

APPENDIX D

TRANSPORTATION PLANNING DOCUMENTS

**Resolution of the
Capital Area Metropolitan Planning Organization
Policy Advisory Committee**

**IMPROVEMENT STUDY
FOR THE LOOP 1 AND US 183 CORRIDORS**

WHEREAS, in 1973, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization (MPO) for the Austin metropolitan area, in accordance with Section 134, Title 23, United States Code (23 USC 134); and

WHEREAS, the CAMPO 2025 Transportation Plan supports a multimodal transportation system which provides for an increase in the percentage of all trips taken by transit, carpools, bicycles and walking and a reduction in the percentage of trips by single-occupant vehicles; and

WHEREAS, the CAMPO Policy Advisory Committee endorses high-occupancy vehicle (HOV) facilities as critical components of the region's transportation system, especially in the heavily developed corridors of Loop 1, US 183 and IH 35; and

WHEREAS, the CAMPO Policy Advisory Committee adopted the *CAMPO 2025 Transportation Plan* in June 2000, which includes HOV facilities on Loop 1 from SH 45N to Slaughter Lane and on US 183 from Lakeline Blvd. to Loop 1; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Transportation Equity Act for the 21st Century (TEA-21) of 1997 require that an alternatives analysis study be conducted when there is a need to consider federal funds for a major transportation investment in a metropolitan area;

NOW THEREFORE, BE IT RESOLVED by the Capital Area Metropolitan Planning Organization Policy Advisory Committee that:

1. The CAMPO PAC endorses the following objectives for the Loop 1/US 183 environmental study:
 - a. Provide an open decision-making process to produce a state-of-the-art transportation facility
 - b. Accommodate the movement of people through the corridor with minimal increase in vehicle traffic by providing incentives to greatly increase transit and ridesharing, and reduce the proportion of drive-alone trips

- c. Limit the increase of congestion in the corridor
 - d. Minimize negative impacts and maximize positive impacts of the project on adjacent residences and businesses and the adjoining street network
2. The CAMPO PAC supports Systems Analysis of the Loop 1/US 183 Improvement Study, and supports TxDOT extending Phase 1 to include public involvement, additional alternatives, and some environmental studies. Some of this work is part of Phase 2, environmental impact statement (EIS), however it is the desire of the PAC to receive this information prior to moving to Phase 2. It is expressly understood that modifications may be made to any of the concepts as the study progresses and that the concepts in no way limit or determine the final alternative to be chosen at the end of the overall process.
3. The CAMPO PAC expresses concern about the impacts of this project on surrounding neighborhoods. There should be a full benefit/cost analysis of alternatives, which includes non-dollar benefits and costs. The following issues should receive special analysis and consideration:
 - a. Minimize noise impacts on adjacent neighborhoods
 - b. Minimize the number of residential and commercial displacements and encroachments
 - c. Minimize associated neighborhood traffic impacts
 - d. Consider traffic impact on connecting east-west roadways and recommend needed modifications in conjunction with Loop 1/US 183 improvements
 - e. Ensure compatibility of the roadway design with the physical and visual environment of adjoining properties and neighborhoods
4. The CAMPO PAC supports development of a new Systems Analysis Review (description- Attachment A) to ensure good communication among TxDOT, CAMPO, the City of Austin and project stakeholders.

PASSED AND APPROVED this 11th day of June, 2001.



Senator Gonzalo Barrientos
Chair, CAMPO Policy Advisory Committee



**Resolution of the
Capital Area Metropolitan Planning Organization
Policy Advisory Committee**

**Loop 1 and US 183 Corridors
Recommendations for Action by CAMPO, City of Austin, Capital Metro and Others**

WHEREAS, in 1973 the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization (MPO) for the Austin metropolitan area in accordance with Title 23 of the United States Code; and

WHEREAS, Section 134 of Title 23 of the United States Code requires the preparation and adoption of a long-range transportation plan for each metropolitan area with a population exceeding 50,000; and

WHEREAS, the CAMPO 2025 Transportation Plan supports a multimodal transportation system that provides for an increase in the percentage of all trips by transit, carpools, bicycles and walking and a reduction in the percentage of trips by single-occupant vehicles; and

WHEREAS, the CAMPO PAC endorses high occupancy vehicle facilities as critical components of the region's transportation system, especially in the heavily developed corridors of Loop 1, US 183 and IH 35; and

WHEREAS, in June 2000 the Policy Advisory Committee (PAC) of CAMPO adopted the CAMPO 2025 Transportation Plan which includes high occupancy vehicle (HOV) facilities on Loop 1 from SH 45(N) to Slaughter Lane and on US 183(N) from Lakeline Boulevard to Loop 1; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Transportation Equity Act for the 21st Century (TEA-21) of 1997 require that an alternatives analysis study be conducted when there is a need to consider federal funds for a major transportation investment in a metropolitan area; and

WHEREAS, the Texas Department of Transportation presented the Loop 1/US 183 Improvement Study to the PAC; and

WHEREAS, in June of 2001 the PAC adopted a resolution creating a Special Committee charged with producing a set of alternative concepts for the Loop 1 and US 183 corridors that will allow for improved mobility while protecting existing neighborhoods; and

WHEREAS, the Special Committee selected a Technical Team to review TxDOT's proposed alternatives and, based on state-of-the-art best practices, propose modifications and/or new alternatives and recommend a set of alternatives that allow for improved mobility while protecting existing neighborhoods; and

WHEREAS, the PAC supports a continuing partnership between the Texas Department of Transportation, CAMPO, the City of Austin, neighborhoods and other affected stakeholders in the improvement to the Loop 1 and US 183 Corridors;

NOW THEREFORE BE IT RESOLVED by the Capital Area Metropolitan Planning Organization's Policy Advisory Committee that:

A. The CAMPO PAC endorses the following Loop 1/US 183 specific recommendations:

1. Discourage through traffic on local streets by using traffic calming measures such as stop signs, pedestrian crossings and narrowing streets
2. Comprehensive east-west traffic plan in conjunction with Loop 1-US 183
 - a) City of Austin should develop short-term and long-term plans for access to and from Loop 1, in cooperation with TxDOT, Capital Metro, community and downtown groups

B. The CAMPO PAC endorses the following general recommendations:

1. Limit pressure on Loop 1 traffic growth by:
 - a) Regional land use / transportation planning; e.g., support Central Texas Regional Vision Project
 - b) Strong transit emphasis
 - c) Complete SH 130
2. General recommendations on Loop 1
 - a) There should be no increase in general purpose lanes south of Parmer Lane
 - b) HOV lane(s) as far south as US 290(W) may be appropriate, if the emphasis is on bus usage of the lanes
 - c)* SH 45(S) should not be completed between IH 35 and FM 1626 until SH 130/SH 45(S) is completed from IH 35(N) to IH 35(S), so as not to turn Loop 1 into a bypass
3. Noise issues
 - a) TxDOT should institute a Type II (retrofit) Noise Abatement Program
 - b) Cities should incorporate a noise element in their general plans
4. Commuter rail concepts
 - a) Interim commuter rail concept
 - i. Double track Union Pacific (UP) from downtown Austin to Georgetown in exchange for UP giving one track operational rights
 - ii. Use inexpensive, self-propelled diesel rail cars (e.g., RegioSprinter)
 - b) Expanded commuter rail concept
 - i. An exclusive two-track commuter rail system in the Loop 1-US 183 corridor is only possible by moving UP freight line

C. The above listed items be carried out by the appropriate jurisdiction(s)

PASSED AND APPROVED this 10th day of December, 2001.


Senator Gonzalo Barrientos
Chair, CAMPO Policy Advisory Committee

* This subparagraph (B., 2., c)) will not be considered part of the resolution unless it is approved by the CAMPO PAC at its February 2002 meeting.

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
AUSTIN	TRAVIS	3136-01-107	LOOP 1	C,E	AUSTIN	CTRMA	\$184,375,000
PROJECT TYPE:	ROADWAY		MANAGED LANES (PHASE 1)			REV DATE: 07/2010 MPO PROJECT ID: 14 FUNDING CATEGORY: 2,LOCAL MTP REFERENCE:	
LIMITS FROM:	.1 MILE NORTH OF FM 734 (PARMER LANE)						
LIMITS TO:	CESAR CHAVEZ INTERCHANGE						
TIP DESCRIPTION:	PRELIMINARY ENGINEERING AND CONSTRUCTION OF NORTHBOUND AND SOUTHBOUND MANAGED LANES						
REMARKS:							Project History:
BICYCLE/PEDESTRIAN: N/A							

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
				Federal	State	Regional	Local		Local Contribution
Preliminary Engineering:	\$5,325,000	\$184,375,000	2 LOCAL	\$55,600,000	\$13,900,000				
Right Of Way:	\$0								
Construction:	\$179,050,000								
Construction Engineering:	\$22,181,375								
Contingencies:	\$9,718,875								
Indirects:	\$36,886,893								
Bond Financing:	\$0								
Total Project Cost:	\$253,162,143								
		Funding by Share:		\$55,600,000	\$13,900,000			\$114,875,000	\$184,375,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
AUSTIN	TRAVIS	3136-01-107	LOOP 1	C,E	AUSTIN	CTRMA	\$184,375,000
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Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
				Federal	State	Regional	Local		Local Contribution
Preliminary Engineering:	\$5,325,000	\$184,375,000	2	\$55,600,000	\$13,900,000				\$69,500,000
Right Of Way:	\$0		LOCAL					\$114,875,000	\$114,875,000
Construction:	\$179,050,000								
Construction Engineering:	\$22,181,375								
Contingencies:	\$9,718,875								
Indirects:	\$36,886,893								
Bond Financing:	\$0								
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Priority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Short Term	38	New Freeway	TxDOT	US 290 (E)	East of US 183 to east of FM 734 (Parmer Lane)	2011	2015	466.2	Engineering, ROW acquisition, utility relocation and construction of 6 tolled mainlanes and 6 continuous, non-tolled access road lanes.
Short Term	321	Expand Arterial	TxDOT	US 290 (E) Safety Project and Hurricane Evacuation Route	1 mile east of FM 696 to Lee County Line	2015	2018	57.1	Reconstruct existing 4 lane undivided rural principal arterial to a 4 lane divided rural principal arterial. (Contingent on Proposition 12 funding.)
Short Term	37	Managed Lanes	TxDOT/CTRMA	Loop 1 Managed Lanes (Phase I)	FM 734 to Cesar Chavez interchange	2013	2015	252.5	Phase I: Construct northbound and southbound managed lanes
Short Term	286	Managed Lanes	TxDOT/CTRMA	Loop 1 Managed Lanes (Phase II)	Cesar Chavez - Slaughter	2015	2017	290	Construct 1 managed lane in each direction.
Short Term	311	Interchange/Overpass	TxDOT	Loop 1 Grade Separation	Davis Ln	2015	2017	23	Implement grade separation at select intersections
Short Term	312	Interchange/Overpass	TxDOT	Loop 1 Grade Separation	Slaughter Ln	2015	2017	23	Implement grade separation at select intersections
Short Term	43	Expand Arterial	TxDOT	Loop 27.5 / S. Congress	Eberhart Lane - Foremost Drive (1.1 miles)	2011	2013	12.0	Reconstruct existing 2 lane undivided major arterial roadway to a 4 lane divided major arterial roadway with bicycle and pedestrian accommodations. Roadway will accommodate Bus Rapid Transit.
Long Term	244	Expand Arterial	TxDOT	SH 21 (Bastrop County)	SH 71 to Caldwell County Line	2020-2025	2026-2035	54	Widen to 4 lane divided major arterial.
Short Term	39	New Freeway (Design Only)	TxDOT	SH 45 (SW)	Loop 1 - FM 1626	2012	2014	6.0	Engineering, ROW acquisition, and utility relocation.
Medium Term	251	New Freeway	TxDOT/CTRMA	SH 45 (SW)	Loop 1 - FM 1626	2020-2025	2020-2025	93.5	Construct 4 lane toll freeway.
Short Term	91	New Freeway	TxDOT	SH 71 (W) ("Y" at Oak Hill)	Silvermine to US 290 W	2015	2017	229.1	Engineering, ROW acquisition, and construction of 2 tolled direct connector bridges from US 290 (W) and continuous non-tolled access road lanes
Short Term	42	New Freeway	TxDOT	SH 71 (E)	West of Riverside - E. of Presidential Blvd.	2014	2016	45.0	Engineering, ROW acquisition, utility relocation and construction of grade separation at Riverside Drive and Elimination of signal at Thornberry Drive
Short Term	696	Expand Arterial	TxDOT	SH 71 East Access Project for State Complex	East of ALBA primary entrance to west of SH 130	2015	2017	17.1	Reconstruct existing 4 lane undivided rural principal arterial to a 6 lane divided urban principal arterial with an overpass at FM 973 and median for future freeway mainlanes. (Contingent on Proposition 12 funding.)
Short Term	464	Expand Freeway	TxDOT	SH 71 Bastrop East Freeway Extension, Phase I and II- Hurricane Evacuation Route	West of Colorado River Bridge to .4 miles east of loop 150 East	2012	2017	37.6	Reconstruct existing 4 lane undivided rural principal arterial to extend a 4 lane rural freeway facility. (Contingent on Proposition 12 funding.)
Short Term	463	Expand Freeway	TxDOT	SH 71 Bastrop West Freeway Extension - Hurricane Evacuation Route	West of FM 20 to West of SH 304	2012	2014	36.7	Reconstruct existing 4 lane undivided rural principal arterial to extend a 4 lane rural freeway facility. (Contingent on Proposition 12 funding.)
Short Term	447	New Freeway	TxDOT	SH 130, Segment 5	SH 45 SE - FM 1185	2010	2012	previously let	Construct 4 lane toll freeway with intermittent frontage roads.