



Municipal Maintenance Agreement (MMA) with TxDOT



Austin Transportation and Public Works | Jan 2026

City of Austin MMA



History:

- The most current MMA with TxDOT was executed in 1986 when the city population was 486,000.
- Since 1986 the population has doubled. The functions of roadways included in these MMAs have changed to multi-lane, high volume roadways. New infrastructure such as pedestrian features have been built.

MMA Legal Foundation: Established by Minute Order 58588

- When a city incorporates, Chapter 311 of the Texas Transportation Code (TTC) entrusts the maintenance and operation of all roadways to the city. This includes all state roadways within the incorporated city limits.
- Texas Transportation Code in Chapter 221.002 states that the city and the TxDOT may enter into an agreement that assigns liabilities and responsibilities for those state roadways.
- Given state law defaults all maintenance liabilities and responsibilities to the city, an MMA allows TxDOT to relieve some of these maintenance responsibilities from the city.



City of Austin MMA



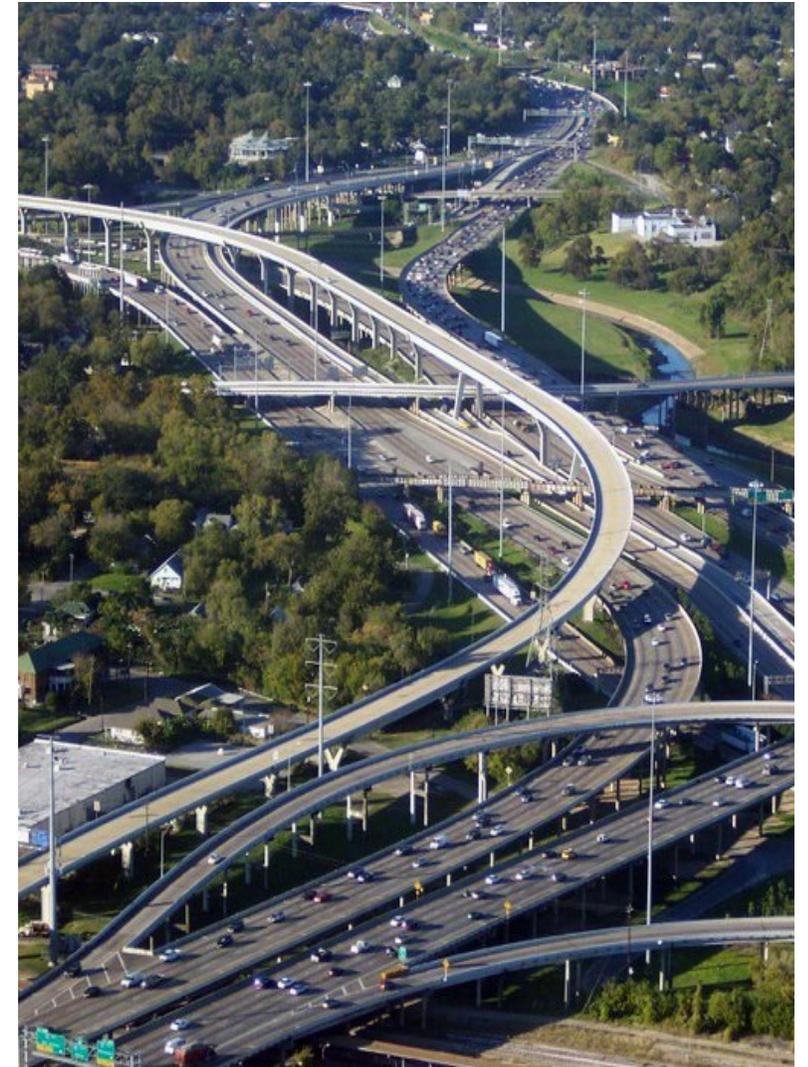
List Of Assets & Maintenance Items in MMA

- Pavement & Bridges (resurfacing, rehabilitation, and preventative maintenance)
- Roadside (mowing, sweeping, litter, debris removal, snow and ice control, herbicide, seeding, landscape, tree trimming)
- Traffic Signals (service and repair)
- Illumination (luminaires, poles, conduit and service repair)
- Pedestrian Features (sidewalk, bridges – rail repair, graffiti, concrete repair)
- Drainage Facilities (outside of normal right of way)



General Conditions

- Updated agreement includes specific code numbers for traffic regulations, signs, signals, and pavement markings.
- MMA covers State participation in the maintenance and operation of the following classifications of State Highways within the City:
 - **Non-Controlled Access** highways or portions thereof which are described as “State Maintained and Operated” highways.
 - All State highways or portions thereof which have been designated by the Texas Transportation Commission, or are maintained and operated, as **Controlled Access Highways**.



General Conditions:

Drainage Requirements

State Responsibility: Responsible for structural maintenance and repair of drainage facilities within the ROW and State drainage easements.

City Responsibility: City responsible for structural repair and maintenance outside of the ROW but within its corporate limits.

Accessibility Items and Sidewalks

Sidewalks and other related accessibility items belonging to either Party should comply with the latest Americans with Disabilities Act (ADA) requirements.

City is responsible for proper maintenance of the accessibility items including keeping infrastructure clear of debris and vegetation.





Austin

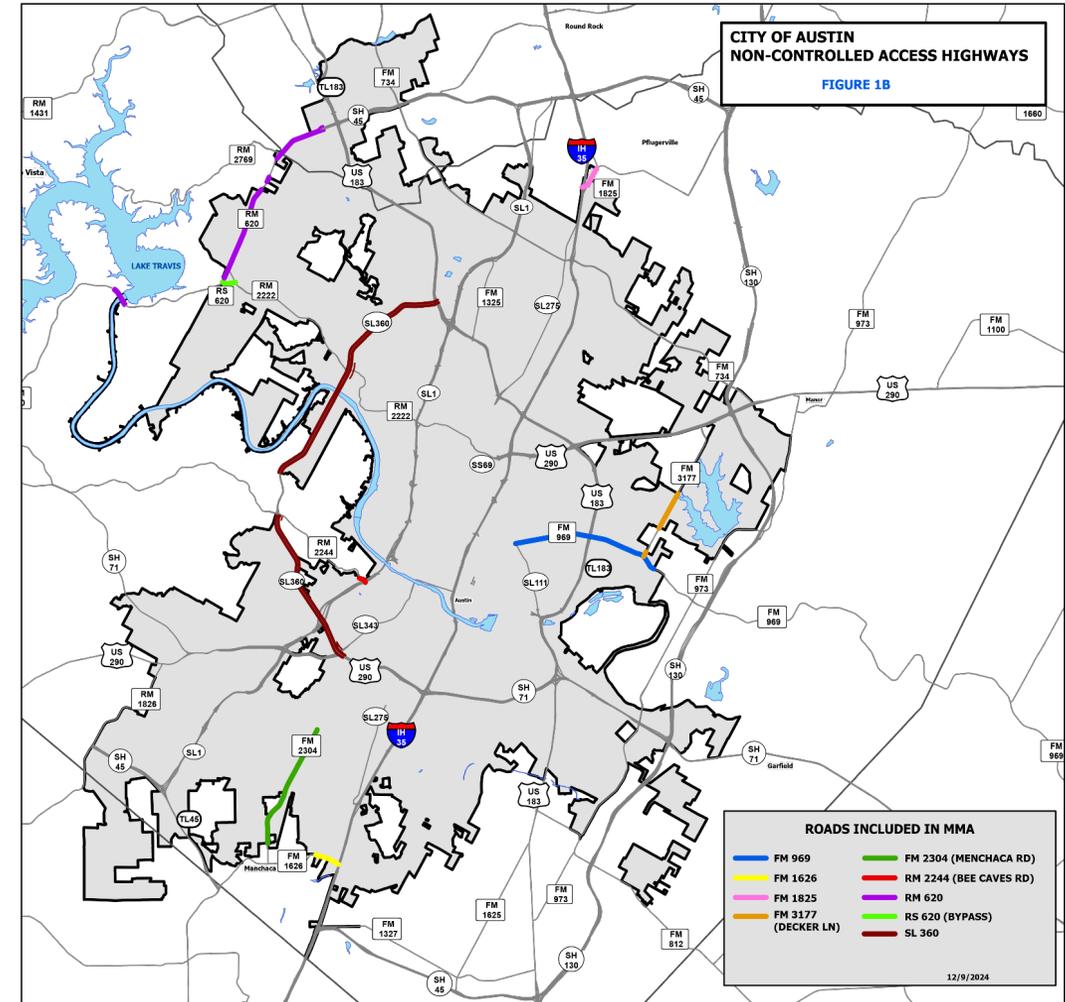
Non-Controlled Access – City Responsibility

A non-controlled access highway is a type of roadway that allows direct access from properties and intersections, meaning drivers can enter and exit the highway at any point.

Non-controlled access highways are more common in urban areas.

City responsible for parking restrictions, crosswalks, signage and marking of intersecting streets, pavement sweeping, mowing and litter cleanup, ice control, signals and driveway control.

Specifies that the City's is still **responsible** for cleanup and litter control of drainage facilities **outside** of the right of way.



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Non-Controlled Access – State Responsibility



- Responsible for maintaining the travel surface and shoulders.
- Assist in mowing, sweeping, and ice control when requested by the City; if State resources are available.





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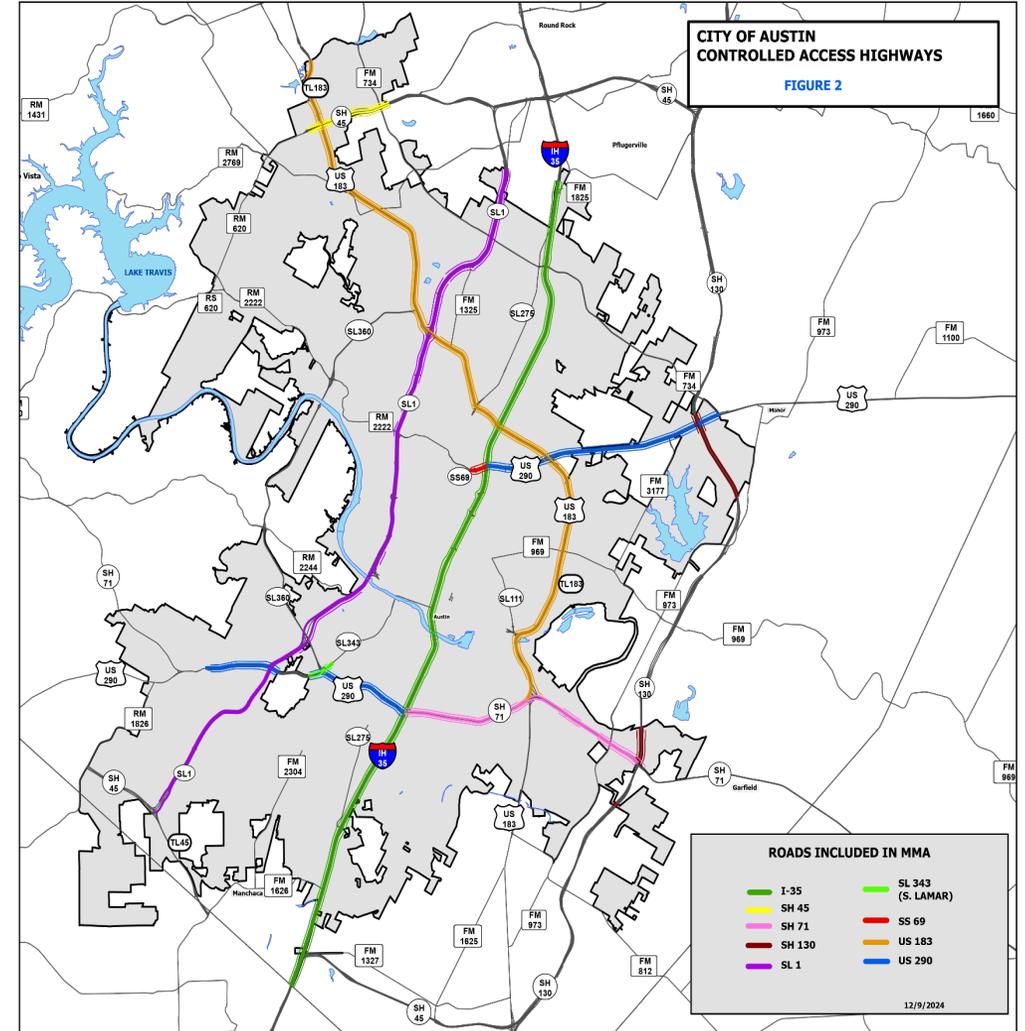
Controlled Access – City Responsibility

Controlled Access highway have limited access points typically through interchanges.

Controlled access highways are designed for higher speeds and safer travel due to limited access; usually have higher capacity and are more efficient for long-distance travel.

City Responsibility Table

All pedestrian and bicycle assets including pedestrian bridges, pedestrian rail, sidewalks, curb ramps, shared use path, bike lanes, bikeways or trails		X
All maintenance and clean-up associated with local enforcement of ordinances, such as but not limited homeless encampments, graffiti, roadside vendors, or no parking areas		X
Traffic signals including all maintenance, repair, and improvement of all assets required to operate signalized intersections per signal agreement		X
All illuminations maintenance and repair for all assets, including electric service, per illumination agreement		X
Drainage facilities outside of normal highway right-of-way		X
All duties not specifically delineated as being State’s responsibility		X



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Controlled Access – State Responsibility

- Maintain the traveled surface and foundations of the main lanes, ramps, and frontage necessary for the proper support of vehicular loads encountered.
- Traffic signs and pavement striping/markings, highway routing signs.
- Mowing and litter cleanup and snow and ice control in the Right of Way are responsibility of the State.*
 - ***State can assist** between ROW line and frontage roads and on grade separated structures on the City's request; if State resources are available.
- Sweeping, installing school safety devices, and maintenance of drainage facilities **remain State responsibility** within ROW along traveled surface and shoulders.



Conclusion



- Updated MMA document provides clarity on responsibility in an easier to read format.
- Remains largely the same, with the State retaining responsibility along State Right of Way and the City retaining responsibility elsewhere.



Thank You