in a safe and respectful manner.

Ride-Hailing

Ride-hailing makes it easy to get to and out of downtown without the need to find parking. Services like Lyft and Uber, and ZTrip are readily available. Each company has its own app and starting rate.

Get There ATX

www.getthereatx.com/

Get There ATX is the ultimate resource where visitors and residents can discover all available transportation options to get around the city. Use their newsletter, social media, and website to learn how to ride the bus, rent a bike, ride a scooter, or get general directions to get where you need to go. The program is managed and operated by the Austin Transportation Department.

Getting Around Austin

Bus & Rail Service

EFFECTIVE MAY 26 - AUGUST 17, 2024

LEGEND

High-Frequency Routes

Buses arrive every 15 minutes on weekdays, every 15-30 minutes early in the morning, later in the evening, and weekends.

- **Rapid** (803, station) — Limited-stop service for a faster ride. Board and de-board at designated stations.
- **Bus** (7) — Local-stop service. Board and de-board at any bus stop along the route.

Regular Routes

Times and service levels vary by route. Consult individual route schedules for specific information.

- **Bus** (5) — Service to, from and via Downtown Austin along major streets.
- **Rail Shuttle** (465) — Shuttle service linking Rail stations to nearby activity centers.
- **Bus** (383) — Service in outlying areas, including Crosstown, Flex and Feeder routes.
- **Round Rock Transit** (152) — Round Rock service with connecting AM/PM trips to Austin.
- **Express, Flyer** (935) — Including Limited routes.
- **UT Shuttle** (656) — Shuttle service linking University of Texas main campus to outlying residential areas.

Rail

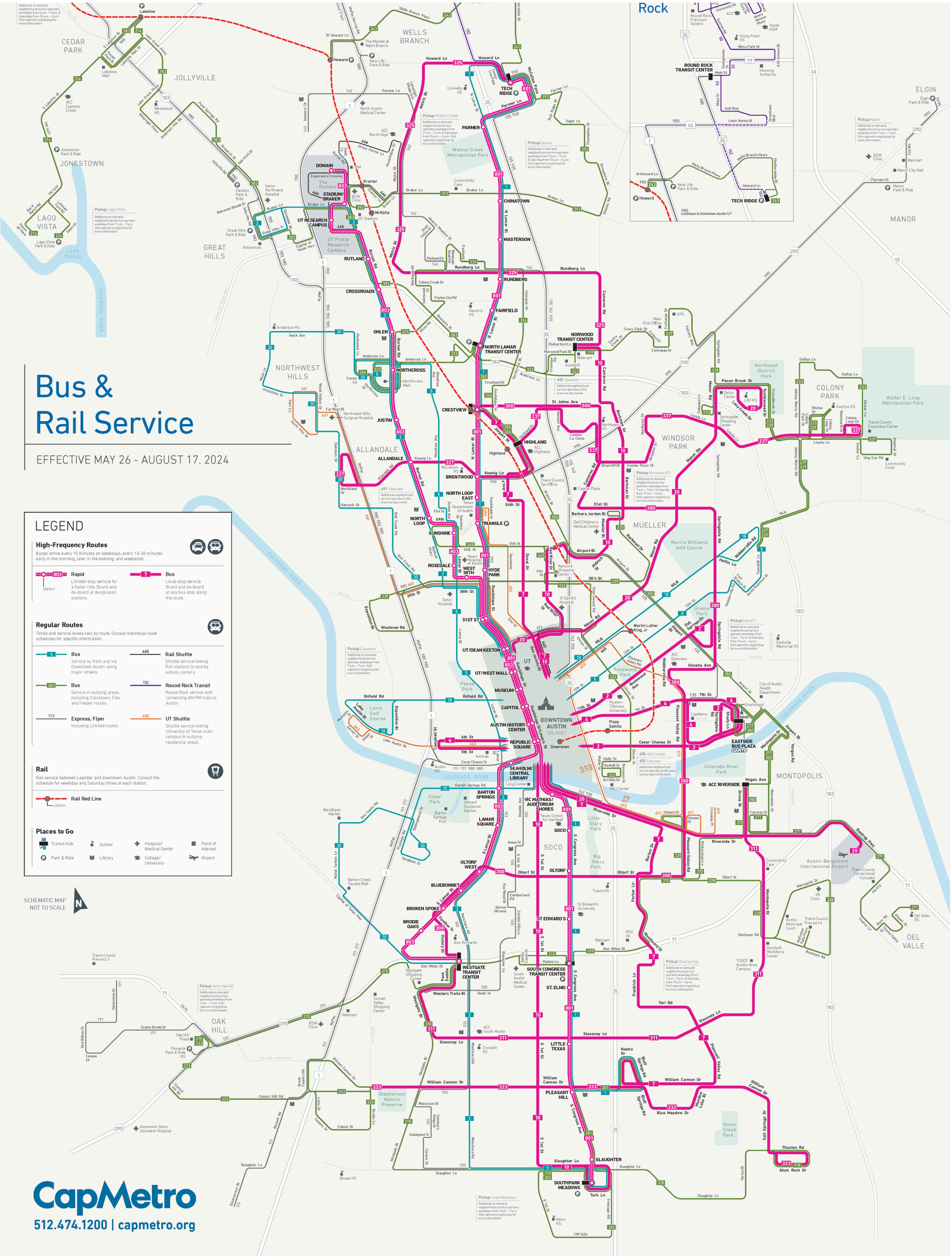
Rail service between Leander and downtown Austin. Consult the schedule for weekday and Saturday times at each station.

- **Rail Red Line** (station)

Places to Go

Transit Hub · School · Hospital/Medical Center · Point of Interest · Park & Ride · Library · College/University · Airport

SCHEMATIC MAP NOT TO SCALE



CapMetro

512.474.1200 | capmetro.org

Our Services *Nuestros Servicios*

ROUTE NUMBER & NAME *Número y nombre de ruta*		FARE *Tarifa*	WEEKDAY *días entre semana*			SATURDAY *sábado*		SUNDAY *domingo*	
			approximate frequency in minutes / frecuencia aproximada en minutos						
			PEAK	DAY	EVE	DAY	EVE	DAY	EVE
HIGH-FREQUENCY ROUTES									
Selected Local and Crosstown routes, plus Rapid routes (801 and 803). *Rutas seleccionadas Local y Crosstown, además Rutas de Rapid (801 y 803).*									
2	Rosewood/Cesar Chavez	LOCAL	15	15	30	30	30	30	30
4	7th Street	LOCAL	15	15	30	30	30	30	30
7	Duval/Dove Springs	LOCAL	15	15	30	15	30	15	30
10	South First/Red River	LOCAL	15	15	30	15	30	15	30
20	Manor Road/Riverside	LOCAL	15	15	30	15	30	15	30
300	Springdale/Oltorf	LOCAL	15	15	30	15	30	15	30
311	Stassney	LOCAL	15	15	30	20	30	20	30
325	Metric/Rundberg	LOCAL	15	15	30	30	30	30	30
333	William Cannon (Brodie to Salt Springs)	LOCAL	15	15	30	30	30	30	30
337	Koenig/Colony Park	LOCAL	15	15	30	30	30	30	30
801	North Lamar/South Congress	LOCAL	15	10	20	15	20	15	20
803	Burnet/South Lamar	LOCAL	15	10	20	15	20	15	20
LOCAL ROUTES									
Local routes serving Downtown (1-99), between neighborhoods and transit centers (200-299) and Crosstown routes not serving Downtown (300-399). *Rutas locales a Downtown (1-99), rutas entre vecindarios y centros de tránsito (200-299) y rutas Crosstown que no van al centro (300-399).*									
1	N Lamar/S Congress	LOCAL	30	30	30	30	30	30	30
3	Burnet/Menchaca	LOCAL	30	30	30	30	30	30	30
5	Woodrow/East 12th	LOCAL	30	30	30	30	30	30	30
18	MLK	LOCAL	30	30	30	30	30	30	30
30	Barton Creek/Bull Creek	LOCAL	35	35	35	35	35	35	35
201	Southpark Meadows	LOCAL	30	30	30	30	30	30	30
214	Northwest Feeder	LOCAL	40	60	60	–	–	–	–
217	Montopolis Feeder	LOCAL	30	30	30	30	30	30	30
228	VA Clinic	LOCAL	30	30	30	–	–	–	–
233	Decker/Daffan	LOCAL	60	60	60	60	60	60	60
237	Northeast Feeder	LOCAL	60	60	60	60	60	60	60
243	Wells Branch	LOCAL	35	35	35	30	30	30	30
271	Del Valle Feeder	LOCAL	30	30	30	45	45	45	45
310	Parker/Wickersham	LOCAL	30	30	30	30	30	30	30
315	Ben White	LOCAL	30	30	30	30	30	30	30
318	Westgate/Slaughter	LOCAL	30	30	30	30	30	30	30
322	Chicon/Cherrywood	LOCAL	30	30	30	30	30	30	30
323	Anderson	LOCAL	30	30	30	30	30	30	30
324	Georgian/Ohlen	LOCAL	30	30	30	30	30	30	30
335	35th/38th Street	LOCAL	30	30	30	30	30	30	30
339	Tuscany	LOCAL	60	60	60	60	60	60	60
345	45th Street	LOCAL	30	30	30	30	30	30	30
350	Airport Blvd	LOCAL	30	30	30	30	30	30	30
383	Research	LOCAL	30	30	30	30	30	30	30
392	Braker	LOCAL	35	35	35	30	30	30	30
FLYER, LIMITED AND EXPRESS ROUTES									
Flyer & Limited routes (101-199) and Express routes (900-999). *RutasFlyer y de paradas limitadas (101-199) y rutas de Express (900-999).*									
103	Menchaca Flyer	LOCAL	(2) AM trips / (1) PM trip			–	–	–	–
105	South 5th Flyer	LOCAL	(2) AM trips / (2) PM trips			–	–	–	–
111	South MoPac Flyer	LOCAL	(2) AM trips / (2) PM trips			–	–	–	–
135	Dell Limited	LOCAL	(2) AM trips / (2) PM trips			–	–	–	–
142	Metric Flyer	LOCAL	(2) AM trips / (2) PM trips			–	–	–	–
171	Oak Hill Flyer	LOCAL	(3) AM trips / (3) PM trips			–	–	–	–
935	Tech Ridge Express	COMMUTER	(2) AM trips / (2) PM trips			–	–	–	–
980	North MoPac Express	COMMUTER	(1) AM trip / (1) PM trip			–	–	–	–
982	Pavilion Express	COMMUTER	(5) AM trips / (5) PM trips			–	–	–	–
985	Leander/Lakeline Direct	COMMUTER	(5) AM trips / (7) PM trips			–	–	–	–
990	Manor/Elgin Express	COMMUTER	(3) AM trips / (3) PM trips			–	–	–	–
RAIL									
Passenger rail service with ten stops from downtown Austin to Leander. *Servicio de tren para pasajeros con diez paradas desde el centro de Austin a Leander.*									
550	Rail	COMMUTER	35-40	60	60	35-40	35-40	–	–
SPECIAL ROUTES									
Circulator routes, rail connector routes, night service and special routes. *Rutas de circuito, rutas conectoras, servicio de noche y rutas especiales.*									
465	MLK/University of Texas	LOCAL	30	30	15	–	–	–	–
466	Kramer/Domain	LOCAL	25	30	30	–	–	–	–
481	Night Owl North Lamar	LOCAL	–	–	20	–	20	–	–
483	Night Owl Riverside	LOCAL	–	–	35	–	35	–	–
484	Night Owl South Lamar	LOCAL	–	–	35	–	35	–	–
485	Night Owl Cameron	LOCAL	–	–	35	–	35	–	–
486	Night Owl South Congress	LOCAL	–	–	30	–	30	–	–
490 ■	HEB Shuttle	LOCAL	–	35 ■	–	–	–	–	–
491 ○	Allandale	LOCAL	–	–	–	60○	–	–	–
492 ◎	Delwood	LOCAL	–	60 ◎	–	–	–	–	–
493 ●	Eastview	LOCAL	–	60 ●	–	–	–	–	–

Fares *Tarifas*

LOCAL		
Single Ride *Viaje sencillo*	$1.25	
Single Ride, Reduced *Viaje sencillo, con descuento*	$0.60	
Day Pass *Pase de día*	$2.50	
Day Pass, Reduced *Pase de día, con descuento*	$1.25	
7-Day Pass *Pase de 7 días*	$11.25	
31-Day Pass *Pase de 31 días*	$41.25	
31-Day Pass, Reduced *Pase de 31 días, con descuento*	$20.60	

COMMUTER		
Single Ride *Viaje sencillo*	$3.50	
Single Ride, Reduced *Viaje sencillo, con descuento*	$1.75	
Day Pass *Pase de día*	$7.00	
Day Pass, Reduced *Pase de día, con descuento*	$3.50	
7-Day Pass *Pase de 7 días*	$27.50	
31-Day Pass *Pase de 31 días*	$96.25	
31-Day Pass, Reduced *Pase de 31 días, con descuento*	$48.10	

CONTACT INFORMATION

CapMetro Website — capmetro.org

Customer Service — 512-474-1200
Routes & Schedules/GO Line

CapMetro Access — 512-389-7480

CapMetro Rideshare — 512-477-RIDE
(car/vanpool matching service)

CapMetro Administration — 512-389-7400
Administration Office

CapMetro Transit Store — 512-389-7454
209 W. 9th Street

Lost & Found
Articles lost on vehicles and returned to CapMetro may be picked up at the Transit Store at 209 W. 9th Street, Monday through Friday, 8:00 am-5:00 pm, 512-389-7454.

CapMetro is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended. If you believe you have been discriminated against under Title VI, you may file a written complaint–Attn: Title VI Complaints, 2910 E. 5th Street, Austin, TX 78702.

INFORMACIÓN DE CONTACTO

Sitio Web De CapMetro — capmetro.org

Servicio al Cliente — 512-474-1200
Rutas y Horarios/GO Line

CapMetro Access — 512-389-7480

CapMetro Rideshare — 512-477-RIDE
(servicio para conectar a personas que desean compartir vehículos personales, ya sea autos o camionetas)

Administración de CapMetro — 512-389-7400
Oficina de Administración

Tienda de Tránsito — 512-389-7454
209 W. 9th Street

Objetos perdidos y encontrados
Los objetos perdidos en los vehículos que se entregan a CapMetro pueden recogerse en la Tienda Transit, en el 209 W. 9th Street, de lunes a viernes, de las, 8:00am a las 5:00pm, 512-389-7454.

De acuerdo con las disposiciones del Título VI (Title VI) de la Ley de Derechos Civiles 1964, y enmiendas, CapMetro no excluye ni niega sus servicios a persona alguna debido a su raza, color u origen nacional. Si usted considera que ha sufrido discriminación conforme define el Título VI, puede presentar una queja por escrito, ante CapMetro; a la atención de: Title VI Complaints en el 2910 de E. 5th Street, Austin, TX 78702.

facebook.com/capitalmetro @capmetroATX

CapMetro
512.474.1200 | capmetro.org

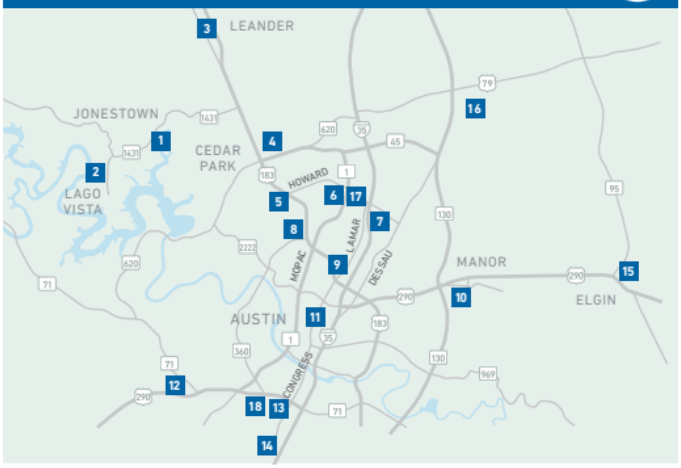
ROUTE NUMBER & NAME *Número y nombre de ruta*		FARE *Tarifa*	WEEKDAY *días entre semana*			SATURDAY *sábado*		SUNDAY *domingo*	
			approximate frequency in minutes / frecuencia aproximada en minutos						
			PEAK	DAY	EVE	DAY	EVE	DAY	EVE
UT SHUTTLES									
Circulators and limited-stop service to/from University of Texas campus. *Rutas de circuito con servicio de paradas limitadas desde/hasta el campus de la Universidad de Texas.*									
640	Forty Acres	LOCAL	15	15	15	–	–	30	30
641	East Campus	LOCAL	24	12	24	–	–	25	25
642	West Campus	LOCAL	8	12	35	–	–	30	30
656	Intramural Fields	LOCAL	10	10	20	–	–	35	35
661	Far West	LOCAL	10	10	35	–	–	50	50
663	Lake Austin	LOCAL	15	20	40	–	–	45	45
670	Crossing Place	LOCAL	8	12	20	–	–	45	45
671	North Riverside	LOCAL	12	16	20	–	–	50	50
672	Lakeshore	LOCAL	15	22	28	–	–	50	50

METROBIKE

Bikes aren't just a fun way to be eco-friendly; they also can get you places other public transit options just can't. MetroBike is our bike share program that helps you get around Austin on two wheels. Visit capmetro.org/metrobike for more information.

Las bicicletas no son solo una forma divertida de ser ecológicas; también pueden llevarle a lugares que otras opciones de transporte público no pueden. MetroBike es nuestro programa de bicicletas compartidas que le ayuda a trasladarse por Austin sobre dos ruedas. Visite capmetro.org/metrobike para más información.

Park & Ride



1 JONESTOWN
Park Dr at Crestview
214

2 LAGO VISTA
Dawn Dr/Thunderbird
214

3 LEANDER STATION
800 US-183 North
985

4 LAKELINE STATION
13701 Lyndhurst St
BIKE SHELTER
214 383 985 CARTS

5 PAVILION
12400 US-183
383 982

6 HOWARD STATION
3710 Howard Ln
243 980

7 TECH RIDGE
900 Center Ridge Dr
BIKE SHELTER
1 135 152 243 325 392 801 935 CARTS PICKUP

8 GREAT HILLS
10500 Jollyville Rd
3 383 982

9 NORTH LAMAR TRANSIT CENTER
8001 US-183 at N Lamar
1 323 350 383 801

10 MANOR
Carrie Manor at Lexington
990 PICKUP CARTS

11 TRIANGLE
4800 Guadalupe St
1 801 656 990

12 PINNACLE
7748 Hwy. 290 West
171 PICKUP

13 SOUTH CONGRESS TRANSIT CENTER
301 W Ben White
BIKE SHELTER
1 310 315 801

14 SOUTHPARK MEADOWS PARK & RIDE
9300 S IH 35 Frontage Rd.
3 10 201 801

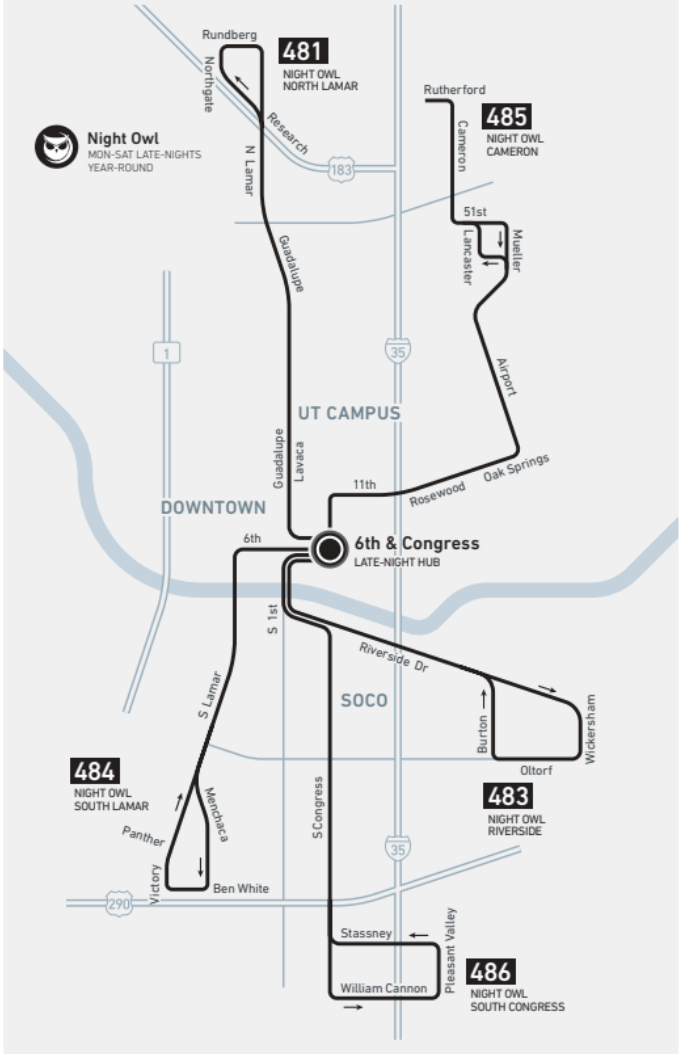
15 ELGIN
TX-95 at Main St
990 CARTS

16 ROUND ROCK TRANSIT CENTER
300 W Bagdad Ave
50 152 980

17 NEW LIFE PARK & RIDE
3200 Century Park Blvd.
980

18 WESTGATE TRANSIT CENTER
2027 Ben White Blvd EB
30 300 311 315 318 803

Night Owl



METRORAPID

THE PROJECT

Austin is among the fastest-growing cities in the U.S., with its population expected to double to four million by 2040. This growth will cause additional strain on the roadway network, result in increased travel times and costs, decrease our mobility and hinder our region's economic health, and threaten our air quality.

Capital Metro is moving forward with four new MetroRapid lines that provide the Austin community and visitors with alternate routes to get around the city. Plans for MetroRapid include an all-electric expanded bus service, newly designed stations and an improved customer experience.

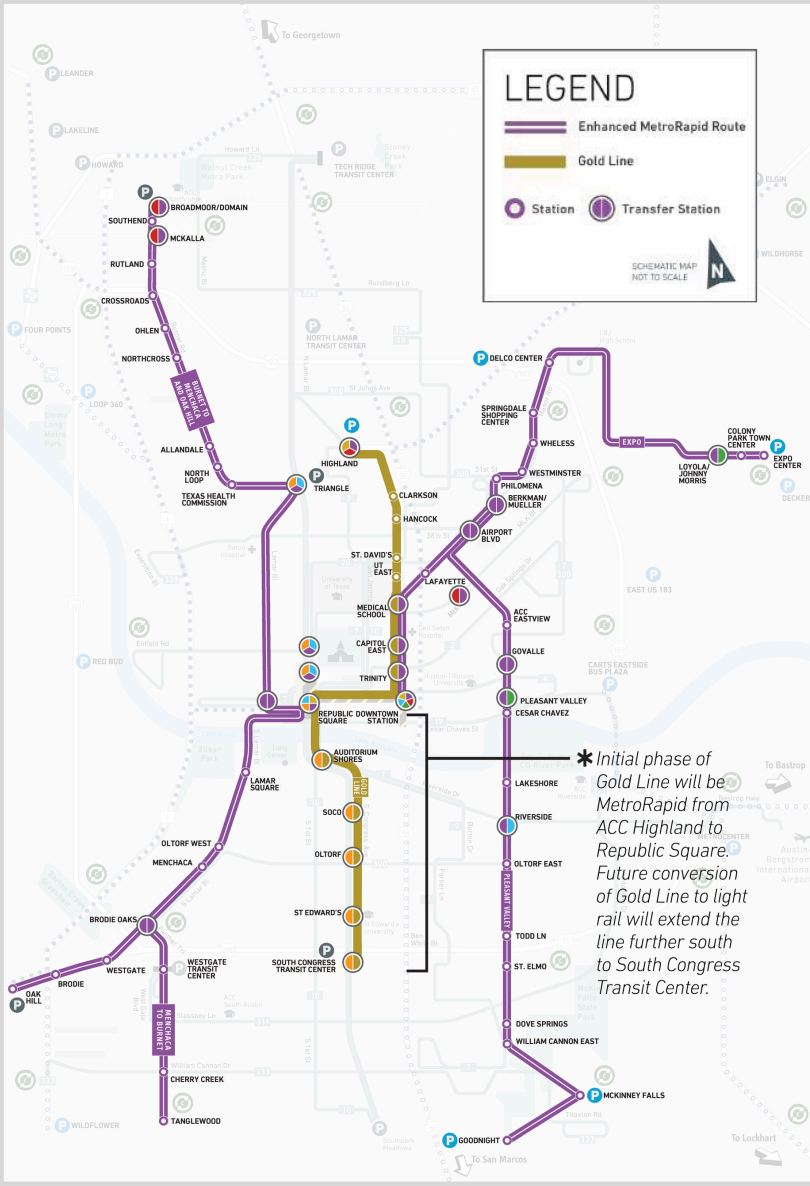
Capital Metro currently operates two MetroRapid services:

- **Route 801**
  Extends along N. Lamar, Guadalupe and S. Congress from Tech Ridge to Slaughter Lane
- **Route 803**
  Travels along Burnet, Guadalupe and S. Lamar from the Domain to Westgate Transit Center

These routes provide frequent service with a limited number of stops for faster travel times. Route features include priority lanes, transit signal priority, queue jumps, enhanced and improved stations and higher frequency operations.

The four proposed MetroRapid routes include:

- **Pleasant Valley** - Mueller to the Goodnight Ranch Park & Ride
- **Expo Center** - East Austin to University of Texas and downtown Austin
- **The Gold Line** - Austin Community College-Highland to Republic Square. (The Gold Line will begin as a MetroRapid service and could be converted eventually to light rail as a part of the System Plan)
- **Burnet** - The Domain to Menchaca and Oak Hill

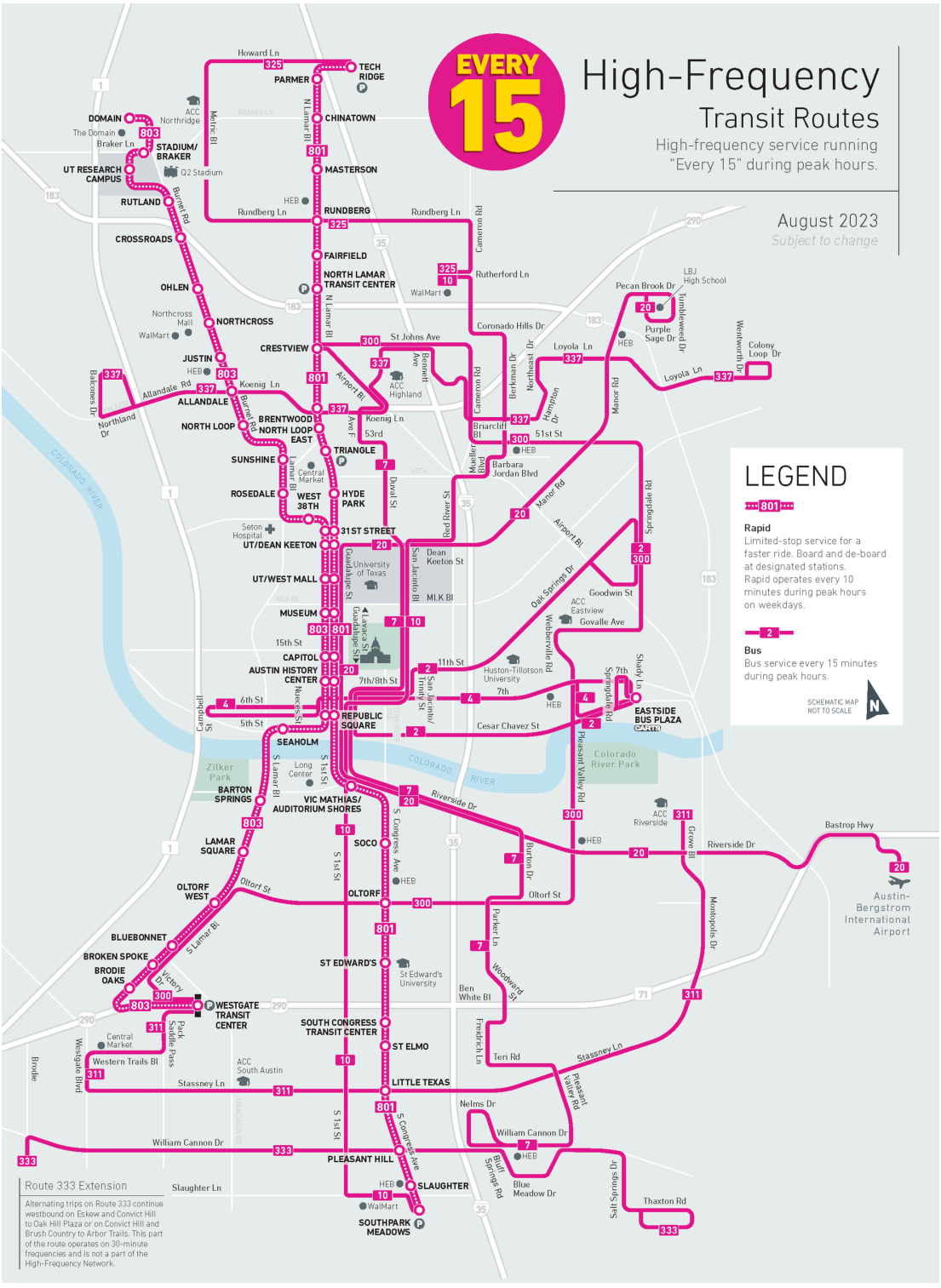


Proposed alignments for the **METRORAPID PROJECT**

May 2022
Station location and names subject to change.

EVERY 15-30 MINUTES - ALL OF AUSTIN - FREQUENTLY & RELIABLY

Cap Metro's High-Frequency Network serves all of Austin – and operates every day of the week. So, whether you're going to work or school Tuesday morning or out to get tacos on a Sunday afternoon, we've got a bus that could arrive at your stop as often as every 15 minutes.

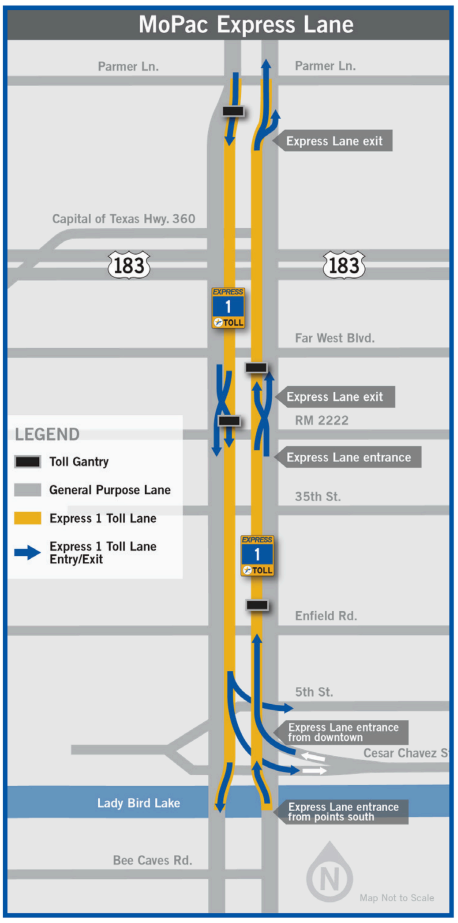


CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

MOPAC EXPRESS LANE FAQs

WHAT IS THE MOPAC EXPRESS LANE?

The MoPac Express Lanes are special buffer-separated lanes that use variable tolls to keep traffic moving even when the adjacent lanes are congested. This is accomplished by raising the toll when traffic is heavy and lowering the toll when traffic is light to ensure drivers have a reliable, congestion-free route to their destination. The Express Lane is in the middle of the MoPac corridor, separated from the existing general purpose lanes by a four- to five-foot-wide striped buffer zone with flexible white plastic delineator sticks.



HOW DO I ACCESS THE EXPRESS LANE?

Northbound drivers can access the MoPac Express Lane from downtown near Cesar Chavez St, or centrally near RM 2222. Southbound drivers can access the Express Lane near Parmer Lane or centrally near RM 2222.

WHAT IS VARIABLE-PRICED TOLLING?

Instead of fixed tolls, the MoPac Express Lane charges a variable priced toll that increases when traffic is heavy, and decreases when it is light to either encourage or discourage use. It leverages supply and demand principles to manage the number of vehicles entering the Lane. Toll rates fluctuate with traffic volumes to maximize the number of cars that can use the Lane while ensuring traffic remains free-flowing.

HOW WILL I KNOW THE TOLL RATE?

Northbound and southbound drivers will see the toll rate posted on overhead electronic message boards, visible ½ mile in advance of the Express lane entrance. Signage near the downtown entrance for northbound drivers will indicate: 1) The price of a trip to near RM 2222; and 2) the price of a full length, 11-mile trip to Parmer Lane. For Southbound drivers, signage near Parmer Lane will indicate 1) The price of a trip to near RM 2222; and 2) The price of a full-length trip to downtown. For northbound and southbound drivers entering near RM 2222, signage will post the rate for that segment only.

These posted prices are for drivers with a TxTag or other electronic toll tag. The Pay By Mail rate will be 33% higher.

WHY DID WE BUILD EXPRESS LANES?

On a central, urban corridor like MoPac with limited right of way, building an additional general purpose lane would not alleviate congestion because that lane would soon reach capacity, perpetuating the congestion problem. Express Lanes are an innovative congestion management tool that allow drivers to bypass congestion when they need a reliable alternative for a special occasion. They allow drivers to take back the time they would have wasted sitting in traffic, while also offering Capital Metro buses and registered van pools toll-free access to their destination. The MoPac Express Lane is the first in the Austin area.

WHY NOT BUILD HOV LANES?

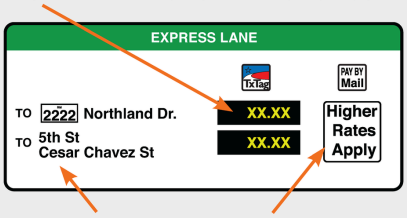
Constructing HOV lanes was considered, but ultimately not implemented due to lack of reliability. Ensuring a free-flowing lane requires either the use of variable tolling to keep traffic moving at a minimum speed, or instituting a three-passenger minimum, which would result in under-utilization. Conversely, research shows that instituting a two-passenger minimum often results in over-utilization. In short, HOV lanes do not solve the congestion problem. Express Lanes incentivize carpooling by guaranteeing a reliable trip and allowing riders to share the cost of the toll.

WHAT IS THE TIM CENTER?

The TIM is the Mobility Authority's Traffic & Incident Management (TIM) Center and the heart of our intelligent transportation system. Through the TIM Center, we monitor our toll facilities and coordinate resources for incident management and maintenance so that we can respond efficiently to accidents and other interruptions to traffic flow such as debris in the roadway. Seventeen high-definition cameras line the corridor with vehicle detectors set about ½ mile apart. These devices monitor every stretch of MoPac Expressway between Cesar Chavez and Parmer Lane with technicians monitoring live video feeds. Operators and an algorithm monitor traffic levels so the toll rates can be adjusted as needed to ensure they are having the desired effect on traffic volumes.

Reading Express Lane Toll Pricing Signage

EXPRESS LANE PRICING:
Changeable electronic signs display the current toll rates in real time, so you'll know the price before you decide whether to enter the lane. Once you are in the lane, the price you saw is the price you'll pay.



DESTINATION EXIT:
The project is divided into two segments, each with a corresponding toll price.

PAY BY MAIL OPTION:
Drivers without a TxTag, Toll Tag or EzTag will have their license plate photographed and the vehicle owner will be mailed a bill with a 33% higher toll rate and an additional $1.00 fee per invoice to cover the higher cost of processing.

WHAT IF THERE IS AN ACCIDENT IN THE EXPRESS LANE? WILL THE TOLL RATE INCREASE?

Checks and balances are in place to protect against incident-related congestion from driving up the toll rate. If an incident occurs, detection devices will trigger an alarm. Operators will use the cameras to zoom in, assess the situation, and manually lock in the toll rate so it doesn't increase. To ensure smooth operations, technical staff is onsite 24 hours a day, 7 days a week at the TIM Center to manage any issues that arise. The whole operation can also be controlled remotely.

IF THERE IS AN ACCIDENT IN THE EXPRESS LANE AHEAD OF ME, WILL I BE STUCK?

The Express Lane is wide enough to allow vehicles to get around an incident that occurs in the Lane. Alternatively, in an emergency, vehicles can exit the Express Lane in between the white plastic delineator sticks that are spaced 12 feet apart. While driving over the delineators would cause vehicle damage, at a low speed, vehicles should be able to get in between them.

WHAT IF THE PRICE OF THE TOLL INCREASES WHILE I AM IN THE LANE?

The price is posted on electronic message boards and visible to drivers as they approach the entrance to the Lane so they can decide whether their trip is worth that amount. If the price increases while a driver is already in the lane, they still pay the price that was posted when they initially entered—or less. When the price increases, there is a delay between the time the higher price is posted on the message board and when the higher price is applied to transactions. However, there is no delay when the price decreases, so drivers immediately realize the benefit of the lower rate.

As an extra step to ensure accurate charges, the processing of transactions is delayed 72 hours, allowing time for any necessary price adjustments before customers receive their bills. In addition, cameras capture photos of the Express Lane pricing signs with time and date stamps at every transaction.

HOW DO I PAY MY TOLLS?

Toll payment on MoPac is electronic, meaning drivers do not have to stop—or slow down, to pay tolls. Drivers with an electronic toll tag—either a TxTag, an EZ-Tag or a TollTag—have their tolls automatically deducted from their tag account, while those without a tag receive a bill in the mail through the Pay By Mail program. The price posted on the electronic signs reflects the tag rates, while Pay By Mail rates are 33% higher.

For more information and a video showing how the Express Lane works, please visit www.MoPacExpress.com

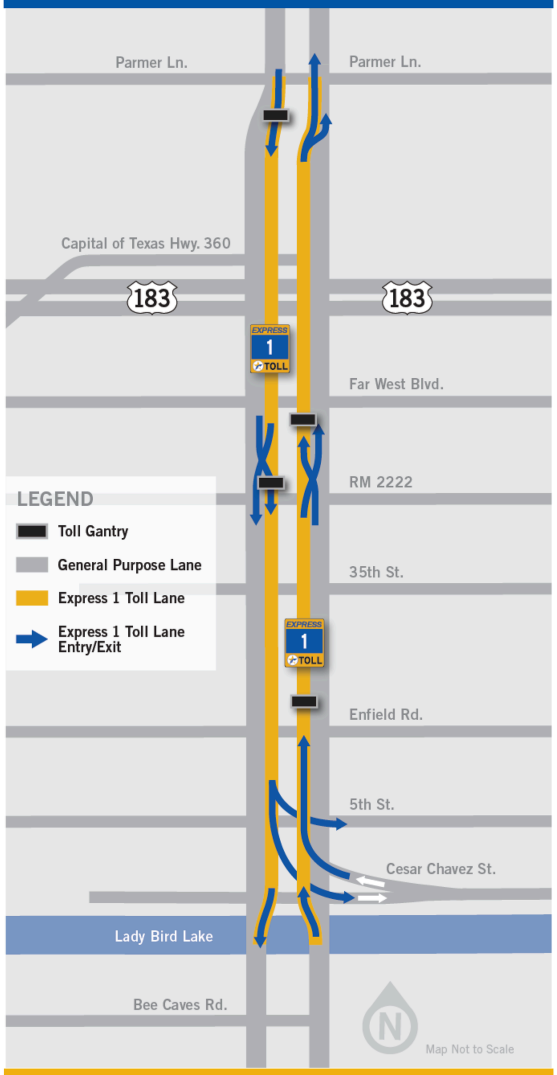
DO I HAVE TO TAKE THE EXPRESS LANE?

No. Those who prefer not to pay a toll can continue to travel toll-free in the general-purpose lanes. They will still experience the benefits of the Express Lane, which diverts some traffic and frees up capacity in the general-purpose lanes.

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

MOPAC EXPRESS LANE FACT SHEET

MOPAC EXPRESS LANE ENTRANCE AND EXIT MAP



EXPRESS LANE ENTRANCE AND EXIT LOCATIONS

NORTH: near Parmer Lane

CENTRAL: between Far West Boulevard and RM 2222

SOUTH: near Cesar Chavez Street and 5th Street

OVERVIEW

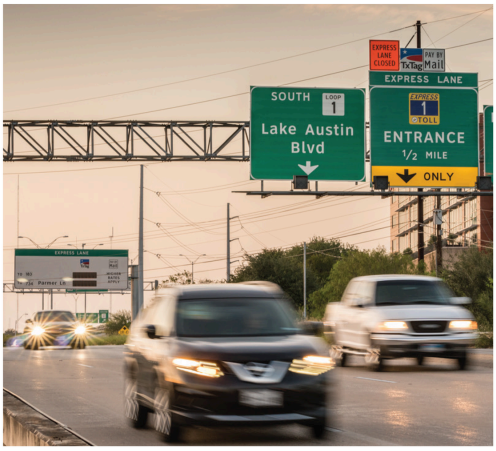
The MoPac Express Lane offers drivers the option to bypass congestion on the 11-mile stretch of MoPac between Parmer Lane and Cesar Chavez Street. Those who prefer not to pay a toll can still use the non-tolled lanes on MoPac.

PROJECT DESCRIPTION

The MoPac Express Lane is a special buffer-separated lane that uses variable tolls to keep traffic moving even when the adjacent lanes are congested. This is accomplished by raising the toll when traffic is heavy and lowering the toll when traffic is light, leveraging supply and demand principles to ensure drivers have a reliable, congestion-free route to their destination. The Express Lane is located in the middle of the MoPac corridor, separated from the existing general purpose lanes by a striped buffer zone and flexible plastic delineator sticks.

VARIABLE TOLL PRICING

To manage the number of cars in the Express Lane at any given time, variable toll pricing is used. When traffic is heavy and demand is high, toll rates increase. When demand is low, toll rates decrease. Higher rates manage congestion by discouraging drivers to enter the lanes and ensure a reliable trip for drivers when they need it. Public transit buses, registered van pools and first responders ride toll-free in the Express Lane.



CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

MOPAC EXPRESS LANE FACT SHEET

EXPRESS LANE PERFORMANCE

With average speeds **above 50 miles per hour,** the Express Lane allows drivers **up to a 50 percent faster commute.**

1,600

The MoPac Express Lane carries up to 1,600 vehicles per hour, **freeing up capacity** in the non-tolled lanes.

An algorithm and operators **adjust toll rates** to keep traffic moving.

73%

Toll-free access for Capital Metro has **increased** Express Bus **ridership** by 73 percent* on MoPac.

**Between October 2017 and October 2018*

Real-time traffic monitoring through the Traffic & Incident Management (TIM) Center facilitates **swift incident clearance** and emergency response.

MANAGEMENT

Our TIM Center houses state-of-the-art technology to monitor traffic flow, and serves as the heart of MoPac operations. The data fed into the TIM Center through high detection cameras and vehicle-detection sensors enables faster emergency response, coordination of resources for incident or debris clearance, and enhances safety for all travelers.

PAYMENT OPTIONS

TxTag · TollTag · EZTAG · KTAG · PIKEPASS · bancpass · pluspass

ELECTRONIC TAG

Customers can pay their tolls with a TxTag, TollTag, EZ TAG, KTAG, Pike-pass or BancPass and get a 33% discount.

** TxTag is operated by TxDOT and is available online at www.TxTag.org, or by calling 1-888-GO-TxTag.*

PAY BY MAIL

PAY BY MAIL

If you don't have a tag just keep moving, and we'll bill you through the Pay By Mail program. Pay By Mail customers are billed using a picture of their license plate, and are charged a $1.00 statement fee per bill.

** Pay by Mail is available online at www.PayMobilityBill.com, or by calling 1-833-762-8655.*

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.

DID YOU KNOW?

The most common make of vehicles in the Express Lane are those driven by middle income residents. **Ford makes up 15.2 percent** of vehicles, followed by **Toyota at 12.7 percent,** and **Chevrolet at 10.7 percent.**

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

183A PHASE III

183A TOLL PHASE III
FREQUENTLY ASKED QUESTIONS

What is the 183A Phase III Project?

The Central Texas Regional Mobility Authority is extending the 183A Toll Road 6.6-miles northward from Hero Way to north of SH 29 in Liberty Hill as Phase III of the 183A system. The project will include two tolled lanes in each direction located primarily within the existing median of the US 183 corridor, with an adjacent shared use path from Hero Way to the proposed Seward Junction Loop project.

What problem is the 183A Phase III Project addressing?

Williamson County, most notably in Cedar Park, Leander, and Liberty Hill, is experiencing a population boom. Between 2016 and 2040, Cedar Park's population is projected to grow by 31 percent, Liberty Hill by approximately 44 percent, and Leander by 271 percent. The corridor is expected to continue to attract residential and commercial development, further intensifying congestion and delays.

With this unprecedented growth, traffic volumes along US 183 are expected to increase by 183 percent by 2042, driving the need for proactive congestion relief. Increased congestion along the existing US 183 corridor negatively impacts the safety, with crashes more likely to occur at a greater frequency and severity level at cross street intersection locations. In addition, projections show that increased congestion would result in unreliable travel times negatively impacting the quality of life regionally.

The 183A Phase III project will:

- Provide a reliable, predictable and time-saving option for drivers and emergency vehicles
- Accommodate community growth and development along and to the north of the corridor
- Provide an alternative route without signalized intersections
- Minimize community impacts by working mostly within existing right-of-way

Will the project include bicycle and pedestrian accommodations?

Existing bicycle and pedestrian accommodations along 183A and US 183 within the project limits are currently limited to crosswalks and ramps at Hero Way, Bryson Ridge Trail, and SH 29, and paved outside shoulders along the general-purpose lanes.

The 183A Phase III project will include a 10-foot-wide, shared-use path for bicycle and pedestrian use from Hero Way to Seward Junction Loop. A connecting shared use path will provide trail access to the City of Leander's planned South San Gabriel River Park.

What is the project cost?

$277,300,000

How is the project funded?

The Mobility Authority has issued bonds and has been granted a TIFIA loan to finance the project.

When will construction begin and how long will it last?

Construction began in spring 2020 and is anticipated to be open to traffic in 2025.

Are any major detours or road closures planned during construction?

Project construction will occur primarily within the existing 183A and US 183 ROW and easements and the proposed 19.3 acres of additional ROW north of SH 29.

Temporary lane closures will be minimal and primarily associated with the construction of entrance/exit ramps and grade separated intersections. Consequently, economic impacts to local businesses associated with roadway access during construction are not anticipated.

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

183A PHASE III

183A TOLL PHASE III
FREQUENTLY ASKED QUESTIONS

What are the hours of operation for construction?

The majority of construction will take place during daytime hours, however, to minimize impacts to traffic and to ensure the safety of the traveling public, construction may occur 24 hours a day.

When and where will lane closures occur?

Construction activity will occur on US 183/183A Toll from south of Hero Way to north of SH 29 in Liberty Hill.

Overnight: Overnight lane closures may occur between 8 p.m. and 5 a.m.

The contractor will face financial penalties if a closure occurs or lingers outside of approved time frames. In order to minimize noise from construction activities, the project team will follow a set of guidelines designed to preserve quality of life for adjacent neighborhoods.

How do I find out about construction activity and lane closures during construction?

Sign up for email notifications, or visit our page dedicated to lane closures and construction activity.

Will private property be acquired by the project?

Most of the project will be constructed within the existing right-of-way (ROW) of 183A and US 183. We anticipate that approximately 19.3 acres of additional ROW may need to be acquired near the northern end of the project limits to construct the transition of US 183 for approximately 1.1 miles north of SH 29.

The new 183A lanes will be constructed within the existing 183A and US 183 alignment and no new-location roadways are proposed as part of the project. No displacements or relocations are anticipated and physical access to residences and community resources will remain. Changes to neighborhood cohesion, existing access to specific services, or recreation patterns at public facilities are not expected to occur as a result of the project.

Will there be a noise barrier?

The Environmental Assessment evaluated noise impacts of the proposed project to determine if noise barriers were required. The noise analysis determined that traffic noise impacts would occur at 24 homes, the planned South San Gabriel River Park, and the New Life Church playground. The projected increase in noise levels is due to the increase in travel lanes and traffic volumes. Noise levels already approach or exceed noise abatement criteria at seven locations under existing conditions. Without the proposed project, traffic noise would increase over existing conditions because of increased traffic volumes.

The results of the noise analysis indicated that one combination of two noise barriers would be feasible and reasonable as a noise abatement measure adjacent to the future South San Gabriel River Park planned by the City of Leander. Other noise walls, where feasible, would not be reasonable for the impacted receivers since they would exceed TxDOT's cost-effectiveness criteria. No other noise barriers qualified for incorporation into the proposed project. The noise analysis is available on our website, 183A.com.

Which types of vehicles are exempt from paying tolls on roads operated by the Central Texas Regional Mobility Authority?

On toll roads operated by the Mobility Authority, tolls are waived in accordance with state law and Mobility Authority policies for:

- Emergency vehicles
- State and federal military vehicles
- Public transit buses
- Capital Metro registered vanpools
- MetroAccess vehicles
- Qualified veterans accepted into the Qualified Veteran Discount Program

How can I get more information about the 183A Phase III Project?

For more information, questions or concerns you may call the Project hotline at (512) 340-1111. You can also sign-up for the e-newsletter or schedule a presentation with the project team for your organization or group on our website, 183A.com.

183 NORTH FACT SHEET

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

OVERVIEW:

US 183 between SH 45 North and Loop 1 (MoPac) is the 69th most congested roadway in the State of Texas, and peak rush hour traffic speeds will be reduced to 10 mph by 2035 if we do nothing.

The 183 North Mobility Project, led by the Central Texas Regional Mobility Authority, in cooperation with the Texas Department of Transportation, will manage congestion and improve transit reliability and emergency response times along the corridor.

PROJECT DESCRIPTION

The project includes the construction of two express lanes in each direction and the addition of a general-purpose lane to bring the number of non-tolled lanes to four in each direction. Express lane direct connectors will be constructed with MoPac to the south and operational improvements will be added to southbound MoPac. When completed, those looking to bypass traffic congestion will have a choice to use the 183 North Express Lanes. Drivers who prefer not to pay a toll will still have the option to use the expanded non-tolled general-purpose lanes. Construction is set to begin in spring 2022 with targeted completion in 2026.

- **Project Cost:** $612 Million
- **Project Length:** Approx. 9 miles along US 183
- **Toll Rate:** Variable

183 NORTH FACT SHEET

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

HOW WE SERVE PEDESTRIANS & CYCLISTS

The Mobility Authority is committed to implementing multimodal, pedestrian and cyclist-friendly facilities as part of every project whenever feasible. The 183 North Mobility Project will close existing gaps and provide a network of continuous bike lanes between SH 45 North and MoPac. Other improvements to provide safe connectivity for bicyclists and pedestrians throughout the corridor include:

- Multiple 8-foot-wide shared use paths connecting specific bike lanes
- Sidewalk construction
- Cross street connections

PROJECT MILESTONES

APR. 2016
TxDOT issued a Finding of No Significant Impact, or FONSI, for the proposed project, which cleared the way for the project to proceed into the final design phase

JAN. 2019
The non-tolled portion of the project received funding from the Texas Transportation Commission, clearing the way for procurement of a Design-Build Contractor

FEB. 2021
Great Hill Constructors selected as Design-Build Contractor

APR. 2021
The Mobility Authority approved a contract and a Notice to Proceed was issued. Final design and construction preparations began

SPRING 2022
Construction is set to begin

2026 TARGET COMPLETION DATE

WHAT ARE EXPRESS LANES?

Express lanes are special lanes that are separated from the general-purpose lanes and designed to reduce congestion. They utilize variable toll pricing to manage the amount of traffic in the lanes. This is accomplished by increasing the toll when traffic in the express lanes is heavy and lowering it when traffic is light, thus keeping traffic in the express lanes moving at least 45 MPH. Public transit buses, emergency responders, Capital Metro registered carpools and vanpools, MetroAccess vehicles, and state and federal military vehicles can use the 183 Express Lanes without paying a toll. Drivers who prefer not to pay a toll can use the expanded general-purpose lanes.

STAY INFORMED

183North.com
(866) 223-8044
@183North

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

BARTON SKYWAY RAMP RELIEF PROJECT

SUMMARY:

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.

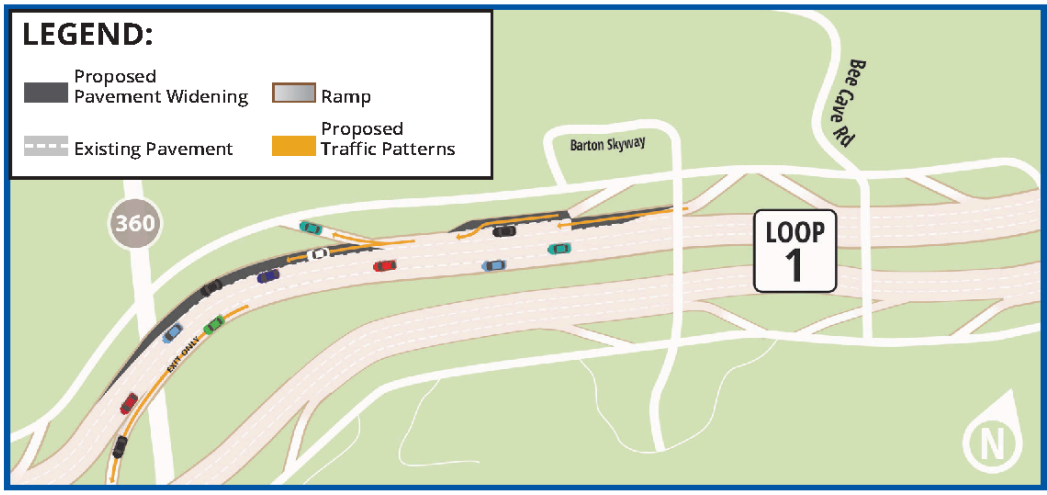
Non-tolled improvements include adding pavement for auxiliary and merge lanes on southbound MoPac at the Bee Caves Road and Barton Skyway entrance ramps. This intends to alleviate congestion at Winsted Lane, Enfield Road, Bee Caves Road, and Barton Skyway, and improve travel time throughout the corridor.

EXISTING IMPACTS:

Overwhelming demand for the southbound MoPac corridor near Barton Skyway has exceeded capacity of the existing configuration. Due to weaving associated with the current entrance ramp configuration, only 60 percent of existing capacity is being utilized during peak hour traffic. Drivers are experiencing unpredictable travel times and route delays.

- Substantial traffic queueing occurs at Loop 360 southbound exit
- Peak hour travel times are up to 38 minutes
- Mopac ranked in the top 100 of Texas' Most Congested Roadways*

*Source: Texas A&M Transportation Institute, 2021



FUNDING:

Project Cost:
$10 million

Project Funding:
Funding by the Mobility Authority

IMPROVEMENTS:

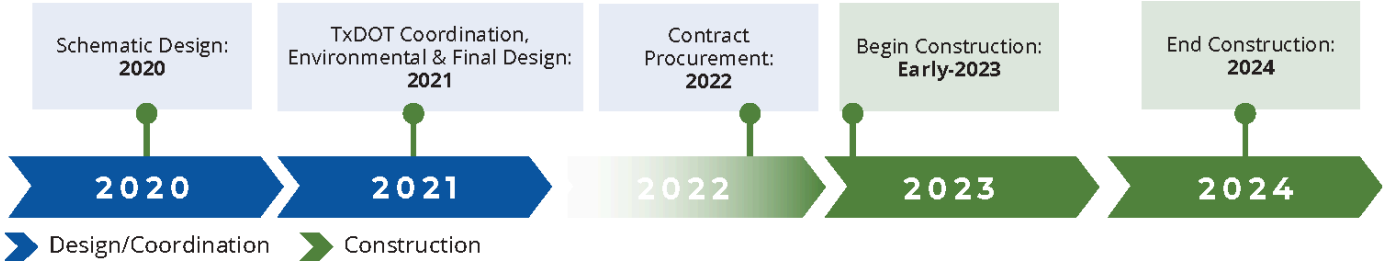
The project improvements include:

- Southbound auxiliary lane from Barton Skyway to Loop 360
- Acceleration lane for the southbound Barton Skyway entrance ramp
- Three dedicated through-traffic lanes at Loop 360
- Dedicated left lane exit ramp for southbound Loop 360

CORRIDOR BENEFITS:

- Improves travel time by up to 40 percent
- Improves vehicle throughput by up to 47 percent
- Serves an additional 770 vehicles during the afternoon peak period
- Reduces traffic merging conflicts at entrance ramps

PROJECT TIMELINE:



TxDOT breaks ground on I-35 Capital Express North project to help keep Austin drivers moving

Project will add one high-occupancy-vehicle managed lane in each direction from SH 45 North to US 290 East

Media contact

Bradley Wheelis

512-832-7060

March 29, 2023

AUSTIN – The Texas Department of Transportation was joined by Texas Transportation Commission Chairman J. Bruce Bugg, Jr., Commissioner Robert Vaughn, and other officials to break ground on the I-35 Capital Express North project. This is the second of three projects in the I-35 Capital Express Program to begin construction.

"Today is an important day to reduce traffic congestion along the I-35 corridor in the Austin area, which is one of the most congested segments of roadway in Texas." said Chairman Bugg. "The improvements we're making are a part of Governor Abbott's vision to clear traffic logjams and get Texans moving quickly again."

This $606 million Texas Clear Lanes project will construct one high-occupancy-vehicle managed lane in each direction along I-35 from SH 45 North to US 290 East. The project will also reconstruct six bridges, add a diverging diamond interchange (DDI) at Wells Branch Parkway, reconstruct entrance/exit ramps, add intersection bypass lanes and construct shared-use paths throughout the corridor.

"The I-35 Capital Express North project represents an essential transportation route for local commuters," said TxDOT Austin District Engineer Tucker Ferguson. "Today, we celebrate a project that offers enhanced safety and improved mobility, as well as reliable transit options and better bike and pedestrian paths."

The contractor for the project is Pulice Construction, Inc. Construction is anticipated to be complete in late 2028, weather permitting.

I-35 CAPITAL EXPRESS NORTH PROJECT
CONSTRUCTION INFORMATION

Project Overview
I-35 through Austin is one of the most congested highways in Texas. It serves as the backbone of the local, regional and national transportation network. Lack of mobility on I-35 threatens the economic livelihood of our community and our state. Improvements to this area are needed due to population and employment growth, which have caused increased congestion in the area.

The I-35 Capital Express North project will add one high-occupancy-vehicle (HOV) lane in each direction along I-35 from SH 45 North to US 290 East. The project will also reconstruct six bridges, add a diverging diamond interchange (DDI) at Wells Branch Parkway, reconstruct entrance/exit ramps, add intersection bypass lanes and construct shared-use paths throughout the corridor.

Construction Phases
Work on this project will take place in six 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 Avenue Parkway, Howard Lane and Rundberg Lane.
Phase V: Construct DDI at Wells Branch Parkway, reconstruct intersections and signals.
Phase V: Perform final striping and paving.

Details
The construction cost is $606 million. Construction is funded by the Capital Area Metropolitan Planning Organization (CAMPO) and TxDOT. Construction start is March 2023 and is expected to be complete in late 2028, weather permitting.

The contractor for the project is Pulice Construction, Inc.

Contact Information

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For additional information, visit: My35Construction.org

I-35 CAPITAL EXPRESS CENTRAL PROJECT
FACT SHEET

Project Purpose

The I-35 Capital Express Central project is being proposed to improve this critical regional, national and international thoroughfare by enhancing safety, managing congestion, improving operations, and creating a more dependable and consistent route for the traveling public, including bicyclists and pedestrians, emergency responders and transit.

Project Overview

The proposed improvements include adding two non-tolled high-occupancy-vehicle (HOV) managed lanes in each direction along I-35 from US 290 East to SH 71/Ben White Boulevard. The proposed project includes lowering sections of managed and mainlanes through portions of the project area, including downtown. All project build alternatives under consideration include:

- Removing the upper decks on I-35 (between Airport Boulevard and MLK Jr. Boulevard).
- Lowering I-35 through downtown (between MLK Jr. Boulevard and Holly Street).
- Reconstructing the bridge across Lady Bird Lake.
- Improving bicycle and pedestrian paths.

Community Input and anticipated timeline*

The development process will incorporate public and agency input from a series of involvement opportunities, including stakeholder, agency and public meetings.

- Environmental study and schematic design: 2020 - 2023
- Final design and procurement: 2023 - 2024
- Anticipated construction start: mid-2024

**Timeline is subject to change.*

Contact Information

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For additional information visit: my35capex.com/central or my35.org/capital.htm.

I-35 CAPITAL EXPRESS SOUTH PROJECT
CONSTRUCTION INFORMATION

Project Overview
I-35 through Austin is one of the most congested highways in Texas. It serves as the backbone of the local, regional and national transportation network. Lack of mobility on I-35 threatens the economic livelihood of our city and our state. Improvements to this area are needed due to population and employment growth, which have caused increased congestion in the area.

The I-35 Capital Express South project will add two high-occupancy-vehicle (HOV) lanes in each direction along I-35. The project will also elevate the HOV lanes between SH 71/Ben While Boulevard and Slaughter Lane, construct a southbound I-35 intersection bypass lane that will allow traffic to bypass Stassney Lane and William Cannon Drive, improve east/west connections over or under I-35, and add approximately 13 miles of new shared-use paths throughout the corridor.

Construction Phases
Work on this project will take place in four 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.

Details
The construction cost is $548 million. Construction is funded by the Capital Area Metropolitan Planning Organization (CAMPO) and TxDOT. Construction start is November 2022 and is expected to be complete in late 2028, weather permitting. The contractor for the project is Fluor Corporation.

Contact Information

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For additional information visit: My35Construction.org

Traffic on SH 130 between Austin and San Antonio increases 10% in 2023, report says

by Tara Brolley | Wed, February 14th 2024 at 10:42 AM

Updated Wed, February 14th 2024 at 10:46 AM

(PHOTO: SH130 Concession Company)

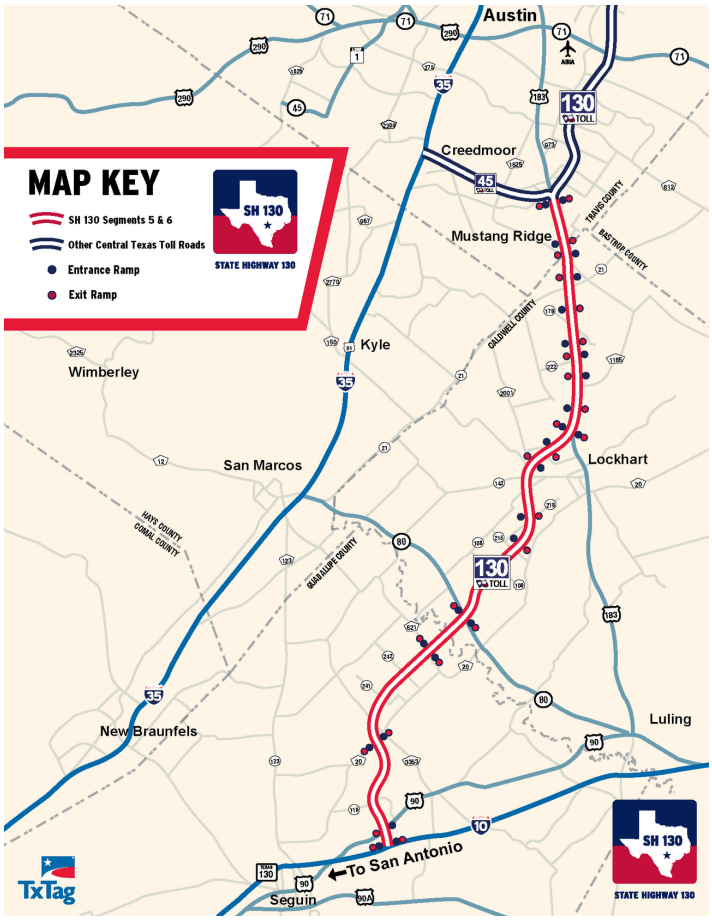
Passenger and heavy truck traffic along the southern section of State Highway 130 grew by 10% in 2023, according to a report by SH 130 Concession Company.

The private company operates and maintains the section of the highway between Austin and San Antonio. It said over 12.6 million transactions were recorded on the roadway last year.

“Strong population growth throughout the Central Texas region combined with an uptick in commercial and residential development directly along the SH 130 Corridor continues to lead more drivers to choose our roadway,” said SH 130 Concession Co. CEO Adam Hesketh. “Despite the traffic growth, SH 130 remains reliably congestion-free at all hours including peak commuting periods and one of the safest major roadways in Texas.”

Despite the increase in traffic, the crash rate reportedly decreased to 25 crashes per 100 million vehicle miles traveled. It was the best safety report since 2014. The rate was five times lower than I-35 between Austin and San Antonio, the company said.

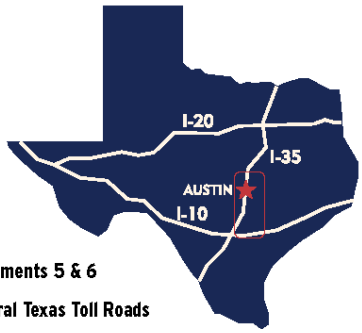
“As the growth in central Texas continues to accelerate, the company is committed to supporting the communities it serves through enhanced partnerships with economic developers, local stakeholders and regional organizations,” Hesketh said. “And as congestion continues to worsen along I-35, we will continue to provide a reliable, safe, and free-flow alternative.”



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

Liberty Hill
Leander
Georgetown
Hutto
Round Rock
Cedar Park
Pflugerville
Lago Vista
Lakeway
Manor
Austin
Creedmoor
Mustang Ridge
Kyle
Wimberley
San Marcos
Lockhart
Canyon Lake
New Braunfels
Luling
Hollywood Park
Universal City
Seguin
To San Antonio
San Antonio
China Grove

TxTag


CHICAGO TITLE