



Transportation Policy Board Meeting

Monday, October 10, 2011, 6:00 p.m.

Room 3.102, Joe C. Thompson Center, University of Texas Campus
Red River and Dean Keeton Streets, Austin, Texas

Presenters with audiovisual needs are requested to contact Art Zamorano at 512.974.2275 at least two working days prior to the meeting so that appropriate arrangements can be made. Persons with disabilities who plan to attend the meeting and who may need auxiliary aids or services, such as interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or who may need a translator for the Spanish language are requested to contact Mr. Zamorano at least two working days prior to the meeting so that appropriate arrangements can be made.

CALL TO ORDER

CITIZEN COMMENTS (NO BACKGROUND MATERIAL)

1. Comments will be limited to items not on the agenda. Up to ten individuals may sign up to speak -- each of whom must contact the CAMPO office by 4:30 p.m. on Monday, October 10th.

ACTION ITEMS (PUBLIC COMMENT)

2. [Consider and take appropriate action on summary minutes from the September 12th and September 26th, 2011 meetings](#)
3. [Consider and take appropriate action on requests to initiate an out-of-cycle TIP amendment process by](#)
 - A. [The City of Round Rock for Capital Cost of Contracting for Demand Response Bus Service and](#)
 - B. [TxDOT for funding for improvements in the SH 195 corridor](#)
 - C. [CAMPO for additional funding to the Travel Demand Model Improvements Program](#)

PRESENTATION

4. [On requested amendments to the FYs 2011 – 2014 Transportation Improvement Program](#) (Dependent on action of Transportation Policy Board on Item 3)

ACTION ITEMS (NO PUBLIC COMMENT BECAUSE PUBLIC HEARING HELD SEPTEMBER 26TH)

5. [Consider and take appropriate action on a Resolution relating to the stand-alone amendment requests to the CAMPO 2035 Regional Transportation Plan](#)
6. [Consider and take appropriate action on a Resolution relating to the stand-alone amendment requests to the FYs 2011 – 2014 Transportation Improvement Program](#)

7. [Consider and take appropriate action on a Resolution relating to the Call for Project Applications, Phases 1 and 2, and associated requested amendments to the CAMPO 2035 Regional Transportation Plan and/or FYs 2011 – 2014 Transportation Improvement Program](#)

REPORTS (NO PUBLIC COMMENT)

8. Report by
 - A. Chair of the Technical Advisory Committee
 - i. August 24th TAC Meeting Notes
 - ii. On TAC Bylaws revision effort
 - B. CAMPO Director
 - i. Introduction of the CAMPO Assistant Director
 - C. Chair of Transportation Policy Board
 - i. On process for performance evaluation of the CAMPO Director
9. Adjourn



Transportation Policy Board – September 2011

(Executive Committee in Grey Shading)

	Name	Representing	Address	Assistant	Member Voice	Member Fax
1	Sam Biscoe Chair	Travis County Judge	PO Box 1748 Austin 78767	Josie Zavala / Melissa Velasquez	854-9555	854-9535
2	Cynthia Long Vice-Chair	Williamson County Commissioner	350 Discovery Boulevard., Suite 201, Cedar Park 78613	Kathy Grimes/ Kim Fox	260-4280	260-4284
3	Clara Beckett	Bastrop County Commissioner	804 Pecan Street, Bastrop, 78602	Lara Wilson	512-581-4000	
4	Sheryl Cole	City of Austin – Mayor Pro-Tem	PO Box 1088 Austin, 78767		974-2266	974-1890
5	Will Conley	Hays County Commissioner	PO Box 2085 Wimberley, Texas 78676	Jennifer Anderson	847-3159	847-7352
6	John P. Cyrier	Caldwell County Commissioner	110 S. Main Street, Lockhart 78644	Marie Cavanagh	512-398-1808	512-398-1828
7	Sarah Eckhardt	Travis County Commissioner	PO Box 1748 Austin, 78767	Peter Einhorn	854-9222	990-4364
8	Justine Blackmore- Hlista	Capital Metro Board of Directors	15403 Yenawine Way, Volente 78641	Tina Bui 369-6554	250-2075	396-1576
9	George Garver	City of Georgetown - Mayor	PO Box 409 Georgetown, 78627	Jessica Brettle	930-3651	854-6446
10	Victor Gonzales	City of Pflugerville - Mayor Pro-Tem	100 East Main Street, Ste. 300, Pflugerville, 78660	Karen Thompson	990-6110	
11	Daniel Guerrero	City of San Marcos – Mayor	630 East Hopkins, San Marcos 78666	Jamie Pettijohn	393-8090	930-3659
12	Karen Huber	Travis County Commissioner	PO Box 1748 Austin 78767	Michael Nalick	854-9333	854-9376
13	Lee Leffingwell	City of Austin – Mayor	PO Box 1088 Austin 78767	Matt Curtis/ Nancy Williams	974-2250	974-2337
14	Bob Lemon	City of Cedar Park - Mayor	600 North Bell Boulevard, Cedar Park 78613	Penny Ewell	401-5010	250-8602
15	Carlos Lopez	TxDOT – Austin District	PO Box 15426 Austin 78761	Ed Collins	832-7022	832-7149
16	Jeff Mills	Travis County Representative	401 Congress Ave. Suite 3200, Austin 78701		457-2000	
17	John Moman	City of Round Rock – Council Member	221 East Main Street, Round Rock 78664	Kathryn Eakens	218-5403	218-7097
18	Chris Riley	City of Austin – Council Member	PO Box 1088 Austin 78767	Marisa Ballas/Leah Bojo	974-2260	974-3212
19	Bill Spelman	City of Austin – Council Member	PO Box 1088 Austin 78767	Heidi Gerbracht	974-2256	974-1884

October 10, 2011

No background information with this agenda item.

Summary Minutes of the
 Capital Area Metropolitan Planning Organization's Transportation Policy Board Meeting
 Monday, September 12th, 2011, 6:00 p.m.
 Room 3.102, Joe C. Thompson Center, University of Texas Campus
 Red River and Dean Keeton Streets, Austin, Texas

#	Member	Representing	Attending	Alternate
1	Sam Biscoe, Chair	Travis County Judge	x	
2	Cynthia Long, Vice-Chair	Williamson County Commissioner	x	
3	Clara Beckett	Bastrop County Commissioner		
4	Sheryl Cole	Mayor Pro Tem, City of Austin	x	
5	Will Conley	Hays County Commissioner	x	
6	John Cyrier	Caldwell County Commissioner	x	
7	Sarah Eckhardt	Travis County Commissioner	x	
8	Justine Blackmore-Hlista	Capital Metro Board Member; Mayor, Village of Volente	x	
9	George Garver	Mayor, City of Georgetown	x	
10	Victor Gonzales	Mayor Pro Tem, City of Pflugerville	x	
11	Daniel Guerrero	Mayor, City of San Marcos	x	
12	Karen Huber	Travis County Commissioner	x	
13	Lee Leffingwell	Mayor, City of Austin		
14	Bob Lemon	Mayor, City of Cedar Park	x	
15	Carlos Lopez	TxDOT- Austin District	x	
16	Jeff Mills	Travis County	x	
17	John Moman	Council Member, City of Round Rock	x	
18	Chris Riley	Council Member, City of Austin	x	
19	Bill Spelman	Council Member, City of Austin	x	

Judge Biscoe convened the meeting at 6:09 pm.

1. Citizen Comments

Morris Priest: Mr. Priest discussed past projects that resulted in borrowing for toll roads. He discussed the US 290 vote, and a year later TxDOT approved funding for the flyovers. He said that funding is going for toll roads that the region will never be able to pay off. He said that City of Austin and Capital Metro were also struggling.

Roger Baker: Mr. Baker presented PowerPoint slides which included a revenue summary for the toll roads and the CAMPO 2035 *Regional Transportation Plan*. He then discussed a chart for funding by facility type. The third slide explained the current funding call and that less than 10% of the total funds needed is available to spend on just freeways.

Maureen McCoy replied that Mr. Baker's slides basically represented only one category of funding.

Councilmember Spelman asked a question about Mr. Baker's first chart. He asked how much revenue would be needed to go up to cover needs. Mr. Baker said 9.6 % but it has only been 1.53% so far this year. Councilmember Spelman then asked that if revenue

went up by 10%, would be able to cover their needs? Mr. Baker said he thought so, but the revenue is not there.

Commissioner Long asked if CTRMA could respond to Mr. Baker's assertions at some later date.

Ronnie Reeferseed: Mr. Reeferseed discussed the City of Austin's urban rail and asked the Board to say no to the project. He asked why small town people would want to cover the cost of a city light rail; he said this is a waste of taxpayer dollars.

Clay Defoe: Mr. Defoe discussed light rail. He said it was a waste of money. He said that bus service should be expanded instead. Mr. Defoe said the City of Austin should fund it themselves. He suggested that rail trolleys should run prior to installation. He asked that they look at what is responsible and fiscally sound.

2. On Call for Project Applications, Phases 1 and 2, and associated requested amendments to the CAMPO 2035 Regional Transportation Plan and/or FYs 2011 – 2014 Transportation Improvement Program

Ms. McCoy noted 170 project requests for a total of \$835 million, with \$132 million available to distribute, and presented a map of all the projects. She then discussed a chart of the counties and number of applications received. Ms. McCoy said the Board packets that included a spreadsheet listing projects by score and explained the different categories.

Judge Biscoe opened opportunities for questions.

Mayor Garver asked for clarification on scoring process. Cathy Stephens described the division of CAMPO staff into teams. Roughly 3 CAMPO staff were on each team. The process was as quantitative as possible, reducing staff interpretation of the scores. Mayor Blackmore-Hlista asked if there would be additional recommendations before the Board vote. Ms. McCoy said she was anticipating a staff and TAC recommendation.

Mayor Blackmore-Hlista asked whether the policy board would be getting further recommendations from CAMPO staff. Ms. McCoy explained challenges in developing the next set of information for the Board, including synchronizing public comment and a potential TAC recommendation.

Commissioner Long expressed concern about Bastrop and the recent wildfires. She said she had spoken to Commissioner Beckett and there was a tremendous need for assistance in that County. Commissioner Long suggested setting aside \$10 million for Bastrop County. She asked that Board look into rules on if the funding could be spent like this.

Judge Biscoe said that the Bastrop public meeting would be moved to Elgin on September 22nd. Ms. McCoy said that staff was putting the word out on the change from Bastrop City Hall to the Frontier Bank in Elgin. Judge Biscoe asked that staff work on Commissioner Long's suggestion. Commissioner Long added that Commissioner Beckett said to thank the Board for help to Bastrop County. Commissioner Conley said that they would provide help in whatever manner possible.

Commissioner Eckhardt said that the Centers and Prop 12 scoring process were very similar. She asked how they would decide which projects went to each pot of funding. Ms. McCoy said that this would be discussed under item 9. Commissioner asked for clarification on what Prop 12 could be used for.

Mayor Lemon asked for a breakdown of the set-asides. Ms. McCoy responded that staff can offer any breakdown needed. Mayor Lemon requested a ranked list by category.

Mayor Garver asked if anyone knew of potential disaster assistance directed towards infrastructure repair in Bastrop County. Mr. Lopez described the assistance process through TxDOT.

3. On stand-alone amendment requests to the CAMPO 2035 Regional Transportation Plan

Ms. McCoy said TxDOT withdrew two this afternoon: SH 71 between US 183 and FM 973, and the interchange at US 183 and SH 71, to have more time to look the project over. There remains a request for the IH-35 frontage road, and to modify 2 existing planned projects: Loop 275/South Congress, and the SH 45 Intermodal Transit Center. Also, Wimberley has requested to be added to the Centers Map. Judge Biscoe asked if there was any cost associated with the plan amendment, and Ms. McCoy replied that there was not.

4. On stand-alone amendment requests to the FYs 2011 – 2014 Transportation Improvement Program

Ms. McCoy summarized the requested TIP amendments: Capital Metro projects, the Walk for a Day trail, a bicycle and pedestrian grouping, a preliminary engineering grouping, and to add or modify 7 Federal Transit Administration 5310 transit projects.

Judge Biscoe noted the upcoming Community Meetings, and Ms. McCoy described the opportunities to comment.

5. Consider and take appropriate action on summary minutes from the July 11, 2011 meeting

Mayor Lemon motioned for approval. Mr. Lopez seconded the motion.

Voting Yes: Judge Biscoe, Commissioner Long, Mayor Pro-Tem Cole, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Justine Blackmore-Hlista, Mayor Garver, Mayor Pro-Tem Gonzales, Mayor Guerrero, Commissioner Huber, Mayor Lemon, Mr. Carlos Lopez, Mr. Jeff Mills, Council Member Moman, Council Member Riley, and Council Member Spelman

The motion was approved unanimously.

Not Present: Commissioner Beckett and Mayor Leffingwell

6. Consider and take appropriate action on a resolution authorizing the CAMPO Director to enter into a Memorandum of Understanding for the Volvo Research and Educational Foundation's Centre of Excellence Call for Applications

Ms. McCoy described the opportunity to apply with the Center for Transportation Research to develop a center supporting transportation research. If the project is awarded, a Unified Planning Work Program amendment will be needed. Staff recommends approval.

Mayor Garver asked if this is in conflict with work with the Texas Transportation Institute. Ms. McCoy replied that it was independent, and does not compete with TTI.

Commissioner Eckhardt motioned for approval. Council Member Spelman seconded the motion.

Voting Yes: Judge Biscoe, Commissioner Long, Mayor Pro-Tem Cole, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Justine Blackmore-Hlista, Mayor Garver, Mayor Pro-Tem Gonzales, Mayor Guerrero, Commissioner Huber, Mayor Lemon, Mr. Carlos Lopez, Mr. Jeff Mills, Council Member Moman, Council Member Riley, and Council Member Spelman

The motion was approved unanimously.

Not Present: Commissioner Beckett and Mayor Leffingwell

7. Consider and take appropriate action on CAMPO request for STP MM funding for additional staff and programs for FYs 2012 – 2014

Judge Biscoe asked whether there was a deadline for this request. Ms. McCoy replied that the information would be helpful in developing funding scenarios for projects, but that action was not necessary tonight. The request for four staff positions would cost approximately \$800,000 over the course of three years. The request for eight programs cost approximately \$1.59 million.

Judge Biscoe asked what the new staff positions would allow CAMPO to do. Ms. McCoy replied that the air quality position would free Cathy Stephens for added managerial duties. The travel demand modeler would provide additional modeling support for the agency. The web designer/graphic illustrator position would update our website, and avoid graphic design consultant costs. Judge Biscoe asked about how much cost has been used. Ms. McCoy described the cost savings was estimated at \$63,000 over three years. The long range planner/community outreach specialist would focus on public involvement, which is currently only designated for 1/3 of an FTE. The Budget, Audit and Finance committee, and Technical Advisory Committee both approved the request.

Commissioner Long recommended the request be included in public involvement before 3.5% be taken off the top of funding, noting uncertainty in federal funding. Ms. McCoy responded that the positions would be grant-funded, and would be removed if funding is not provided in following years.

Judge Biscoe asked what evidence is provided showing CAMPO is understaffed. Ms. McCoy responded with information on a nationwide study of MPOs noting that CAMPO is staffed approximately half the size of similar regions.

Mayor Lemon noted that a policy of his city is not to fund on-going expenses with one-time funding. Ms. McCoy said CAMPO cannot generate more dollars and that CAMPO has previously funded staff with STP MM funds. Only in the past 4-5 years, has CAMPO used all planning funds. Mayor Lemon said not a good idea.

Judge Biscoe asked if the positions could be tied to the STP MM funding, going away if funding is removed. Ms. McCoy confirmed that the positions would be removed.

Judge Biscoe asked how critical the requested positions were. Ms. McCoy replied that we are doing the functions now, but then said when air quality non-attainment is designated, that CAMPO could not do the work required. If they didn't get more staff they then could not take on more projects that have been requested.

Mayor Lemon asked why we would add positions for work that is not required currently. Ms. McCoy responded that not adding these staff positions could make us incapable of meeting federal air quality requirements. Commissioner Long responded that the air quality designation was postponed until January, 2013.

Judge Biscoe asked for input from the Budget, Audit and Finance Committee and Technical Advisory Committee. Mayor Garver responded that members differed in opinion, but that the web master position and others were justified in saving consulting funding. He asked when the last position was added to staff. Ms. McCoy could not recall the last added position. Mayor Mills expressed concern over adding several positions at one time. The committee's recommendation was not an analysis of whether taking 3.5% of the funding from other projects was prudent. Mayor Pro-Tem Cole noted standing behind the recommendation, and need to consider the risk of being penny-smart, and pound foolish. An efficient, competent staff will not be available unless it is funded. Council Member Spelman added sensitivity to Mayor Lemon's concern, and asked Ms. McCoy whether the air quality planner position could be delayed for a year. Ms. Stephens replied that the current air quality standard is 75 ppb, and our current level is 74. Council Member Spelman noted the first 3 positions would actually save consultant cost, and the final position could be delayed.

Judge Biscoe asked Gordon Derr's reflection from the TAC discussion. Mr. Derr said that the TAC needed staff resources available to address the research and investigative needs of the TAC, and the TAC had recommended the staffing and the programs.

Judge Biscoe summarized the options as delaying a decision until the following meeting, providing a response currently, or providing direction to staff for additional information needed.

Commissioner Conley asked why the positions would save money if the work was developed previously using consultants with existing funding. Ms. McCoy responded that the consultants were funded using STP MM funding.

Commissioner Long asked for the STP MM cost for in-house staffing and the real net cost of either decision.

Judge Biscoe asked for a prioritization also, comparing consultant costs to salaried positions.

Mayor Lemon noted that funding temporary positions to add depth may be a disadvantage if the positions are lost because of funding. Ms. McCoy described that the Census-based allocations may increase our planning funding based on population increase. Mayor Lemon asked how other MPOs in the study obtained higher staffing levels. Ms. McCoy responded that other MPOs often receive local funding for positions, or house a staff member on the MPO staff. The 2010 Census will affect formula-based funding, and may allow conversion of some or all of the STP MM funded positions to planning funds.

Commissioner Eckhardt offered that an MPO's planning funding is not the same as a jurisdiction's common one-time funding source through a bond, because both planning funds and STP are essentially one-time sources that may or may not be repeated. She said that if members do not want to rely on federal dollars, more local contribution would be welcome.

Councilmember Moman noted preference for cost savings through outsourcing labor.

8. Consider and take appropriate action on a resolution regarding the dissemination of CAMPO materials

Ms. McCoy described the effort to reduce printing of background information has saved almost \$4,000 of savings this year. Board endorsement of this approach is requested.

Judge Biscoe opened public comment.

Morris Priest described Travis County's similar policy, and noted that a copy was not available for his review the Tuesday before a Board meeting, and is a violation of the Board's bylaws. The agenda item is not the same as what is posted on the website. The attorney general's office said that this type of information is subject to freedom of information requests. Since a new chair will serve CAMPO, he requested the information be printed for the public. Other agencies have not had issues with sharing information. He said that this resolution denies freedom of information requests. He asked that the copies be given to active people for free. People would gather en masse later.

Judge Biscoe asked Ms. McCoy if the request is to approve the practice that is currently followed, and she agreed.

Mayor Garver asked how quickly the agenda is on the Internet. Ms. McCoy replied one week before the Board meetings. The library has free computers, and hard copies can be printed from internet.

Councilmember Spelman asked if backup material was supplied as well. Ms. McCoy replied yes and that it was available one week before the Board meeting. She added that the TAC meeting materials are also handled in this manner.

Commissioner Conley noted that Hays County keeps hard copies available at the office during regular hours. As long as a hard-copy is available, he supports the request.

Mayor Garver asked if a hard copy was available for viewing, but not removal. Ms. McCoy replied yes, and that hard copies are available following the meeting after being taken out of the binder.

Council Member Spelman motioned for approval. Mayor Garver seconded the motion.

Voting Yes: Judge Biscoe, Commissioner Long, Mayor Pro-Tem Cole, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Justine Blackmore-Hlista, Mayor Garver, Mayor Pro-Tem Gonzales, Mayor Guerrero, Commissioner Huber, Mayor Lemon, Mr. Carlos Lopez, Mr. Jeff Mills, Council Member Moman, Council Member Riley, and Council Member Spelman

The motion was approved unanimously.

Not Present: Commissioner Beckett and Mayor Leffingwell

10. Consider and take appropriate action on a recommendation from the Technical Advisory Committee (TAC) on the future composition of the TAC

Judge Biscoe asked Gordon Derr for an overview of the TAC recommendation. Mr. Derr described the two options offered by the TAC, recommending Option B (one vote per jurisdiction/agency) by a vote of 6-5.

Judge Biscoe opened the public comment period, reading Keith Joesel's comment supporting option B.

Rachel Clampffer relayed the City of Bastrop's request to officially appoint a member of the jurisdiction to the TAC. Greg Vick repealed his comment opportunity.

Commissioner Huber described the impetus for the request.

Councilmember Riley spoke in favor of Option A for several reasons, such as cultivating relationships between Board members and the TAC, reflects council's current practice of appointed committees, and the fairness of having TAC representation mirror the Board's membership.

Mayor Blackmore-Hlista also supported Option A, to foster interaction between the Board and TAC.

Mr. Mills noted that Travis County's population is not proportionally represented by Option B, and asked how the 7,000 population threshold was determined. Mr. Derr responded that this size city often has the specialist needed for representation of the TAC.

Commissioner Conley asked for a brief refresher of why a change in TAC composition was needed. Commissioner Huber responded that the effort grew from discussion of the

Board representation. He noted that technical information is important information used in decision-making, but responsibility of the decision still falls on the Policy Board members.

Judge Biscoe entertained a motion. Mayor Blackmore-Hlista offered a motion for Option A, seconded by Council Member Spelman.

Commissioner Huber explained that the 1-1 representation concept also addresses issues required by the Open Meetings Act, and can foster integration of other technical issues.

Mayor Lemon recommended Option B, noting that too many TAC members could create confusing votes, but both would be workable. Council Member Moman supported Option B.

Councilmember Riley recommended Option A, noting large entities need for having multiple TAC representatives to deal with complicated issues.

Mr. Lopez asked Ms. McCoy why there was not a staff recommendation. Ms. McCoy replied that the TAC's history as a technical body was reflected as having only one vote per jurisdiction.

Mayor Pro-Tem Cole recommended Option A.

Commissioner Cyrier was fine with Option A.

Commissioner Conley reflected Councilmember Riley's comments, noting that addition of the small cities in Option A was beneficial.

Mayor Guerrero asked about typical attendance of the TAC. Mr. Derr responded that there is not an issue with meeting quorum; 15-16 in attendance is common, but that pressing jurisdictional needs reduce the time available for the TAC.

Councilmember Spelman applauded the development of TAC materials showing both sides with backup detail.

Commissioner Eckhardt expressed appreciation of the TAC's expertise. Option A provides more expert witnesses to evaluate options, and can cross-reference with her own staff.

Mayor Pro-Tem Gonzales supported Option A, with the inclusion of Bastrop, Buda, Elgin, Hutto and Lakeway.

Commissioner Long asked if the motion could also include additional recommendations. Both **Mayor Blackmore-Hlista** and **Councilmember Spelman** indicated that they would be willing to do so, but **Judge Biscoe** noted that wanted to discuss the additional recommendations and the motion was to approve Option A.

Summary of the vote:

Mayor Justine Blackmore-Hlista motioned for approval of Option A. Council Member Spelman seconded the motion.

Voting Yes: Judge Biscoe, Mayor Pro-Tem Cole, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Justine Blackmore-Hlista, Mayor Garver, Mayor Pro-Tem Gonzales, Mayor Guerrero, Commissioner Huber, Mr. Carlos Lopez, Mr. Jeff Mills, Council Member Riley, and Council Member Spelman

Voting No: Mayor Lemon, Commissioner Long, Council Member Moman

Not Present: Commissioner Beckett and Mayor Leffingwell

.The Board then discussed other recommendations. **Mr. Lopez** requested that the appointee have transportation expertise. **Commissioner Long and Commissioner Huber** expressed a desire for a bigger quorum than 11. **Judge Biscoe** recommended a quorum be set at 15. Participation in TAC meetings by teleconference or electronic communication was also discussed. **Ms. McCoy** explained that the TAC bylaws would need to be modified to address quorum size and membership details. **Judge Biscoe** asked that the TAC update the bylaws to reflect the Board discussion and bring the updated bylaws to the Board for approval.

Council Member Spelman left the dais at 8:08 pm.

9. Consider and take appropriate action on Proposition 12 project recommendation(s) to TxDOT

Ms. McCoy described the staff recommendation to recommending the Texas Transportation Commission approve the top 25% of Proposition 12 projects by score ranking: 1.5 times the \$91 million available, plus tied projects, resulting in considering projects 1-15 on Attachment B.

Commissioner Huber asked how the rankings were developed, and whether the CARTPO list was included. Ms. McCoy replied that CAMPO staff's recommendation was used, but not CARTPO's. Mr. Lopez added that TxDOT would include both CARTPO and CAMPO's recommendations for their total request.

Commissioner Eckhardt recommended that we work with TxDOT to determine how to maximize the funding for projects by determining the best funding methods to partner with project funding.

Judge Biscoe opened the public comment period of the item.

Mayor Pro-Tem Joesel of the City of Elgin thanked the Board for their assistance with Bastrop County fires, and support for including small cities on the TAC, and asked how the Proposition 12 recommendation would be offered. Mr. Lopez replied that the end of the week the list needs to be prioritized and sent to the commission.

Greg Vick cancelled his opportunity to comment.

Clay Defoe echoed Mr. Priest's concern about lack of back up agenda material. He asked what Proposition 12 is. He said \$3 billion statewide, \$91 million for the region was

too much, expressing concern that all the small counties were lumped into the big region. He said the money comes from somewhere and hopes the Board considers its constituents by not funding the projects.

Tom Wald cancelled his opportunity to comment.

Ronnie Reefersseed commented that funds may be use for on or off system work. Off system work must be for safety or significant benefit. Who decides what is a significant benefit or safety? He asked that taxpayer funds be spent with care.

Commissioner Conley asked if he understood how long the projects have been in development, and maybe learning about the projects would help him understand.

Commissioner Eckhardt asked when TxDOT will offer a recommendation on the funding list, and requested TxDOT's analysis of the projects. Mr. Lopez responded that a relative ranking of high, medium and low, along with input from other counties and white papers on the projects listed, but not the full list of projects on the CAMPO list. Mr. Lopez replied that the STP-MM ranking process is more detailed than TxDOT's.

Mr. Mills asked why the list extends past the funding cutoff. Ms. McCoy explained that the additional projects would enable TxDOT to fund other projects if additional funding is available.

Judge Biscoe motioned for approval. Council Member Riley seconded the motion.

Voting Yes: Judge Biscoe, Commissioner Long, Mayor Pro-Tem Cole, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Justine Blackmore-Hlista, Mayor Garver, Mayor Pro-Tem Gonzales, Mayor Guerrero, Commissioner Huber, Mayor Lemon, Mr. Carlos Lopez, Mr. Jeff Mills, Council Member Moman, Council Member Riley, and Council Member Spelman

The motion was approved unanimously.

Not Present: Commissioner Beckett and Mayor Leffingwell

11. Consider and take appropriate action on a resolution that retroactively authorizes the CAMPO Director to enter into a modeling contract with Alliance Transportation Group, Inc. for an amount of up to \$400,000 and authorizes payment of invoices for work already completed

Ms. McCoy explained that the Board approved the item in February, but that since the City of Austin purchasing group said because Alliance was not listed in backup material that we could not pay invoices.

Judge Biscoe opened the public comment period.

Clay Dafoe commented that the expense was not needed for a computer model, and that staff should be knowledgeable enough to develop transportation plans without it.

Ronnie Reefersseed stated that the expense was not necessary.

Judge Biscoe motioned for approval. Commissioner Cyrier seconded the motion.

Voting Yes: Judge Biscoe, Commissioner Long, Mayor Pro-Tem Cole, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Justine Blackmore-Hlista, Mayor Garver, Mayor Pro-Tem Gonzales, Mayor Guerrero, Commissioner Huber, Mayor Lemon, Mr. Carlos Lopez, Mr. Jeff Mills, Council Member Moman, Council Member Riley, and Council Member Spelman

The motion was approved unanimously.

Not Present: Commissioner Beckett and Mayor Leffingwell

12. Reports

A. Chair of the Technical Advisory Committee

i. July 27th TAC Meeting Notes

Gordon Derr described the available notes from the last TAC meeting, including work on defining regionally significant projects, and a subcommittee for 5307 funding. Minutes have been provided.

B. CAMPO Director

i. Update on draft results of the Roadway Congestion Analysis Report and Database

Ms. McCoy described the report is expected within a couple of months.

ii. Update on Administrative Amendments to the FYs 2011 – 2014 Transportation Improvement Program

Ms. McCoy described that 5 amendments have been submitted.

iii. Update on air quality status

Ms. McCoy described the current ozone standard is 75ppb, and we are very close to that standard with a current status of 74ppb.

iv. Update on the FY 2011 Budget

77% budget expended. Have received some match for 2012 already.

v. Update on the search for the CAMPO Assistant Director

Five finalists will be interviewed on Friday, and an announcement is expected the following week.

C. Chair of the Transportation Policy Board

13. Adjourn

Judge Biscoe adjourned the meeting at 8:45 pm.

Summary Minutes of the
 Capital Area Metropolitan Planning Organization's Transportation Policy Board Meeting
 Monday, September 26, 2011, 6:00 p.m.
 Room 3.102, Joe C. Thompson Center, University of Texas Campus
 Red River and Dean Keeton Streets, Austin, Texas

#	Member	Representing	Attending	Alternate
1	Sam Biscoe, Chair	Travis County Judge	X	
2	Cynthia Long, Vice-Chair	Williamson County Commissioner	X	
3	Clara Beckett	Bastrop County Commissioner	X	
4	Justine Blackmore-Hlista	Capital Metro Board Member; Mayor, Village of Volente	X	
5	Sheryl Cole	Mayor Pro Tem, City of Austin		
6	Will Conley	Hays County Commissioner	X	
7	John Cyrier	Caldwell County Commissioner	X	
8	Sarah Eckhardt	Travis County Commissioner	X	
9	George Garver	Mayor, City of Georgetown	X	
10	Victor Gonzales	Mayor Pro Tem, City of Pflugerville		
11	Daniel Guerrero	Mayor, City of San Marcos	X	
12	Karen Huber	Travis County Commissioner	X	
13	Lee Leffingwell	Mayor, City of Austin		
14	Bob Lemon	Mayor, City of Cedar Park		Mayor Pro-Tem Lowell Moore
15	Carlos Lopez	TxDOT- Austin District	X	
16	Jeff Mills	Travis County	X	
17	John Moman	Council Member, City of Round Rock		Mayor Pro-Tem Carlos Salinas
18	Chris Riley	Council Member, City of Austin		Council Member Bill Spelman
19	Bill Spelman	Council Member, City of Austin	X	

Judge Biscoe convened the meeting at 6:07 pm.

Public Hearings

1. On stand-alone amendment requests to the CAMPO 2035 Regional Transportation Plan

Judge Biscoe moved to open the public hearing. Commissioner Conley seconded the motion.

Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Beckett, Mayor Blackmore-Hlista, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Commissioner Huber, Mayor Pro Tem Moore (for Mayor Lemon), Mr. Carlos Lopez, Mr. Jeff Mills, Mayor Pro Tem Salinas (for Council Member Moman)

The motion was approved unanimously.

Not Present: Mayor Pro Tem Cole, Mayor Pro Tem Gonzales, Mayor Guerrero, Mayor Leffingwell, Council Member Riley, Council Member Spelman

Judge Biscoe moved that the public hearing be opened, and the vote was unanimous, noting Mayor Pro-Tem Lowell Moore and Mayor Pro-Tem Carlos Salinas.

Council Member Spelman entered at 6:10 pm.

Clay Defoe noted 2 projects cancelled, presuming through cost: SH 71 and US 183. Look at some of the other projects to reduce costs as well. Project Plan 6 at SH 45 N could be replaced with use of an existing open pasture. \$600,000 for a transit center, \$10 M on South Congress is a drain, and urged the Board to say no.

Mayor Guerrero entered at 6:12 pm.

Ronnie Reefersseed stated that 50% of funding for mixed use activity center is too much.

Commissioner Conley moved to close the public hearing.

Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Beckett, Mayor Blackmore-Hlista, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Mayor Guerrero, Commissioner Huber, Mayor Pro Tem Moore (for Mayor Lemon), Mr. Carlos Lopez, Mr. Jeff Mills, Mayor Pro Tem Salinas (for Council Member Moman), Council Member Spelman (for Council Member Riley), and Council Member Spelman

The motion was approved unanimously.

Not Present: Mayor Pro Tem Cole, Mayor Pro Tem Gonzales, Mayor Leffingwell

2. On stand-alone amendment requests to the FYs 2011 – 2014 Transportation Improvement Program

Judge Biscoe moved to open the public hearing.

Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Beckett, Mayor Blackmore-Hlista, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Mayor Guerrero, Commissioner Huber, Mayor Pro Tem Moore (for Mayor Lemon), Mr. Carlos Lopez, Mr. Jeff Mills, Mayor Pro Tem Salinas (for Council Member Moman), Council Member Spelman (for Council Member Riley), and Council Member Spelman

The motion was approved unanimously.

Not Present: Mayor Pro Tem Cole, Mayor Pro Tem Gonzales, Mayor Leffingwell

Jon Thompson noted he was in favor of the TIP amendments.

Tom Wald spoke against the TIP amendment for grouping bicycle and pedestrian projects.

Commissioner Eckhardt asked if CAMPO staff had any further explanation of TxDOT's request.

Ms. McCoy replied that a method to communicate grouped projects in a list is under development, and that roadway projects would still require bicycle and pedestrian accommodations.

Judge Biscoe asked for a written list of pros and cons for grouping bicycle and pedestrian projects.

Ms. McCoy described that Safe Routes to School and other projects would be allowed to be let sooner, and would work with Mr. Wald on the issue.

Clay Defoe mentioned the packet of materials is long and difficult to get through.

Ms. McCoy commented that the rail item Mr. Defoe was commenting on was part of Item 3.

Ronnie Reefersseed began to comment on the cost of the rail project, and Ms. McCoy commented that this, too, related to Item 3.

Judge Biscoe moved to close the public hearing. Mayor Pro-Tem Salinas seconded the motion.

Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Beckett, Mayor Blackmore-Hlista, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Mayor Guerrero, Commissioner Huber, Mayor Pro Tem Moore (for Mayor Lemon), Mr. Carlos Lopez, Mr. Jeff Mills, Mayor Pro Tem Salinas (for Council Member Moman), Council Member Spelman (for Council Member Riley), and Council Member Spelman

The motion was approved unanimously.

Not Present: Mayor Pro Tem Cole, Mayor Pro Tem Gonzales, Mayor Leffingwell

3. On Call for Project Applications, Phases 1 and 2, and associated requested amendments to the CAMPO 2035 Regional Transportation Plan and/or FYs 2011 – 2014 Transportation Improvement Program

Judge Biscoe recommended that speakers be grouped together and that others in attendance signed-up stand to show their support.

Ms. Fisher asked to yield her time to Council Member Volpe. Council Member Volpe described their sidewalk project in Dripping Springs, their Founders' Day Parade, and the safety issues on Mercer Street. He stressed the city's desire to stay distinct from Austin, and to maintain Dripping Springs' small-town feel, while growing a walkable retail district.

Judge Biscoe invited others standing with the council member to comment.

Jon Thompson described the project as important for growth as a sustainable center. This project is shovel-ready and is desperately needed. \$400,000 was pulled from their limited budget to provide a local match, and their support is appreciated.

Judge Biscoe asked for names of each person here to support the project, who were present to support the project: Michael Aulick, John Adams, Gandolf Burrus, Ted Lear.

Gandolf Burrus stated that Mercer Street connects RM 12 to US 290 and that there are 75,000 cars per day along those two roads but that there are not any ADA sidewalks. He said that was one of the problems Dripping Springs is trying to solve.

Sid Covington described his representation on the board of the Lone Star Rail District. This project is likely the most complicated project in the region, and provides benefits to many different jurisdictions in the region. Union Pacific has been a great partner, and is helping with information that is helping the project. The \$12M on this project will provide unique benefits.

Ross Milloy asked for support of the project.

Operations Manager **Joe Black** described what the freight rail bypass will do. Freeing capacity on the freight line is important. It will remove 26-30 slow-moving trains from urban traffic, provide economic activity of new freight facilities on the new line, and will reduce at-grade roadway crossings. There is an average of one fatal crash every two years along the corridor. Freight mobility and efficiency will be increased through increased speeds and capacity.

Former San Marcos Mayor Narvaiz noted 26,000 idling hours caused by the at-grade crossings, causing negative air quality impacts of congestion caused by rail. When a train comes, cars race to the one overpass in San Marcos.

Mayor Guerrero added that a delay caused by at-grade crossings was the reason he was late for the meeting.

Mary M. Baridon stood in favor of all Hutto projects.

Alan Nirenberg of the Austin Chamber of Commerce Transportation Committee stressed the need to work on peak-hour congestion. The top employment zip code in Austin is 78701. As federal and state funding becomes scarce, CAMPO needs to focus on projects addressing congestion and employment centers. The HERO project is one that serves these needs by restoring traffic flow. CAMPO needs adequate staffing to achieve the regional plan.

Judge Biscoe invited the representatives from Hutto to come forward, and stand to show the numbers representing the Hutto projects. 33 persons came in support of the Hutto projects.

Mayor Debbie Holland described need for the FM 685 project, which provides regional connectivity between Williamson and Travis counties. FM 685 is a non-tolled option to SH 130, and parallels IH-35. Temple College and Texas State Technical College are moving there soon. The road's current design fails at public safety, noting the slide showing traffic collisions in the past 3 years. The bridge at Brushy Creek is overtopped by rain events, reducing emergency responders' access to the community. Letters of support and over 600 signatures from citizens have been received.

Mr. Mills requested a copy of Hutto's PowerPoint.

Commissioner Long thanked the residents of Hutto for attending.

Council Member Ron Fletcher of Buda spoke in favor of project P36, IH S Ramp and Turnaround Operational Improvements, noting the project is shovel-ready for 2012. The project is in the city's priority growth zone. TxDOT was not able to complete the truck bypass, forcing trucks to go through Buda and Kyle to access IH-35. The bare-bones overpass was opened 4 years late. The local match requirement has been exceeded by local sponsors. Fund the project to unlock the city's landlocked industrial growth zone.

Commissioner Conley asked Mr. Lopez about the Proposition 12 funding list of the projects. Mr. Lopez responded that the list will go forward to the Texas Transportation Commission.

Commissioner Eckhardt noted the Hutto project is not on the TxDOT list, but is on the CAMPO list.

Commissioner Jeff Barton noted the strong public and private partnerships on P36 in both Buda and Kyle.

Dan Gibson of Lockhart introduced 6 representatives of the city to support project P103, to widen US 183 (Colorado Street) from 4 to 5 lanes, and add sidewalks. Currently, the highway is 4 lanes, undivided with many driveways and cross-streets. The driveways were built before TxDOT's access management requirements were developed, and there are many left-turns, reducing the highway capacity to effectively 2 lanes. The lack of sidewalks force pedestrians and bicyclists to take challenging routes. Motorized wheelchair users take the lane, and a child was fatally struck recently. Currently, no provisions for bicyclists exist. Colorado Street accounts for 52% of the city's crashes, but only 39% of the city's traffic. Construction of SH 130 segments 5 and 6 will increase traffic. After meeting with TxDOT officials, widening was found to be the best solution of the problems. The city is prepared to pay for additional utility costs if needed, and that Lockhart is due funding for the first time through CAMPO. The City of Lockhart has applied for a Sustainable Places planning grant and would like to see this project be a prominent part of that study.

Warren Ketterman and Kenneth Williams noted themselves part of the Buda delegation and supportive of P36, IH 35 S Ramp and Turnaround Operational Improvements.

Glenn Gadbois, representing the Downtown Transportation Management Association, supported the Downtown Austin Transportation Management Association project. Texas Transportation Institute found that an aggressive TMA could reduce downtown peak traffic by up to 12%. The TMA started with support of local jurisdictions and agencies. The project will promote getting private input and public sector investment.

Eileen Schaubert noted her support of the TMA.

Tom Frank manages the HERO program, which is designed to keep car issues from causing mobility issues for others. The project should be expanded and continued.

Commander Jason Dusterhoft of the Austin Police Department spoke in favor of the HERO program, which has helped 5,000 road users. For every 1 minute of a problem on the highway, about 5 minutes of congestion is caused. The HERO program not only helps mobility, but reduces demand on the police department, which can focus on more serious highway matters. Collisions have been reduced by 3% this year. It also reduces secondary collisions, which are 30% of crashes, by moving minor crashes and immobile vehicles quickly. He recommended expansion of the program to include US 183.

Council Member Spelman asked whether the 3% of collisions savings were over the whole city, or IH-35. The crashes were city-wide.

Jeff Mills asked how the program has actually helped congestion. Although statistics were not immediately available, he cited positive impacts of the program.

Commissioner Eckhardt reiterated a previous request for CTRMA to provide more detailed statistics on exactly what impacts the program has on the transportation system.

Commander Jason Dusterhoft replied that his department can attest to the marked difference over the past two years of the program. APD can respond to more critical crashes in a shorter time.

Steve Pustelnyk cited the existence of studies showing reduced fuel consumption and emissions from congestion, and positive mobility effects. A Florida study found a 25:1 cost/benefit ratio. 11.5 million hours of delay were saved in Michigan.

Commissioner Eckhardt asked for a local study of effects, noting that the request was with the initial project funding.

Ronnie Reefersseed noted that the Salt Lick pollutes Onion Creek. The urban rail project is a huge boondoggle that most people do not want. Bus transit provides flexibility that rail does not. We do not have the population density needed for urban rail.

Mayor Cowman of Leander spoke in favor of Capital Metro's bus purchase request. Buses are needed for those who have a choice of transportation, and for those who do not have an option but ride the bus.

Clay Defoe called for finding cheaper ways do things than urban rail. The existing MetroRail corridor is not well-used. The 1879 Austin streetcar was developed to promote Hyde Park. Rail lines were removed by Austin city council. Mayor Tom Miller described the change from light rail to bus as the new technology in 1940. HERO is too expensive.

Jeff Howard, president of the Real Estate Council of Austin stressed projects should accomplish 3 things: reduce peak-hour congestion, improve mobility, and improve safety. RECA endorses the Lone Star Rail Freight Bypass Study, the Bottleneck Improvement Fund, and the HERO road service program. They also support the preliminary studies for US

183 and MoPac managed lanes, the I-35 operational analysis, and five other mobility improvement projects.

Lannie Lambert noted yielding time to Mayor Pro-Tem Wilson.

Mayor Pro-Tem Wilson requested support for Proposition 12 funding for Marketplace Avenue extension. A developer is donating right-of-way and engineering. The project will include 2 bridges, 4 acres of parkland, and multi-modal access. The public-private partnership will generate economic development. The project will connect FM 150 to FM 1626.

Judge Biscoe asked if any others wished to support the project, and 2 in the audience stood.

Commissioner Conley asked Mayor Pro-Tem Wilson if this project was the priority of the city. Mayor Pro-Tem Wilson responded that he could not speak for the council as a whole, but that the project has been on the city's CIP from several previous council members.

Bob Flocke, Mayor of Wimberley and 2 others supported 3 Wimberley projects, and called for the designation of Wimberley as an activity center in the CAMPO 2035 Plan. RM12/Old Kyle Road Intersection Improvements needs turn lanes, and narrowed, defined traffic lanes to calm traffic. The Hike and Bike Trail Loop will allow individuals to walk and bike to and from the Wimberley CBD, Woodcreek and Blue Hole Regional Park. This project would fund shoulders on RR 12 for 1.5 miles, and add a bike lane into Wimberley. Over 300 signatures have been gathered to support the sidewalk needs on FM 2325.

Commissioner Conley offered assistance on the Blue Hole project, supported the sidewalk project, and thanked the board for the original funding of the first phase of the project.

Tommy Eden commented that P80, shoulders and left-turn lane on SH 45 at Escarpment will help bicyclists on this highway. Austin Bike Share and Texas State University bike share projects are positive ways to introduce people to bicycling. Other projects may have a problem with reporting, and have inadequate bicycle and pedestrian accommodations. P20, US 183 (Right Turn Lanes at New Hope Drive), has no accommodations, but BP5 is requesting funding for the same segment. P51, P54, P68, P86, P 93, P 107, P 116 all have inadequate facilities per the CAMPO policy.

Tom Wald of the League of Bicycling Voters commented positively on CAMPO staff's work and transparency in the process. The CAMPO 2035 Plan appendix specifies bicycle facilities. TxDOT, City of Cedar Park and City of San Marcos projects over \$1M are the projects needing review 53, 85, 86.... They will be submitted by letter as well. Funding bicycle and pedestrian facilities now will save from including them later. TxDOT uses an AASHTO standard of wide outer lanes, but that CAMPO's policy calls for more adequate facilities. Wide outer lanes are also accommodations for wide trucks, which preclude bicycling, and are not shown to encourage bicycling.

Craig Staley represents the private group working to bring bike share to the city. Great cities are seeking bicycling to grow sustainably and support transit. Bike share is

supported by departments of the City of Austin, the Downtown Austin Neighborhoods Association, and others. Bike share has the same goals as other modes, to increase mobility and access in the city. It does support community in a way that no other mode can. It is a similar model as Car2Go, but for bicycles. The project will increase circulation without increasing congestion, and decreasing emissions and user costs for transportation. Over 400 bike share programs exist worldwide.

Mr. Mills asked if there is a website or another city that can be seen as an example. Mr. Staley noted "B-Cycle" as a vendor with a website explaining the concept.

David Wittie representing Adaptive Texas, supported the Lamar Blvd. sidewalk project. Currently, persons with disabilities are forced to go into the lane of traffic. The project will continue to improve the city's work towards ADA compliance. He also supported sidewalk projects in other cities as well.

Greg Vick, Elgin City Manager spoke in favor of Elgin projects. Capital Metro has approached them about adding a second transit stop, and they are considering a third as well. Manor has one of the Capital Metro planned TOD locations for future rail, and CARTS is opening a transit center in a couple of weeks. SH 290/95 North project will serve heavy truck traffic.

Ed Rivers noted a new ACC campus, and the CARTS station will be served by P21, Transit Connections for Elgin and the Region.

Vince May provided Judge Biscoe and the board information on the FM 973 bypass. The CAMPO materials depict a 6-lane project going through downtown. Staff made a mistake, because people are voting against a project that they want. CAMPO staff were negligent not to fix the problem. P35 will add 3 traffic lights, creating a mess in Manor.

Ed Collins went on record as being in disagreement with Mr. May in regards to remarks about him as an employee of TxDOT.

Judge Biscoe directed CAMPO staff to include an item of Mr. Collins' disagreement with Mr. May, if the need exists, and asked if anyone else signed in, but did not get a chance to speak.

Judge Biscoe moved to close the public hearing. Mayor Pro Tem Salinas seconded the motion.

Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Beckett, Mayor Blackmore-Hlista, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Mayor Guerrero, Commissioner Huber, Mayor Pro Tem Moore (for Mayor Lemon), Mr. Carlos Lopez, Mr. Jeff Mills, Mayor Pro Tem Salinas (for Council Member Moman), Council Member Spelman (for Council Member Riley), and Council Member Spelman

The motion was approved unanimously.

Not Present: Mayor Pro Tem Cole, Mayor Pro Tem Gonzales, Mayor Leffingwell

4. Of the projects submitted by TxDOT's Austin District for \$91 million of Proposition 12 funding

Ms. McCoy described that 11 projects were submitted by TxDOT's Austin District staff. Six of those were recommended by CAMPO. **Commissioner Eckhardt** asked Ms. McCoy if a project is not funded in Prop 12, would the project still be in consideration through CAMPO funding. Ms. McCoy confirmed that if it was deemed eligible, it is still under consideration.

5. Discussion and consider directing staff to develop and present to the Technical Advisory Committee at its September 28th meeting no more than two additional funding scenarios for the distribution of the FYs 2012 – 2014 federal STP MM funds, TxDOT Category 12 funds and Proposition 12 funds

Ms. McCoy described the scenarios that staff has analyzed, and requested input on any scenarios the Board wished staff to develop before Wednesday's TAC meeting.

Mayor Garver asked if anyone was looking after jurisdictions not on the board, and what else CAMPO needed. Ms. McCoy explained that any input board members desired regarding philosophy of developing scenarios was requested tonight.

Commissioner Long explained that the scenarios were different ways of sorting the list.

Council Member Spelman clarified that 11 scenarios were developed, and the staff was requesting whether the Board wanted to see if a 12th or 13th scenario was needed.

Judge Biscoe invited public comment.

Clay Defoe noted that Scenario 3 looks better than 1 or 2. Scenario 5 looks good. Fancy travel centers are wasteful.

Ronnie Reefersseed stated that the scenarios without centers could save money. Scenario 1 and 2 are well-planned out. The other scenarios are not well described. Scenario 3 actually looks at the numbers. Scenario 5 is the best because it has no centers. We don't have the taxpayer dollars to waste.

Commissioner Huber asked if there was any consideration for a project that is not ready for construction, and that if gap completion was a consideration. Ms. McCoy replied that gap completion was part of the review process.

Mayor Blackmore-Hlista disagreed from the staff memo that there was no obvious reasoning for a transit set aside. Ms. McCoy responded that the region may not support lower-scoring projects because of a set-aside.

Commissioner Beckett thanked jurisdiction responses for the Bastrop fires. About 1 in 8 Bastrop residents were directly affected.

Commissioner Conley asked what the \$10 million limit was in one of the scenarios. Ms. Greathouse described that the limit had no practical effect.

Mayor Guerrero asked how a variance from a scenario could be submitted. Ms. McCoy noted that the October 10th meeting would be the opportunity to a scenario variance.

Judge Biscoe motioned that this list of scenarios be communicated to the TAC, and that the TAC's response be communicated back to the Board. Commissioner Conley seconded the motion.

Voting Yes: Judge Biscoe, Commissioner Long, Commissioner Beckett, Mayor Blackmore-Hlista, Commissioner Conley, Commissioner Cyrier, Commissioner Eckhardt, Mayor Garver, Mayor Guerrero, Commissioner Huber, Mayor Pro Tem Moore (for Mayor Lemon), Mr. Carlos Lopez, Mr. Jeff Mills, Mayor Pro Tem Salinas (for Council Member Moman), Council Member Spelman (for Council Member Riley), and Council Member Spelman

The motion was approved unanimously.

Not Present: Mayor Pro Tem Cole, Mayor Pro Tem Gonzales, Mayor Leffingwell

6. Adjourn

Judge Biscoe adjourned the meeting at 8:56 p.m.



October 3, 2011

Transportation Policy Board	Agenda Item 3
<p>Consider and take appropriate action on requests to initiate on out-of-cycle Transportation Improvement Program (TIP) amendment process by</p> <ul style="list-style-type: none">• The City of Round Rock for Capital Cost of Contracting for Demand Response Bus Service;• TxDOT for funding of improvements in the SH 195 corridor; and• CAMPO for additional funding to the Travel Demand Model Improvements Program	

CAMPO staff has received two requests to initiate an out-of-cycle TIP amendment process:

- The City of Round Rock has requested on out-of-cycle amendment for the capital cost of contracting for demand response bus service.
- TxDOT has requested two out-of-cycle amendments for improvements in the SH 195 corridor.

In addition, CAMPO is requesting an out-of-cycle amendment to add unallocated federal funding to the CAMPO Travel Demand Model Improvement Project.

CAMPO typically has two TIP amendment cycles annually. However, there is a provision whereby an agency or jurisdiction can request that the Transportation Policy Board approves an out-of-cycle amendment process to expedite consideration of a request.

RECOMMENDATION

The Transportation Policy Board approves the requests to initiate an out-of-cycle TIP amendment process.



October 3, 2011

Transportation Policy Board	Agenda Item 4
Presentation on requested amendments to the <i>FYs 2011 – 2014 Transportation Improvement Program</i> (Dependent on action of Transportation Policy Board on Item 3)	

The CAMPO Transportation Policy Board adopted the *FYs 2011-2014 Transportation Improvement Program* (TIP) on August 9, 2010 and it was last amended through Board action on July 11, 2011. CAMPO has received out-of-cycle TIP amendment requests from the City of Round Rock, TxDOT and CAMPO staff.

Details on the amendment requests are attached (**Attachment A**). In addition to the CAMPO community meetings highlighted below, a survey will be available on the CAMPO website: www.CAMPOTexas.org. The public comment period will open on October 12, 2011 and will remain open until 5:00 p.m. on Friday, November 18th. The amendment requests will be considered by the Board on December 12, 2011.

TIMELINE AND REVIEW PROCESS

September 30, 2011	Amendment requests to CAMPO
October 11, 2011	Presentation of requested amendments to the Transportation Policy Board and TAC
October – November 2011	Community Meetings – Dates and locations to be determined
November 2011	Public Hearing (14 th)
	Public comment period closes (18 th)
	TAC recommendation (30 th)
December 12, 2011	Board action on requested amendments



Out of Cycle TIP Amendments

October 3, 2011



www.CAMPOTexas.org

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
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The preparation of this report has been financed in part through the Federal Highway Administration and Federal Transit Administration, United States Department of Transportation, under the Metropolitan Planning Program, Section 104 (f) of Title 23, United States Code. The contents of this report have been generated by the Capital Area Metropolitan Planning Organization and do not necessarily represent the official views or policies of the United States Department of Transportation.

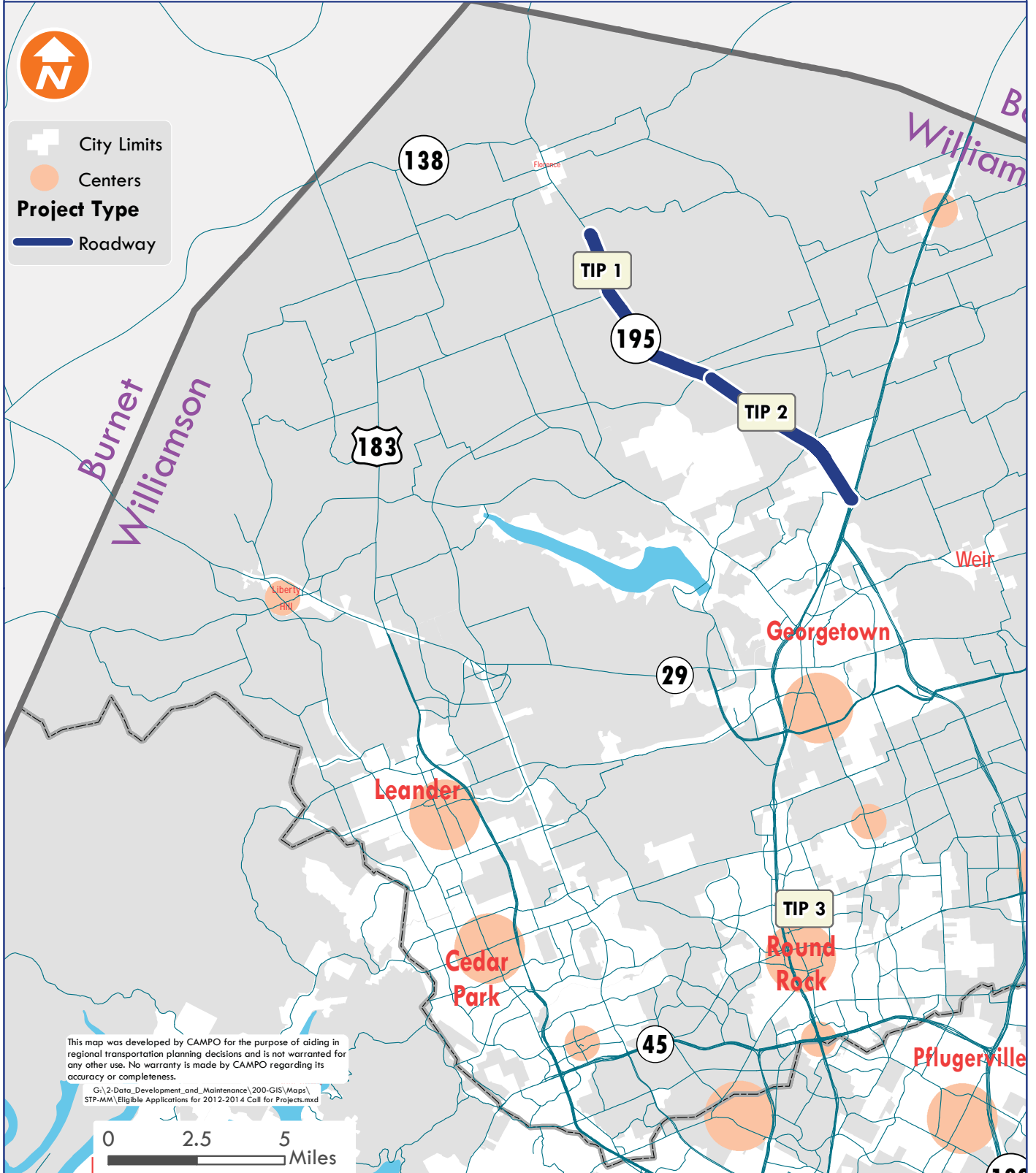
NOTE: All maps were developed by CAMPO for the purpose of aiding in regional transportation planning decisions and are not warranted for any other use. No warranty is made for CAMPO regarding accuracy or completeness.



Requested Amendments CAMPO FYs 2011-2014 TIP Williamson County October 2011



- City Limits
- Centers
- Project Type**
- Roadway



This map was developed by CAMPO for the purpose of aiding in regional transportation planning decisions and is not warranted for any other use. No warranty is made by CAMPO regarding its accuracy or completeness.

G:\2-Data_Development_and_Maintenance\200-GIS\Maps\STP-MM\Eligible Applications for 2012-2014 Call for Projects.mxd



FACT SHEETS LEGEND







Project Name

Project Sponsor(s): Listing of project sponsor(s)

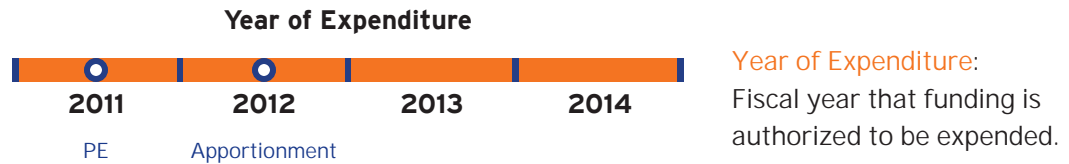
Proposed/Modified Project Description: The description of work to be completed

Limits: The termini or location of the project

TIP Amendment Description: The description of how the TIP is being amended

	Icon	Map Color	
Transit Projects			*Bicycle and pedestrian accommodations are included with new or reconstructed roadway projects in the CAMPO 2035 Regional Transportation Plan, which are depicted on the 2035 Priority Bicycle Corridors Map (page 40) and 2035 Priority Pedestrian Districts Map (page 41), consistent with Regional Transportation Policies #19-22 (page 111).
Roadway Projects			
Programs & Studies			

Project Phases



PE - Preliminary Engineering: The early phases of technical studies performed to determine project location, feasible routes and alternatives, designs, project costs and complete required TxDOT and FHWA project reviews.

ROW - Right of Way: Land acquired by purchase, gift or eminent domain to construct or maintain facilities.

Con - Construction: Phase which entails the act of constructing the physical project (including construction engineering).

Apportionment - Apportionment: Distribution of Budget Authority made available by statutory formula, or procedure prescribed in law. An apportionment divides amounts available for obligation by specific time period (usually quarters), activities, projects, objects, or a combination thereof. The amounts so apportioned limit the amount of obligations that may be incurred. (FTA’s apportionment formulas are based on census data and transit service factors.)

Project Funding

	Federal	State	Local	Total
YOE Authorized Funding	\$xxx,xxx,xxx	\$xxx,xxx,xxx	\$xxx,xxx,xxx	\$xxx,xxx,xxx

Federal Funding: Any funding provided directly by the government of the United States of America.

State Funding: Any funding provided directly by the government of the State of Texas.

Local Funding: Any funding provided directly by local governments or agencies.

SH 195

Project Sponsor(s): TxDOT

Proposed/Modified Project Description: Construct 4-lane divided roadway.

Limits: 3.4 miles south of SH 138 to 9.217 miles south of SH 138

TIP Amendment Description: Modify the existing projects in the TIP. This project combines CSJs 0440-01-033, 0440-01-039 and 0440-02-014 into a single project and changes the Proposition 14 funds from State funds to Federal funds and adds additional Category 1 funding to cover total project cost

Bicycle and Pedestrian Facilities: Bicycle accommodations on the shoulders



Year of Expenditure



Phase PE, ROW, CON

	Federal	State	Local	Total
YOE Authorized Funding	\$32,160,000	\$8,040,000	\$0	\$40,200,000



SH 195

Project Sponsor(s): TxDOT

Proposed/Modified Project Description: Construct 4-lane divided roadway.

Limits: 9.217 miles south of SH 138 to IH 35

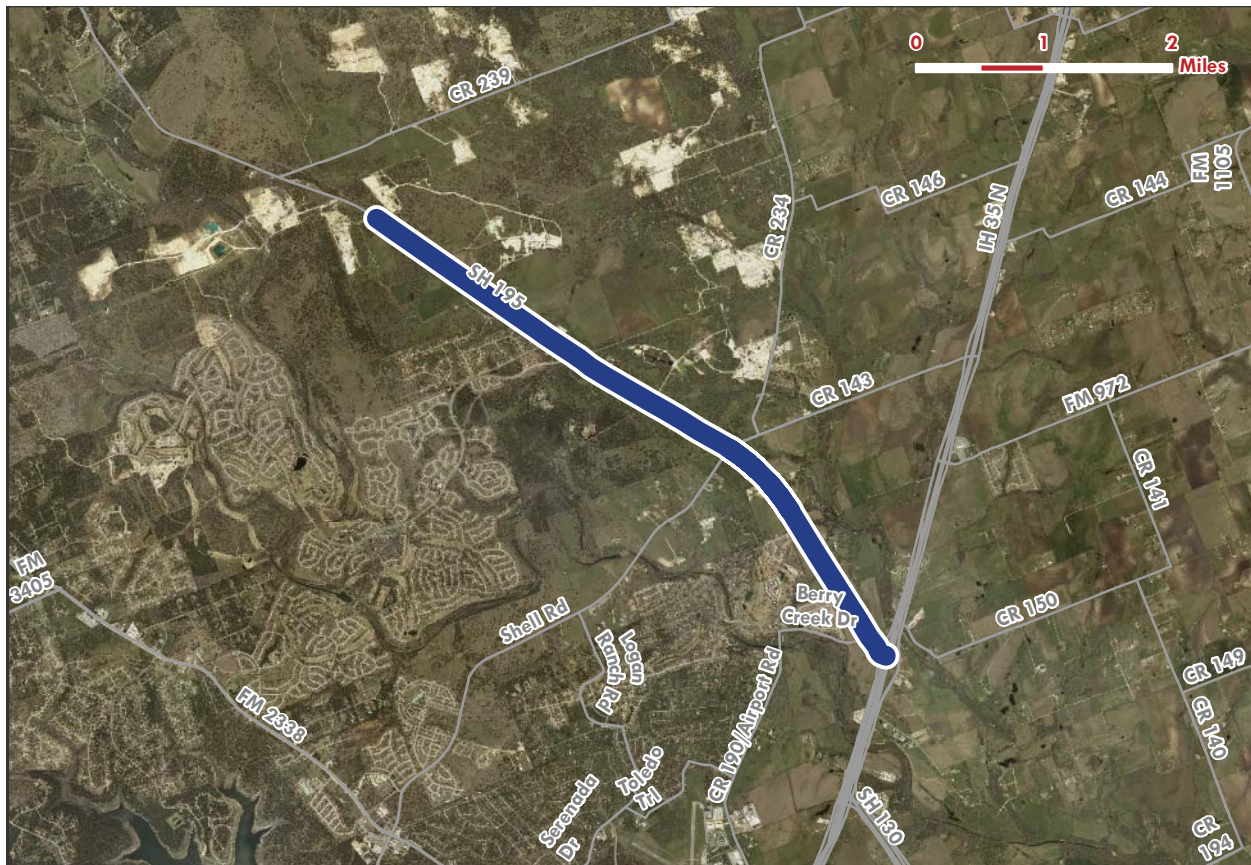
TIP Amendment Description: Change projects limits of existing project to 8.105 miles south of SH 138 to IH 35 to 9.217 miles south of SH 138 to IH 35; change Total Project Cost from \$56,685,960 to \$41,489,000; and change funding sources from Proposition 14 funding from State funds to Federal funds and adds Category 1 and Category 10 funding to cover the total project cost.

Bicycle and Pedestrian Facilities: Bicycle accomodations on the shoulders



Year of Expenditure

Phase	Year of Expenditure			Total
	2012	2013	2014	
	Federal	State	Local	
YOE Authorized Funding	\$33,191,200	\$8,297,800	\$0	\$41,489,000





Demand Response Bus Service

Project Sponsor(s): City of Round Rock

Proposed/Modified Project Description: Capital cost of contracting for demand response bus service.

TIP Amendment Description: Add project to CAMPO FY 2011 - 2014 TIP.



	Federal	State	Local	Total
2012 Authorized Funding	\$110,000	\$0	\$165,000	\$275,000
2013 Authorized Funding	\$220,000	\$0	\$330,000	\$550,000
2014 Authorized Funding	\$220,000	\$0	\$330,000	\$550,000

TIP 4



CAMPO Model Improvements

Project Sponsor(s): CAMPO

Proposed/Modified Project Description: Work performed will include calibration and validation efforts of CAMPO 2010 Base Year Model using current information. Additional tasks include incorporation of FTA's SUMMIT program, updates to reporting features, Allocation Tool and sensitivity testing.

TIP Amendment Description: Add \$85,000 to the CAMPO Model Improvements Program.



	Federal	State	Local	Total
YOE Authorized Funding	\$68,000	\$0	\$17,000	\$85,000



October 3, 2011

Transportation Policy Board	Agenda Item 5
Consider and take appropriate action on a Resolution relating to the stand-alone amendment requests to the <i>CAMPO 2035 Regional Transportation Plan</i>	

The CAMPO Transportation Policy Board adopted the *CAMPO 2035 Regional Transportation Plan* on May 24, 2010 and the Plan was last amended through Board action on January 10, 2011. CAMPO has received requests from regional partners to amend the Plan as part of a regular amendment cycle.

A summary of the amendment requests received, as well as maps and fact sheets detailing the requests, were included in [Section 4 of Attachment A](#), distributed as part of the September 12, 2011 Policy Board agenda. As was announced at the September 12th Policy Board meeting, TxDOT withdrew two Plan amendment requests:

- SH 71 from US 183 to FM 973 and
- US 183 at SH 71

Public comments were accepted through 5:00 p.m. on Friday, September 30. 161 comments have been received relating to the stand-alone Plan amendment requests and are summarized in **Attachment B**.

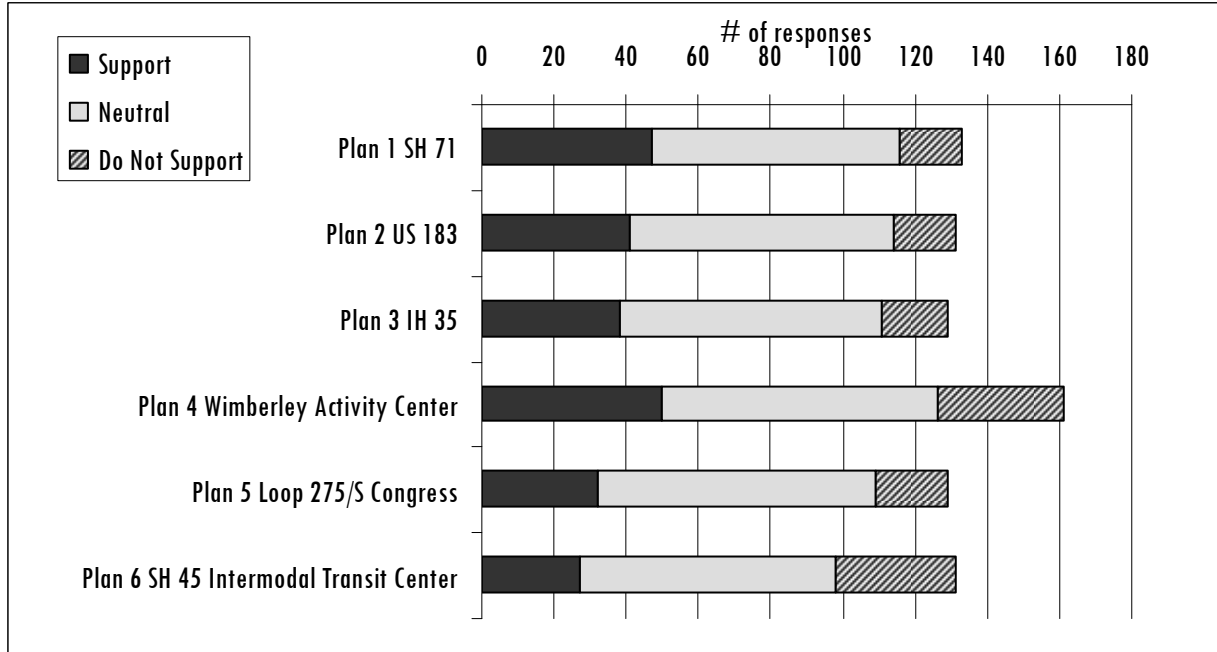
RECOMMENDATION

The Technical Advisory Committee recommended to the Transportation Policy Board, by a unanimous vote, approval of the requested stand-alone amendments to the *CAMPO 2035 Regional Transportation Plan* as shown in **Attachment C**.

Staff recommends approval of the accompanying Resolution (**Attachment D**) acknowledging the Transportation Policy Board's approval of the requested stand-alone amendments to the *CAMPO 2035 Regional Transportation Plan* as shown in **Attachment C**.

SUMMARY OF PUBLIC COMMENTS FOR THE CAMPO 2035 REGIONAL TRANSPORTATION PLAN:

In total, 161 responses were received on the requested plan amendments. 50 supported “Plan 4- Wimberley Activity Center”.



Open-ended comments:

- [via email]
- On behalf of the City of Wood creek, I wish to extend support for the application to CAMPO to receive funding for the Wimberley sidewalk safety project running along FM 2325, from Carney Lane (Wimberley High School) to Ranch Road 12, within the corporate limits of the City of Wimberley. Since both the City of Wimberley and the City of Woodcreek (with their respective Extra-Territorial Jurisdictions) are within the Wimberley Independent School District and have children who walk to schools located along FM 2325, we are extremely concerned about improving pedestrian safety. We also support Wimberley's application for designation as a Small Center under the CAMPO 2035 Regional Transportation Plan.
- Sincerely,
- Eric C. Eskelund
- Mayor
- [via email]
- Phyllis and I support the designation of Wimberley as a Small Center in CAMPO's 2035 Regional Transportation Plan. Joe Taylor, 400 River Road, Wimberley.
- [via email]
- I am in support of the designation of Wimberley as a Small Center in CAMPO's 2035 Regional Transportation Plan.
- [via email]
- "I support the designation of Wimberley as a Small Center in CAMPO's 2035 Regional Transportation Plan."
- [via email]

<p>Don, I want you and those you are in contact with to know that I am in favor of naming Wimberley as a Small Center in Campo's 2035 Regional Transportation Plan.</p>
<p>[via email] I support the designation of Wimberley as a Small Center in CAMPO's 2035 Regional Transportation Plan.</p>
<p>[via email] I support Wimerley's designation as a "small center" in CAMPO's 2035 Regional Transportation Plan.</p>
<p>[via email] I support Wimberley's designation as a small center in CAMPO's 2035 Regional Transportation Plan</p>
<p>[via email] I support Wimberley's designation as a Small Center in CAMPO'S 2035 Regional Transportation Plan. I feel it is a safety issue as well improving regional transportation.</p>
<p>[via email] I support the designation as a small center in CAMPO's 2035 Regional Transportation Plan</p>
<p>[via email] I support the City of Wimberley being designated a Small Center by CAMPO.</p>
<p>[via email] I support Wimberley's designation as a small center in CAMPO's 2035 Regional Transportation Plan.</p>
<p>[via email] I support Wimberley's designation as a small center in CAMPO's 2035 Regional Transportation Plan.</p>
<p>[via email] My family visits Wimberley for a weekend at least once a year, and sometimes more often. We support granting Wimberley a "Small Center" designation in your 2.035 Regional Transportation Plan. I live in the Dallas area, and traffic congestion here is a way of life. It's nice to have the small town atmosphere, but please consider the future related to your transportation plan, so that your City can avoid the traffic issues of the bigger cities.</p>
<p>[via email] I support Wimberley's designation as a Small Center in CAMPO's 2035 Regional Transportation plan.</p>
<p>[via email] This is an email in support of the "small center" designation for the city of Wimberley.</p>
<p>[via email] As a frequent visitor to Wimberley and surrounding area, I totally support the city's effort to get designated as a small center under the CAMPOS 2035 Regional Transportation Plan. Anyway to get a higher priority for funding of transportation projects can help alleviate some of the transportation headaches in the area. Thank you for your consideration in this matter.</p>
<p>[via email] I support Wimberley's designation as a small center in CAMPO's 2035 Regional Transportation Plan</p>
<p>[via email] I support the designation of Wimberley as a Small Center in CAMPO's 2035 Regional Transportation Plan.</p>
<p>[via email] Just a quick note to let you know I support the designation of Wimberley as a Small Center CAMPO's 2035 Regional Transportation Plan.</p>
<p>[signed] [via email] I support the designation of Wimberley as a Small Center in CAMPO's 2035 Regional Transportation Plan.</p>
<p>Piecemeal projects and spending is not going to solve our huge mobility issues in the region. Focus \$ on critically congested roadways and on implementing Cellular Mass Transit to bring a revolution in public transportation availability to the entire region within the next 1-5 years</p>
<p>If any of these projects involve paying tolls, I'm against them.</p>
<p>Plan 4: It is incredible that even the smallest community in the CAMPO area has a Center designation except Wimberley (Wimberley is not even on the Centers map !).How did this happen? The Small Center designation is essential.</p>
<p>We need a subway or raised train system!</p>
<p>Equipment and infrastructure improvements in Elgin and Bastrop county are mission critical for supporting growth. Especially with the devastating Bastrop fire, Elgin and Bastrop County are experiencing increased</p>

resource demands.
Improvements to SH71, US183 and I35 need to take priority. The people of Austin need get to where they are going without being stuck in traffic. Access to the Airport should be improved as this is the gateway to our city plus Formula 1 will place a major strain on these routes during events.
many of these could be funded through bakesales
Having this trail system will increase tourism revenue, encourage them to visit DS and Wimberley and keep our hill country environs in good shape.
Give us a decent loop around Austin. Roads in S Austin are a disgrace. We have been neglected while N Austin has been all the emphasis.
The US 183/SH 71 intersection is not in dire need of improvement. The intersection works well now and doesn't need expensive flyovers. The main bottleneck is at Riverside and SH 71, and that is the only thing that should be worked on right now with limited funds.
no toll roads
Plan 1 does not need frontage road as large as indicated. Park and Ride should come from CapMetro 1 cent sales tax.

Attachment: Requested Amendments to CAMPO 2035 Regional Transportation Plan (Stand Alone)

ID	Amendment Description	Project Description							Project Cost and Funding			Revenue/Cost Savings Offset	
		Project Name	Proposed/Modified Project Description	Sponsor	Limits (From)	Limits (To)	Let Date	Open Date	Total Project Cost (With Amendment)	2035 Plan Cost Estimate	Additional Cost of Proposed Project	Funding Source	Funding Amount
Plan 3	Add project to the CAMPO 2035 Plan and amend revenue analysis to indicate additional federal and state funding to cover project cost.	IH 35	Construct northbound 3 lane frontage roads and associated ramps.	TxDOT	Lakeway Drive	RM 2338	2020-2025	2020-2025	\$10,000,000	-	\$10,000,000	TxDOT-Right of Way and Professional Services	\$10,000,000
Plan 4	Modify Map 2: Centers Concept to designate Wimberley as a small Center.	Wimberley Activity Center		Wimberley	n/a					N/A	N/A	N/A	N/A
Plan 5	Amend existing project #43 to expand scope of project and increase cost of project by \$10 million to include additional project scope.	Loop 275/S Congress	Widen existing 4 lane undivided major arterial to a 4 lane major arterial with continuous left turn lane, and reconstruct existing 2 lane undivided major arterial to 4 lane divided major arterial roadway with bicycle and pedestrian accommodations.	City of Austin	Williamson Creek	Foremost Dr	2013	2014	\$ 22,000,000	\$ 12,000,000	\$ 10,000,000	TBD (STP MM or Local)	\$ 10,000,000
Plan 6	Modify existing project in the plan to include park and ride in project scope, to modify let and open dates, and to increase total project cost	SH 45 Intermodal Transit Center	Construct transit center/ park and ride.	Round Rock	IH 35 @ SH 45 N		2014	2016	\$ 2,600,000	\$ 2,000,000	\$ 600,000	City of Round Rock Local Funding	\$ 600,000



RESOLUTION
**Acknowledging Transportation Policy Board Adoption of Amendments to the
CAMPO 2035 Regional Transportation Plan**

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, CAMPO is required to create a Long Range Metropolitan Transportation Plan covering a time period of at least 20 years; and

WHEREAS, CAMPO is required to adopt a new long range plan every five years; and

WHEREAS, CAMPO adopted the *CAMPO 2035 Regional Transportation Plan* on May 24, 2010 and amended the Plan on January 10, 2011; and

WHEREAS, CAMPO solicited requests from regional partners to amend the *CAMPO 2035 Regional Transportation plan* as part of a regular amendment cycle; and

WHEREAS, CAMPO published all requested amendments and supporting information; and

WHEREAS, CAMPO has an adopted Public Participation Program that sets forth public involvement requirements for plan adoption or amendments including a minimum 28-day comment period and, in an effort to seek public input on the requested amendments, CAMPO conducted community meetings in the county seats of the five counties in the CAMPO region; and

WHEREAS, the CAMPO Transportation Policy Board conducted a Public Hearing on the requested amendments on September 26, 2011.

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the requested amendments to the *CAMPO 2035 Regional Transportation Plan* as reflected in the attachment to this Resolution; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to approve the amendments to the CAMPO 2035 *Regional Transportation Plan* as shown in the Attachment to this Resolution was made on October 10, 2011 by _____; duly seconded by _____.

Those voting "AYE":

Those "Opposed":

Absent and Not Voting:

SIGNED this _____ day of October, 2011.

Chair, CAMPO Board

Attest:

Director



October 3, 2011

Transportation Policy Board	Agenda Item 6
Consider and take appropriate action on a Resolution relating to the stand-alone amendment requests to the <i>FYs 2011 – 2014 Transportation Improvement Program</i>	

The CAMPO Transportation Policy Board adopted the *FYs 2011-2014 Transportation Improvement Program* (TIP) on August 9, 2010 and it was last amended through Board action on July 11, 2011.

A summary of the amendment requests received, as well as maps and fact sheets detailing the requests were included as [Section 5 of Attachment A](#), distributed as part of the September 12, 2011 Policy Board agenda. A summary of the effects each amendment will have on the FYs 2011 – 2014 TIP can be found in **Attachment B** and a listing of the amendments can be found in **Attachment C**.

Public comments were accepted through 5:00 p.m. on Friday, September 30. 126 comments have been received relating to the stand-alone TIP amendment requests. A summary of the comments can be found in **Attachment D**.

RECOMMENDATION

The Technical Advisory Committee recommended to the Transportation Policy Board, by a unanimous vote, approval of the requested stand-alone amendments to the CAMPO *FYs 2011 – 2014 Transportation Improvement Program* as shown in **Attachment C**.

Staff recommends approval of the accompanying Resolution (**Attachment E**) acknowledging the Transportation Policy Board's approval of the requested stand-alone amendments to the CAMPO *FYs 2011 – 2014 Transportation Improvement Program* as shown in **Attachment C** with the following recommendations for the two project grouping amendments:

- The creation of a Project Grouping Appendix to the current TIP, which will ultimately list potential grouped projects for all project groupings; this will be accomplished as a part of the draft *FYs 2013 - 2016 TIP*. If the two currently-requested project groupings are approved, Phase 1 will be to move all appropriate projects currently listed in the main body of the TIP to the Project Grouping Appendix. Phase 2 will be implemented with the development of the draft *FYs 2013 – 2016 TIP* and will list in the Project Grouping Appendix potential grouped projects for the groupings that CAMPO uses. CAMPO's Appendix will minimally contain information on a project's sponsor, work description, limits, estimated cost and if appropriate, bicycle and/or pedestrian facilities.
- The format of the Appendix is proposed to be similar to that used by the San Antonio

MPO, the Houston-Galveston MPO and TxDOT's Project Tracker (examples are included as **Attachment F**).

- A quarterly reporting process will be implemented to identify all grouped projects that were let in the previous quarter. A copy of this quarterly report will be available on the CAMPO website.



SUMMARY OF REQUESTED TIP AMENDMENTS

- TIP 1: Point of Contact Derails and Track Enhancements
 - o Add project to the CAMPO FY 2011 – 2014 TIP
- TIP 2: General Bus Refurbishment
 - o Add project to the CAMPO FY 2011 – 2014 TIP
- TIP 3: Capital Area Trail System Walk for a Day
 - o Add project to the CAMPO FY 2011 – 2014 TIP
- TIP 4: Bicycle and Pedestrian Project Grouping
 - o Add project to the CAMPO FY 2011 – 2014 TIP and move all projects covered by the grouping to an appendix of the TIP
- TIP 5: Preliminary Engineering Project Grouping
 - o Add the project to the CAMPO FY 2011 – 2014 TIP and move all projects covered by the grouping to an appendix of the TIP
- TIP 6: Austin Groups for the Elderly Purchase of Service and Preventative Maintenance
 - o Add \$7,500 in additional 5310 funding, add \$1,500 in additional Other funding, increase Total Project Cost by \$9,000, modify project description to include preventative maintenance
- TIP 7: Bluebonnet Trails MHMR Purchase of Service
 - o Add \$11,000 in additional 5310 funding, add \$2,200 in additional Other funding, increase Total Project Cost by \$13,200
- TIP 8: Bastrop County Emergency Services Purchase of Equipment and Preventative Maintenance
 - o Add \$4,977 in additional 5310 funding, add \$596 in additional Other funding, add \$500 in Transportation Development Credits, increase Total Project Cost by \$5,571
- TIP 9: CARTS Purchase of Two Buses
 - o Modify project description to add additional bus purchase, add \$27,200 in Transportation Development Credits
- TIP 10: Hill Country Transit District Purchase of a Bus and Preventative Maintenance
 - o Modify project description to add the purchase of a bus and preventative maintenance, add \$6,500 in additional 5310 funding, add \$1,300 in

additional Other funding, add \$13,900 in Transportation Development Credits

- TIP 11: CARTS County Connector Routes from Bastrop County to the Austin Urbanized Area
 - o Add the project to the CAMPO FY 2011 – 2014 TIP

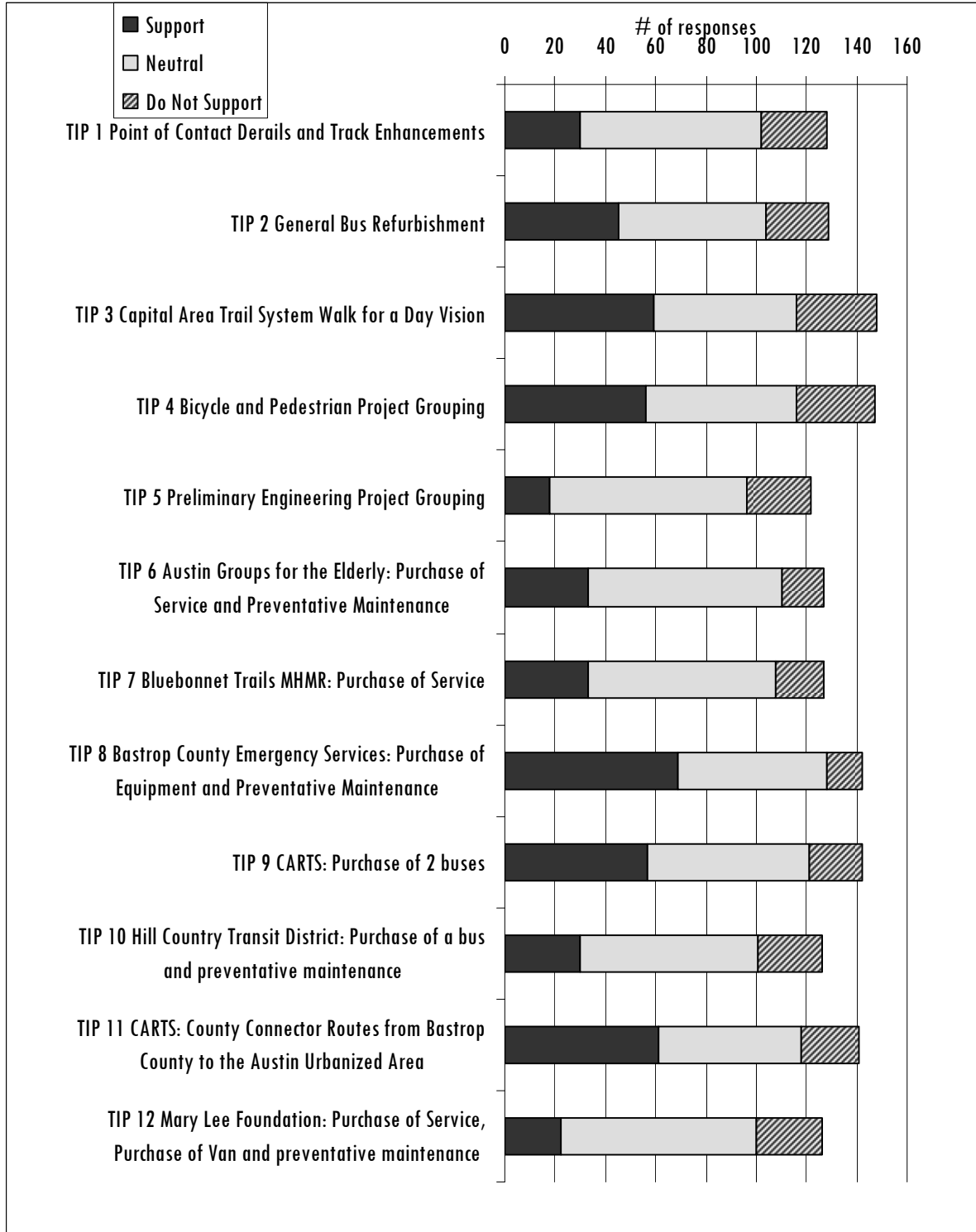
- TIP 12: Mary Lee Foundation Purchase of Service, Purchase of Van and Preventative Maintenance
 - o Add \$5,440 in Transportation Development Credits

Requested Amendments to CAMPO FYs 2011-2014 Transportation Improvement Program (Stand Alone)

ID	Amendment Description	Project Description							Project Cost and Funding						
		Project Name	Proposed/Modified Project Description	Sponsor	Limits (From)	Limits (To)	Let Date	Bike / Ped Accomodation	Total Project Cost	Funding Source 1	Funding Amount 1	Funding Source 2	Funding Amount 2	Funding Source 3	Funding Amount 3
TIP 1	Add project to CAMPO FY 2011 - 2014 TIP	Point of Contact Derails and Track Enhancements	Provide two way, automatic derails which will allow for switching to take place at Abbott Yard. Additional track relocation and double tracking may be a part of the project.	Capital Metro	Castle and Union Overpasses	NA	2012	NA	\$ 400,000	5307	\$ 320,000	Local Contributions	\$ 80,000		
TIP 2	Add project to CAMPO FY 2011 - 2014 TIP	General Bus Refurbishment	General refurbishment of Capital Metro rolling stock inventory consisting of in house labor and contracted labor.	Capital Metro	NA	NA	2011	NA	\$ 5,000,000	5309	\$ 4,000,000	Local Contributions	\$ 1,000,000		
TIP 3	Add project to CAMPO FY 2011 - 2014 TIP	Capital Area Trail System Walk for a Day Vision	Preliminary Engineering for project	TxDOT	Barton Springs Trailhead Entrance in Zilker Park	FM 150 in Hays County	2012	NA	\$ 375,000	Category 10					
TIP 4	Add project grouping to CAMPO FY 2011 - 2014 TIP and move all projects covered by grouping to an Appendix.	Bicycle and Pedestrian Project Grouping	Bicycle and Pedestrian Project Grouping	TxDOT	NA	NA	2011 - 2014	NA	NA						
TIP 5	Add project grouping to CAMPO FY 2011 - 2014 TIP and move all projects covered by grouping to an Appendix.	Preliminary Engineering Project Grouping	Preliminary Engineering Project Grouping	TxDOT	NA	NA	2011 - 2014	NA	NA						
TIP 6	Add \$7,500 in additional 5310 funding, add \$1,500 in additional Other funding, increase Total Project Cost by \$9,000, modify project description to include preventative maintenance	Austin Groups for the Elderly: Purchase of Service and Preventative Maintenance	Purchase of service and preventative maintenance	TxDOT	NA		2011	NA	\$ 45,700	5310	\$ 38,500	Other	\$ 7,700		
TIP 7	Add \$11,000 in additional 5310 funding, add \$2,200 in additional Other funding, increase Total Project Cost by \$13,200	Bluebonnet Trails MHMR: Purchase of Service	Purchase of service	TxDOT	NA		2011	NA	\$ 50,400	5310	\$ 42,000	Other	\$ 8,400		
TIP 8	Add \$4,977 in additional 5310 funding, add \$596 in additional Other funding, add \$500 in Transportation Development Credits, increase Total Project Cost by \$5,571	Bastrop County Emergency Services: Purchase of Equipment and Preventative Maintenance	Bastrop County Emergency Services: Purchase of Equipment and Preventative Maintenance	TxDOT	NA		2011	NA	\$ 9,513	5310	\$ 7,977	Other	\$ 1,536	Transportation Development Credits	\$ 500
TIP 9	Modify project description to add additional buse purchase, add \$27,200 in Transportation Development Credits	CARTS: Purchase of 2 buses	CARTS: Purchase of 2 buses	TxDOT	NA		2011	NA	\$ 160,000	5310	\$ 160,000	Transportation Development Credits	\$ 27,200		
TIP 10	Modify project description to add the purchase of a bus and preventative maintenance, add \$6,500 in additional 5310 funding, add \$1,300 in additional Other funding, add \$13,900 in Transportation Development Credits	Hill Country Transit District: Purchase of a bus and preventative maintenance	Hill Country Transit District: Purchase of a bus and preventative maintenance	TxDOT	NA		2011	NA	\$ 87,800	5310	\$ 86,000	Other	\$ 1,800	Transportation Development Credits	\$ 13,900
TIP 11	Add project to the TIP	CARTS: County Connector Routes from Bastrop County to the Austin Urbanized Area	CARTS: County Connector Routes from Bastrop County to the Austin Urbanized Area	TxDOT	NA		2012	NA	\$ 656,658	5316	\$ 328,329	Other	\$ 328,329		
TIP 12	Add \$5,440 in Transportation Development Credits	Mary Lee Foundation: Purchase of Service, Purchase of Van and preventative maintenance	Mary Lee Foundation: Purchase of Service, Purchase of Van and preventative maintenance	TxDOT	NA		2011	NA	\$ 47,552	5310	\$ 44,960	Other	\$ 2,592	Transportation Development Credits	\$ 5,440

SUMMARY OF PUBLIC COMMENTS FOR THE REQUESTED TIP AMENDMENTS:

In total, 141 responses were received on the requested TIP amendments. Over 60 supported “TIP 8 Bastrop County Emergency Services: Purchase of Equipment and Preventative Maintenance”, and “TIP 11 CARTS: County Connector Routes from Bastrop County to the Austin Urbanized Area”.



Open-ended comments:

Piecemeal projects and spending is not going to solve our huge mobility issues in the region. Focus \$ on critically congested roadways and on implementing Cellular Mass Transit to bring a revolution in public transportation availability to the entire region within the next 1-5 years. If any of these projects involve paying tolls, I'm against them.

Plan 4: It is incredible that even the smallest community in the CAMPO area has a Center designation except Wimberley (Wimberley is not even on the Centers map !).How did this happen?

The Small Center designation is essential.

We need a subway or raised train system!

Equipment and infrastructure improvements in Elgin and Bastrop county are mission critical for supporting growth. Especially with the devastating Bastrop fire, Elgin and Bastrop County are experiencing increased resource demands.

Improvements to SH71, US183 and I35 need to take priority. The people of Austin need get to where they are going without being stuck in traffic. Access to the Airport should be improved as this is the gateway to our city plus Formula 1 will place a major strain on these routes during events.

many of these could be funded through bakesales

Having this trail system will increase tourism revenue, encourage them to visit DS and Wimberley and keep our hill country environs in good shape.

TIP3: This is an exciting, green, healthy addition to our community

TIP 3: This will be a popular trail and connect residents from Travis to Hays.

Give us a decent loop around Austin. Roads in S Austin are a disgrace. We have been neglected while N Austin has been all the emphasis.

The US 183/SH 71 intersection is not in dire need of improvement. The intersection works well now and doesn't need expensive flyovers. The main bottleneck is at Riverside and SH 71, and that is the only thing that should be worked on right now with limited funds.

no toll roads



RESOLUTION

**Acknowledging Transportation Policy Board Adoption of Amendments to the
FYs 2011 – 2014 Transportation Improvement Program**

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO’s Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, CAMPO is required to create a four-year Transportation Improvement Program (TIP); and

WHEREAS, CAMPO is required by the Texas Department of Transportation to adopt a new four-year TIP every two years; and

WHEREAS, CAMPO adopted the *FYs 2011-2014 Transportation Improvement Program* on August 9, 2010; and

WHEREAS, CAMPO solicited requests from regional partners to amend the *FYs 2011-2014 Transportation Improvement Program* as part of a regular amendment cycle; and

WHEREAS, CAMPO published all requested amendments and supporting information in “Attachment C” of this item;

WHEREAS, CAMPO has an adopted Public Participation Program that sets forth public involvement requirements for TIP adoption or amendments including a minimum 28-day comment period and, in an effort to seek public input on the requested amendments, CAMPO conducted community meetings in the county seats of the five counties in the CAMPO region; and

WHEREAS, the CAMPO Transportation Policy Board conducted a Public Hearing on the requested amendments on September 26, 2011.

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the requested amendments to the *FYs 2011 - 2014 Transportation Improvement Program* “Attachment C” with the following modification:

- Conditional approval of the TIP amendment requests for the Bicycle and Pedestrian and the Preliminary Engineering Project Groupings pending the creation of a Grouped Projects Appendix.

BE IT FURTHER RESOLVED that the CAMPO Board hereby votes to approve the following additional amendments to the *FYs 2011-2014 Transportation Improvement Program* as required for consistency with the amendments being requested:

- Remove all individually listed projects from the *FYs 2011 – 2014 Transportation Improvement Program* that would be included in the Bicycle and Pedestrian Project Grouping

- Remove all individually listed projects, as well as the engineering phases, from the *FYs 2011 – 2014 Transportation Improvement Program* that would be included in the Preliminary Engineering Project Grouping; and;

BE IT FURTHER RESOLVED that the CAMPO Transportation Policy Board directs the CAMPO Director to immediately transmit the approved amendments to the *FYs 2011 - 2014 Transportation Improvement Program* to the Texas Department of Transportation for inclusion in the Statewide Transportation Improvement Program; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to approve amendments to the *FYs 2011 – 2014 Transportation Improvement Program* was made on October 10, 2011 by _____, duly seconded by _____.

Those voting "AYE":

Those "Opposed":

Absent and Not Voting:

SIGNED this _____ day of October, 2011.

Chair, CAMPO Board

Attest:

Director

This list of projects could go to contract during the 2011-2014 timeframe.

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2011-2014
GROUPED PROJECTS
SAN ANTONIO-BEXAR COUNTY METROPOLITAN PLANNING ORGANIZATION
FY 2011**

TxDOT District	County	CSJ	Hwy	Phase	City	Project Sponsor	MPO Proj ID No.	Year of Expenditure Cost
15 - San Antonio	Bexar	0024-09-023	Spur 371	C	San Antonio	TxDOT	3894.0	\$191,859
Limits From:		US 90				Last Revision Date:		5/2010
Limits To:		Posa				Project History:		
Description:		Seal coat & pavement markings						
Remarks:								

Total Project Cost Information (TxDOT %):		Cost of Approved Phases:	Type of Work:	Maint/Rehab	Group CSJ:	5000-00-952																																						
Preliminary Engineering	\$9,401		<table border="1"> <thead> <tr> <th colspan="6">Authorized Funding by Category/Share</th> </tr> <tr> <th><u>Funding Categories</u></th> <th><u>Federal</u></th> <th><u>State</u></th> <th><u>Local</u></th> <th><u>Local Contrib</u></th> <th><u>Total</u></th> </tr> </thead> <tbody> <tr> <td>Cat. 1 Prvnt</td> <td>\$153,487</td> <td>\$38,372</td> <td>\$0</td> <td>\$0</td> <td>\$191,859</td> </tr> <tr> <td>Other</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Other</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Other</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Totals</td> <td>\$153,487</td> <td>\$38,372</td> <td>\$0</td> <td>\$0</td> <td>\$191,859</td> </tr> </tbody> </table>	Authorized Funding by Category/Share						<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contrib</u>	<u>Total</u>	Cat. 1 Prvnt	\$153,487	\$38,372	\$0	\$0	\$191,859	Other	\$0	\$0	\$0	\$0	\$0	Other	\$0	\$0	\$0	\$0	\$0	Other	\$0	\$0	\$0	\$0	\$0	Totals	\$153,487	\$38,372	\$0	\$0
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Totals	\$153,487	\$38,372	\$0	\$0	\$191,859																																							
ROW Purchase:	\$0																																											
Construction Cost:	\$191,859	\$191,859																																										
Construction Engineering	\$9,593																																											
Contingencies:	\$12,471																																											
Indirect Costs:	\$9,727																																											
Other Field	\$0																																											
Total Project Cost:	\$233,051																																											

15 - San Antonio	Bexar	0072-08-130	IH 10	C	San Antonio	TxDOT	3901.0	\$102,684
Limits From:		Loop 1604				Last Revision Date:		5/2010
Limits To:		Spur 53 (UTSA Blvd)				Project History:		
Description:		Seal coat & pavement markings (frontage roads)						
Remarks:								

Total Project Cost Information (TxDOT %):		Cost of Approved Phases:	Type of Work:	Maint/Rehab	Group CSJ:	5000-00-952																																						
Preliminary Engineering	\$5,032		<table border="1"> <thead> <tr> <th colspan="6">Authorized Funding by Category/Share</th> </tr> <tr> <th><u>Funding Categories</u></th> <th><u>Federal</u></th> <th><u>State</u></th> <th><u>Local</u></th> <th><u>Local Contrib</u></th> <th><u>Total</u></th> </tr> </thead> <tbody> <tr> <td>Cat. 1 Prvnt</td> <td>\$92,416</td> <td>\$10,268</td> <td>\$0</td> <td>\$0</td> <td>\$102,684</td> </tr> <tr> <td>Other</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Other</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Other</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Totals</td> <td>\$92,416</td> <td>\$10,268</td> <td>\$0</td> <td>\$0</td> <td>\$102,684</td> </tr> </tbody> </table>	Authorized Funding by Category/Share						<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contrib</u>	<u>Total</u>	Cat. 1 Prvnt	\$92,416	\$10,268	\$0	\$0	\$102,684	Other	\$0	\$0	\$0	\$0	\$0	Other	\$0	\$0	\$0	\$0	\$0	Other	\$0	\$0	\$0	\$0	\$0	Totals	\$92,416	\$10,268	\$0	\$0
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Indirect Costs:	\$5,206																																											
Other Field	\$0																																											
Total Project Cost:	\$124,731																																											

15 - San Antonio	Bexar	0073-02-067	US 281	C	San Antonio	TxDOT	3916.0	\$47,785
Limits From:		at Mogford				Last Revision Date:		5/2010
Limits To:		-				Project History:		
Description:		Install intersection flashing beacon, advance warning						
Remarks:								

Total Project Cost Information (TxDOT %):		Cost of Approved Phases:	Type of Work:	Safety	Group CSJ:	5800-00-950																																						
Preliminary Engineering	\$2,341		<table border="1"> <thead> <tr> <th colspan="6">Authorized Funding by Category/Share</th> </tr> <tr> <th><u>Funding Categories</u></th> <th><u>Federal</u></th> <th><u>State</u></th> <th><u>Local</u></th> <th><u>Local Contrib</u></th> <th><u>Total</u></th> </tr> </thead> <tbody> <tr> <td>Cat. 8 Safety</td> <td>\$43,007</td> <td>\$4,779</td> <td>\$0</td> <td>\$0</td> <td>\$47,785</td> </tr> <tr> <td>Other</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Other</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Other</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Totals</td> <td>\$43,007</td> <td>\$4,779</td> <td>\$0</td> <td>\$0</td> <td>\$47,785</td> </tr> </tbody> </table>	Authorized Funding by Category/Share						<u>Funding Categories</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local Contrib</u>	<u>Total</u>	Cat. 8 Safety	\$43,007	\$4,779	\$0	\$0	\$47,785	Other	\$0	\$0	\$0	\$0	\$0	Other	\$0	\$0	\$0	\$0	\$0	Other	\$0	\$0	\$0	\$0	\$0	Totals	\$43,007	\$4,779	\$0	\$0
Authorized Funding by Category/Share																																												
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Cat. 8 Safety	\$43,007	\$4,779		\$0	\$0	\$47,785																																						
Other	\$0	\$0		\$0	\$0	\$0																																						
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Other	\$0	\$0		\$0	\$0	\$0																																						
Totals	\$43,007	\$4,779	\$0	\$0	\$47,785																																							
ROW Purchase:	\$0																																											
Construction Cost:	\$47,785	\$47,785																																										
Construction Engineering	\$3,584																																											
Contingencies:	\$3,345																																											
Indirect Costs:	\$2,423																																											
Other Field	\$0																																											
Total Project Cost:	\$59,478																																											

**HOUSTON-GALVESTON MPO
2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM
BRIDGE REPLACEMENT AND REHABILITATION FY2011 PROJECTS**

COUNTY SPONSOR
CSJ NUMBER STREET
MPO ID FROM LIMIT
SPONSOR ID TO LIMIT
PHASE LET DATE

TXDOT DISTRICT: HOUSTON
Grouped by District, Statewide Program, Fiscal Year and Sorted by Street and CSJ Number

PROJECT DESCRIPTION

HARRIS TXDOT HOUSTON DISTRICT REPLACE BRIDGE (NBI# 12102AA0233001)
0912-72-057 HEGAR RD
13992 AT SPRING CREEK

C 10/1/2010

Total Project Cost Information:

Preliminary Engineering	\$31,827
ROW Purchase:	\$32,476
Construction Engineering:	\$58,458
Construction Cost:	\$649,529
Contingencies:	\$64,953
Indirect Costs:	\$32,996
Total Project Cost	\$870,239

Year of Expenditure (YOE) Project Cost Information:

Fund Cat	Federal	State	Local	Total
6	\$519,623	—	\$129,906	\$649,529
YOE Cost:	\$519,623	—	\$129,906	\$649,529

HARRIS TXDOT HOUSTON DISTRICT REHABILITATE BRIDGE AND APPROACHES
0271-14-209 IH 610
11242 IH 610 WB FR AT WHITE OAK BAYOU

C 5/1/2011

Total Project Cost Information:

Preliminary Engineering	\$63,742
ROW Purchase:	\$65,043
Construction Engineering:	\$78,052
Construction Cost:	\$1,300,866
Contingencies:	\$130,087
Indirect Costs:	\$66,084
Total Project Cost	\$1,703,874

Year of Expenditure (YOE) Project Cost Information:

Fund Cat	Federal	State	Local	Total
7	\$1,040,693	\$260,173	—	\$1,300,866
YOE Cost:	\$1,040,693	\$260,173	—	\$1,300,866

HARRIS TXDOT HOUSTON DISTRICT REHABILITATE BRIDGE AND APPROACHES
0271-14-210 IH 610
11243 IH 610 EB FR AT WHITE OAK BAYOU

C 5/1/2011

Total Project Cost Information:

Preliminary Engineering	\$64,148
ROW Purchase:	\$65,457
Construction Engineering:	\$78,549
Construction Cost:	\$1,309,144
Contingencies:	\$130,914
Indirect Costs:	\$66,505
Total Project Cost	\$1,714,717

Year of Expenditure (YOE) Project Cost Information:

Fund Cat	Federal	State	Local	Total
7	\$1,047,315	\$261,829	—	\$1,309,144
YOE Cost:	\$1,047,315	\$261,829	—	\$1,309,144

BRAZORIA TXDOT HOUSTON DISTRICT REPLACE BRIDGE (NBI# 12020M00367001)
0912-31-207 MILLER RANCH RD
13953 AT HICKORY SLOUGH

C 10/1/2010

Total Project Cost Information:

Preliminary Engineering	\$12,005
ROW Purchase:	\$12,250
Construction Engineering:	\$22,050
Construction Cost:	\$245,000
Contingencies:	\$24,500
Indirect Costs:	\$12,446
Total Project Cost	\$328,251

Year of Expenditure (YOE) Project Cost Information:

Fund Cat	Federal	State	Local	Total
6	\$196,000	\$49,000	—	\$245,000
YOE Cost:	\$196,000	\$49,000	—	\$245,000

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Project Detail

[Return to: Report List or Main Query Page](#)

Data updated on: 9/01/2011 4:21 AM							Print This Page
Project Summary							
Project ID	011309052	TxDOT District	Austin	County Name	Travis	Funding Status	Funded
Highway	US 290	Project Length	1.018 Miles	Project Type	Traditional	Bid Date	2010-Jun
Work From	AT LOOP 1					Low Bid Amount	\$8,418,678.50
Work To							
Description	CONSTRUCT INT DIRECT CONNECTION RAMP						
Project Note	This project is being developed by non-TxDOT resources. Estimates have been provided to TxDOT by these resources.						
	Show Project Location						

Contact Information			
TxDOT Contact	Ben Ramirez, P.E.	Phone:	(512) 832-7245
Construction Company	WISER CONSTRUCTION, LIMITED-LIABILITY COMPANY		

[Show Project Development Information](#)

Project Construction Information						
Notice to Proceed Date	Work Begin Date	Total Project Days	Total Days Charged	Percentage of Time Used	Percentage of Project Complete	
08/20/2010	10/06/2010	370	205	55.41 %	59.73 %	

Budget Information			
Project Cost	Current Estimate	Amount Paid to Date	
Project Engineering	\$412,515.25	\$924,717.48	
Construction	\$9,587,488.33	\$5,540,525.32	
Construction Engineering	\$420,933.93	\$317,453.01	
Contingency	\$547,214.10		
Indirect	\$553,107.18		
Total Cost	\$11,521,258.79	\$6,782,695.81	

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October 3, 2011

Transportation Policy Board	Agenda Item 7
Consider and take appropriate action on a Resolution relating to the Call for Project Applications, Phases 1 and 2, and associated requested amendments to the CAMPO 2035 Regional Transportation Plan and/or FYs 2011 – 2014 Transportation Improvement Program	

CAMPO is charged with selecting projects to receive funding in the region under Federal Highway Administration Surface Transportation Program Metropolitan Mobility (STP MM). CAMPO has also been charged by the Texas Legislature to recommend projects to the Transportation Commission for two TxDOT funding categories: Category 12 and Proposition 12. Category 12 and Proposition 12 funding is for road improvements only, and is generally limited to state system roads. STP MM funding is more flexible and can be used for a variety of transportation projects, programs, studies and planning initiatives.

Proposition 12 funding has come to the CAMPO region in two separate allocations: the Austin District and CAMPO each have separate allocations totaling approximately \$138 million. The Austin District's allocation is \$91 million and they have already selected projects for funding. Several projects selected by the District also applied for CAMPO funding; these projects have been removed from further consideration.

Of CAMPO's funds, Phase 1 applications are considered for STP MM, Category 12 and Proposition 12 funding, while Phase 2 applications are considered for CAMPO Proposition 12 funding only. Funding available for distribution by CAMPO is summarized below:

	2011	2012	2013	2014	2011-2014
STP MM Letting Cap	\$3,503,339	\$28,130,000	\$44,280,000	\$44,520,000	\$120,433,339
Approved in CAMPO's FYs 2011-2014 TIP	(\$3,253,687)	(\$9,295,830)	(\$15,674,503)	(\$13,521,555)	(\$41,745,575)
STP MM Available (100%)	\$249,652	\$18,834,170	\$28,605,497	\$30,998,445	\$78,687,764
STP MM Available (80% federal)	\$199,721	\$15,067,336	\$22,884,397	\$24,798,756	\$62,950,211
Category 12	-	\$5,990,701	-	-	\$5,990,701
Proposition 12 (CAMPO)	-	\$47,684,000		-	\$47,684,000
TOTAL (using 100% STP MM)	\$132,362,465				
TOTAL (using 80% federal STP MM)	\$116,624,912				

Applications Received

CAMPO received 170 eligible applications totaling approximately \$836 million. Staff has evaluated each eligible project application against a set of Board-approved scoring criteria. [Attachment A](#), distributed as part of the September 12th Policy Board agenda, provides detailed information about the Call for Project Applications and evaluation of the applications.

Attachment B provides an overview of project eligibility under each of the funding sources being distributed.

Funding Scenarios

Staff developed several funding scenarios, many at the request of TAC and Board members. Staff provided these scenarios to the Board at the September 26th meeting and to the TAC for its September 28th meeting. Several scenarios included a reservation of funds for Bastrop County and a CAMPO set-aside, both discussed below.

Reservation of Funds for Bastrop County - At the September 12th meeting, Commissioner Long suggested that the Policy Board reserve \$10 million of CAMPO allocated funding to help Bastrop County restore the transportation system damaged by the recent wildfires. The Board directed staff to work with Bastrop County to determine whether there was a need for CAMPO transportation funding, and if so, what amount of funding was needed. Bastrop County and CAMPO staff has since learned that although the County is approved for Federal emergency transportation funding, there may still be a need for additional funding. Bastrop County and CAMPO staff estimates that \$2.2 million dollars of STP MM funding (100%) would adequately address the need. The funding could be used to develop a transportation plan and needs assessment for the affected area and to fund eligible projects that address the identified needs. Specific project/program eligibility needs to be analyzed further. The proposal is to reserve these funds, allow CAMPO staff and Bastrop County staff to work with the Federal Highway Administration to identify eligible projects/programs. If any STP MM funding remains unused, it would be returned to CAMPO for reallocation to other eligible projects.

CAMPO Request - CAMPO staff has requested that the Policy Board provide \$2.86 million of STP MM funding for four additional CAMPO staff and several programs for FYs 2012, 2013 and 2014. Of this, approximately \$800,000 would fund the staff positions and \$1.59 million would fund eight regional programs. For the past 15 years or more, the Policy Board has approved STP MM funding for several programs; additionally, the Board has also funded staff positions with STP MM in the past. For the current request, staff has calculated that the local match needed for the request can be obtained without any increase in annual local contributions over 2012 levels. The Budget, Audit and Finance Committee, together with the Technical Advisory Committee, both recommended approving the current CAMPO request. At the September 12th meeting, the Board requested more information on the need for additional staff. A May 2010 report conducted for the Federal Highway Administration, *Staffing and Administrative Capacity of Metropolitan Planning Organizations*, surveyed 133 MPOs nationwide. Some relevant findings include:

- Nationally MPOs average one staff member per 47, 963 people in the planning area.
- In MPOs serving areas with more than 1 million population, the mean of total employees is 47.1, while the median is 37.
- 52% of the MPOs that were eligible to receive STP MM funds used some of the funding for planning activities.

The 2010 population of the CAMPO planning area is 1,716,289. Using the report's information as a benchmark, CAMPO would have at least 35 staff; CAMPO currently has 17 staff. Estimated STP MM savings of funding staff positions versus hiring consultants is at least \$291,000. Additional information on the CAMPO staff request is found in

Attachment C.

TAC Action on Funding Scenarios

At the September 28th meeting, the TAC discussed scenarios, developed a preliminary recommendation and decided to meet again on September 30th. The TAC endorsed the Bastrop County and CAMPO set-asides, recommended removing scenarios 3-8 from consideration and asked staff to develop a hybrid of the remaining scenarios for consideration. The TAC also rejected an alternative scenario presented by Williamson County (geographic) by a vote of 7 for and 10 against.

At the September 30th meeting, the TAC reviewed the hybrid scenario, decided that scenarios should be based on the STP MM 80% federal share, and asked staff to redo the hybrid and raw score scenarios based on the 80% federal share. The TAC voted to recommend the revised hybrid scenario as the TAC Preferred scenario to the Board for consideration, along with the raw score scenario for comparison. They also decided to send the Williamson County alternative to the Board based on a 7 to 7 tie vote. **Attachments D and E** describe the TAC preferred scenario, the raw score scenario and the Williamson County alternative, adjusted to reflect overall 80% federal share. A description of funding by project type, sponsor and County for the TAC preferred scenario, the raw score scenario and the Williamson County alternative will be released in a few days.

Public Comment

CAMPO conducted a public comment period from September 1 – 30 to receive comments on the projects submitted for funding consideration. Five public meetings were held, one in each county. A public hearing was conducted on September 26th. Comments were also received via an online survey, email or letter. A total of 799 comments were received. Comments received are summarized in **Attachment F**. A few corrections were made to project mapping based on public comment. These corrections are described in **Attachment G**.

- **Attachment A** describes project applications and was previously distributed for the September 12th Board meeting.
- **Attachment B** provides an overview of funding eligibility by funding source.
- **Attachment C** provides details of the CAMPO staff request.
- **Attachment D1** describes the approach used to develop the TAC preferred scenario and the raw score scenario. **Attachment D2** describes the Williamson County alternative. **Attachment D3** provides the TAC voting summary sheets.
- **Attachment E** provides a summary of the projects that would be selected under each scenario, as well as Plan and TIP amendments that would be required.
- **Attachment F** provides a summary of public comments received.
- **Attachment G** provides a summary of corrections that have been made to project information since publication of **Attachment A**.

RECOMMENDATION

The Technical Advisory Committee recommends to the Transportation Policy Board the TAC Preferred Scenario for the distribution of the FYs 2012 – 2014 STP MM funds, TxDOT Category 12 funds and Proposition 12 funds. CAMPO staff concurs with this recommendation.

Staff recommends approval of the accompanying Resolution (**Attachment H**) acknowledging the Policy Board's approval of the TAC Preferred Scenario for the distribution of the FYs 2012 – 2014 STP MM funds, TxDOT Category 12 funds and Proposition 12 funds. The proposed Resolution also includes provisions that:

- Indicates approval of TIP and Plan amendments needed to support of the funding scenario;
- Indicates that the Policy Board reserves the right to re-award any funding for which a funding agreement is not in place prior to the end of FY 2014;
- Authorizes the CAMPO Director to recommend funding for projects on the list in order by score if additional funding becomes available or cost under runs occur;
- Limits availability of project funding to those projects located within the CAMPO planning area; and
- Authorizes staff to work with TxDOT and jurisdictions and agencies to program awarded projects to appropriate fiscal years.

Summary of Funding Programs

FUNDING PROGRAM	ELIGIBILITY AND COMMENTS
Category 12	<ul style="list-style-type: none"> • Federal and state funding through TxDOT • Commission approves final list of projects • No local match required • Roadway projects only • Projects must be On State System • Projects must have major Safety and Mobility Benefit • CAMPO has been asked to recommend projects to Commission • Construction must be let by end of FY 2012
Proposition 12	<ul style="list-style-type: none"> • State general fund backed bond funding through TxDOT • Commission approves final list of projects • No local match required • Roadway projects only • Projects may be off state system if they have a major benefit to state system • Projects must have major safety and mobility benefit • TxDOT Austin District recommends approx. \$91 million to Commission • CAMPO recommends approx. \$48 million to Commission • Construction must be let by end of FY 2013
STP MM	<ul style="list-style-type: none"> • Federal funding through TxDOT • MPO approves final list of projects • 20% local match required • Available to a range of project types (transit, roadway, bike/ped, other) • Roadway projects must be on collectors or higher classification • Project may start in FY 2012, 2013 or 2014
STP MM Centers	<ul style="list-style-type: none"> • CAMPO Policy targets 50% of STP MM funding to Centers • Projects must touch one or more designated Centers • Available to all projects eligible for STP, except new capacity road projects must be creating a new alignment roadway or implementing managed lanes • To be evaluated for Centers funding, a project needs to have submitted a Centers application • Projects scored based on ability to support implementation of Centers
STP MM Bike Ped	<ul style="list-style-type: none"> • CAMPO Policy targets 15% of STP MM funding to Bike Ped projects • Available for stand-alone bicycle and/or pedestrian projects

CAMPO Request - Staff

Position	Work Description	Justification of Need	Estimated STP MM Cost with Position		Estimated STP MM Cost Without Position (consultant instead)	
			2012	2013	2012	2013
Planner (Air quality and NEPA/TIP/Plan coordination)	Air quality policy and technical analyses; MOVES emissions analysis; general air quality planning and outreach, assist in NEPA/TIP/Plan coordination	Current staffing insufficient to provide adequate support for AQ improvement plans, analyses, increased MPO role in NEPA/TIP/Plan coordination	2012	\$37,000	2012	\$75,000
			2013	\$80,340	2013	\$100,000
			2014	\$82,750	2014	\$125,000
			Total	\$200,090	Total	\$300,000
Modeler	Will conduct model runs requested by jurisdictions and assist in performing 2040 Plan model runs and development of the 2010 base year model	Need staff to assist in the development of 2010 base year model due to added complexity. Additionally, current staff will be dedicated to calibrating the 2010 base year model and developing model runs for 2040 Plan. The new modeler will better respond to model run requests by jurisdictions.	2012	\$37,000	2012	\$75,000
			2013	\$80,340	2013	\$100,000
			2014	\$82,750	2014	\$125,000
			Total	\$200,090	Total	\$300,000
Web Designer and Graphic Illustrator	Increase the professional appearance and readability of CAMPO documents and increase website accessibility, functionality and public appeal	Current website design or updates done only when other staff able. Dedicated staff will improve web functionality, timeliness of updates, document appearance, continuity of information	2012	\$37,000	2012	\$96,140
			2013	\$80,340	2013	\$145,140
			2014	\$82,750	2014	\$150,140
			Total	\$200,090	Total	\$391,140
Planner (Plan and community outreach)	Will coordinate and implement community outreach efforts in relation to long range plan development and implementation, including environmental justice activities; other long-range planning activities	Identified need to supplement long-range planning activities, community outreach, general planning assistance and environmental justice outreach	2012	\$37,000	2012	
			2013	\$80,340	2013	\$50,000
			2014	\$82,750	2014	\$50,000
			Total	\$200,090	Total*	\$100,000
Intern Program	Establish intern program with local universities; interns will assist with modeling, GIS, plan development and implementation	Provide real world experience for up to 4 students in exchange for assistance with CAMPO work program.	2012	\$37,000	2012	0
			2013	\$80,340	2013	0
			2014	\$82,750	2014	0
			Total	\$200,090	Total	0

* Total includes cost of consultant for 2040 Plan outreach only, other costs not quantified
 Shaded rows indicate local match secured, match for only 1 intern secured at this point.

CAMPO Request - Programs

Program	Work Description	Justification of Need	Cost Description	
Congestion Management Process	Continue federally required congestion data collection, analysis, performance monitoring and evaluation of potential solutions	Federally required program. Data collection every two years, will need 2014 funding (have 2012)	2014	\$150,000
			Consultant, data purchase	
Updates of Base Year Model	Keep abreast with the state of practice and state of the art in travel demand modeling, using travel survey results	A new base year model is required for the development of 2045 Plan	2014	\$520,000
			Consultant	
Database Development, Implementation, Web Hosting	Design and implementation of a relational database that could maximize CAMPO's project databases and depiction of same	Data currently maintained in multiple databases which hinders effective data and workflow management, also will improve public information	2012	\$200,000
			Interlocal between CAMPO and the City of Austin	
2015 Travel Survey	Partner with TxDOT on their decennial travel survey efforts in the Austin-San Antonio region by adding additional samples for updating travel demand model	TxDOT's travel survey samples are not sufficient for development of mode choice model.	2014	\$520,000
			Consultant	
Toll Model Improvements	Add enhancements to the 2010 base year model on features such as variable pricing, HOT modeling or toll sensitivity testing by geography or corridor	Enhance CAMPO model's capability in testing toll road usage sensitivity due to various toll policy and assumptions	2012	\$104,000
			Consultant	
Commute Solutions and Air Quality Outreach	Continue the Commute Solutions program that promotes and facilitates alternatives to drive-alone travel; continue the Ozone Heroes air quality outreach program that encourages actions to reduce ozone-forming emissions	Need outreach programs, free ridematch website for employers to fulfill commitments in regional AQ improvement plan, also addresses federal planning factors	2013	\$77,250
			2014	\$84,000
			Consultant, media buys, educational materials	
Vacant Land Inventory	Develop databases for advancing the capabilities of Demographic Allocation Tool and for long range planning purposes	Provide databases for 2010 base year population and employment estimated as well as for the GISST on environmental sensitivity analysis for CAMPO plan update	2012	\$52,000
			2013	\$52,000
			Interlocal between CAPCOG and CAMPO	
Purchase of Digital Aerials	Provide digital images on current developments and transportation infrastructure for planning and engineering applications	The aerials will be used for verifying and updating the transportation networks, traffic analysis zones, and Plan, and TIP purposes.	2012	\$52,000
			2014	\$52,000
			Interlocal between CAPCOG and TxDOT	



RULES FOR “SPENDING DOWN” FUNDING UNDER TAC PREFERRED SCENARIO AND SCENARIO 1A. RAW SCORE

The following rules were applied to both scenarios:

- Lower cost projects are given priority when project scores are tied.
- Bike Ped, Studies, and Centers set asides were treated as thresholds rather than caps, and full funding was applied to a remaining project where the remaining funds in the set aside would cover a portion of the cost of the project.
- Partial funding was awarded if remaining funds by funding source covered at least 50% of the cost of a project.
- Staff assumed a minimum score threshold for funding of 40 points under all categories. (40 points was the approximate average midpoint score across all categories.)
- Eligible Centers Projects that are selected under other criteria (i.e. bike ped or general) were counted toward meeting Centers set aside.
- Prop 12 Projects being recommended for funding by TxDOT Austin District were considered already funded and removed from the list.
- For STP MM funding, federal funds requested by project were deducted from the Federal portion of the available STP MM funding.

SCENARIO 1A. RAW SCORE (CORRECTED)

- 1) Array Cat 12-eligible projects by score and spend down Cat 12 Funding until funding is depleted or minimum score is reached.
- 2) Array Prop 12-eligible projects by score (excluding TxDOT-selected projects) and spend down Prop 12 Funding until funding is depleted or minimum score is reached.
- 3) Array Bike Ped Projects by Bike Ped Score. Spend down 15% Bike Ped Funding until funding is depleted or minimum score is reached.
- 4) Deduct cost of funded Centers projects from 50% Centers set aside.
- 5) Array remaining unfunded Centers Projects by Centers Score. Spend down Centers Funding until funding is depleted or minimum score is reached.
- 6) Array Remaining Projects by General Score.
- 7) Spend down general STP MM funding on eligible STP MM projects until funding is depleted or minimum score is reached.

TAC PREFERRED SCENARIO

- 1) Deduct Federal portion of recommended Bastrop and CAMPO set asides from total STP MM Funding Available.
- 2) Award available Category 12 funding as additional funding to Loop 360 Project
- 3) Follow steps 2-7 under Scenario 1. (Available Bike Ped and Centers funding is calculated using available STP MM after deduction of special set asides under step 1).

Attachment D3: Geographic Distribution

	Jurisdiction/Agency	For	Against	Reasoning
1	Bastrop County			
2	Hays County	X		
3	Travis County		X	I like the simplicity of this but don't see how we can consider it knowing that it doesn't meet the TPB directive to assign a percentage of funds to Centers and Bike/Ped projects.
4	Williamson County	X		Despite the best efforts of CAMPO staff/TAC, the results of the project selection process does not meet the mobility challenge we face as the third most congested region in the country. There is no doubt that all of the projects submitted for consideration are needed. The question however, is whether or not the process has appropriately allocated our scarce mobility funding. To highlight the concerns regarding the CAMPO Staff/TAC recommendations please note the following: <ul style="list-style-type: none"> • There is no rural transit funding. • Over one third of the Metropolitan Mobility funds are allocated to Bike/Ped projects, some of which might be more appropriate as city projects. • There are no roadway mobility projects in Williamson County and only one small turn lane safety project. • Williamson County comprises approximately 25% of the population yet Williamson County is receiving only 3% of the funds. There is no roadway mobility or transit mobility funding for Williamson County under the staff recommended plan. We encourage CAMPO to allow each region to receive their fair share of the funds available and be allowed to determine how to meet their mobility needs since CAMPO staff/TAC recommendation has failed in this endeavor.
5	City of Austin		X	Against the County Population Proposal - This throws out all previous work. Makes it difficult to meet STIP deadline. Does not reflect regional view.
6	City of Cedar Park	X		This scenario provides a form of equity to each County within the CAMPO region, similar to how STPMM funds are distributed to each MPO within the state - based on population. Counties would make regional improvements based on their transportation needs. Set asides would still be met to adhere to CAMPO Policy or the Board could revise those policies.
7	City of Georgetown		X	The idea is deficit of specificity in selection criteria to be used by the board, works against regional projects, and seems to ignore regional agencies that work in multiple counties. The only reason we have any STP-MM funds is that we are a large multi-county region that should be working together trying to implement the CAMPO Plan.
8	City of Kyle	X		
9	City of Leander		X	If this were to be slightly modified to honor the Centers approach (or Corridor Planning) it should be used next time around. As Federal and State dollars shrink a simpler approach needs to be utilized.
10	City of Pflugerville			
11	City of Round Rock	X		Distributing transportation funding by county provides a better opportunity for the jurisdictions within the county to coordinate and select projects to the greatest benefit of the county as a whole. Distribution by county also provides an opportunity for regionally significant rural/suburban projects to be funded even though the projects may not be competitive with regionally significant urban projects. This scenario would require further discussion with respect to adopted CAMPO policies.
12	City of San Marcos			
13	City of Taylor			
14	Alliance of Cities			
15	CAPCOG		X	
16	Capital Metro		X	Capital Metro voted no principally due to the large disparity between the modal distribution of these funds. Whereas the long range plan adopted after major public involvement, campo 2035, has a modal distribution of approximately 51% roads, 41% transit and 8% bike/ped, the proposed allocation of \$115M of scarce funds in this process will see transit get less than a 10% share. This is not the way to achieve the goals of the plan and is not representative of the balanced, sustainable and multimodal system that the citizens of our region and the campo policy board want to see for our future.
17	CARTS			
18	CTRMA	X		
19	Lone Star Rail District		X	As the regional policy board, CAMPO implements its vision for the 5-county region via the regional transportation plan. The geographic scenario fragments regional planning, regional decision making, and implementation of regionally significant, multi-jurisdictional projects that span county boundaries.
20	Texas Turnpike Division			
21	TxDOT	X		I did not provide a comment on the votes that were taken at Friday's meeting as I have a concern about this practice. At the next TAC meeting I would like to further discuss the practice of providing individual agency comments as I believe it can be perceived as divisiveness among the membership regarding technical recommendations. Interpretations by others outside of the TAC discussions may perceive voting as a "us vs they" on topic or issue - the very thing some of us were concerned regarding "politicizing" of the TAC. As we discuss this practice of recording comments of votes, I believe we need to press forward to implement the recently adopted TAC recommendations where the TPB is provided majority and minority reports that address the technical aspects/discussions that led to a particular vote on a issue or recommendation.
		7	7	

	Jurisdiction/Agency	For	Against	Reasoning
1	Bastrop County			
2	Hays County	X		
3	Travis County		X	I'm OK with the two set aside projects. I prefer to use the raw scores to allocate the remaining funds but would like the TAC to let the TPB know what other projects could be completed if they agree to place a limit on the funds that aren't going to constructing projects.
4	Williamson County		X	Despite the best efforts of CAMPO staff/TAC, the results of the project selection process does not meet the mobility challenge we face as the third most congested region in the country. There is no doubt that all of the projects submitted for consideration are needed. The question however is whether or not the process has appropriately allocated our scarce mobility funding. To highlight the concerns regarding the CAMPO Staff/TAC recommendations please note the following: <ul style="list-style-type: none"> • There is no rural transit funding. • Over one third of the Metropolitan Mobility funds are allocated to Bike/Ped projects, some of which might be more appropriate as city projects. • There are no roadway mobility projects in Williamson County and only one small turn lane safety project. • Williamson County comprises approximately 25% of the population yet Williamson County is receiving only 3% of the funds. There is no roadway mobility or transit mobility funding for Williamson County under the staff recommended plan. We encourage CAMPO to allow each region to receive their fair share of the funds available and be allowed to determine how to meet their mobility needs since CAMPO staff/TAC recommendation has failed in this endeavor.
5	City of Austin	X		This scenario best represents the policies of the CAMPO board.
6	City of Cedar Park		X	This scenario results in allocation of the majority of remaining General STPMM funds (not already set aside for Centers or Bike/Ped) for Programs and Studies, projects that will sit on a shelf. There are 20 times the dollar amount of roadway projects applications which have applied for STPMM funds as there are STPMM funds available for them. There are 3 times the amount of centers projects as there are STPMM funds available for centers. Programs and Studies should be capped. STPMM funds are allocated to MPO's based on population of the urbanized area. The allocation of these STPMM funds within CAMPO should also have some population based distribution.
7	City of Georgetown	X		Inclusion of 1A RAW (Corrected) as second option allows for funding of Freight Bypass Study in a funding option.
8	City of Kyle	X		
9	City of Leander	X		This scenario provides needed funds for Bastrop and attempts to honor the policy supporting Centers. The application was too cumbersome and the turn around time requirement made a detailed application difficult. Some Centers related projects were disqualified for the wrong reasons. However, this scenario best honors the policy issues, raw scoring and takes a balanced approach to necessary adjustments.
10	City of Pflugerville			
11	City of Round Rock	X		
12	City of San Marcos			
13	City of Taylor			
14	Alliance of Cities			
15	CAPCOG	X		
16	Capital Metro		X	
17	CARTS			
18	CTRMA	X		
19	Lone Star Rail District		X	CAMPO staff did an admirable job of trying to show the revised list of projects for the TAC recommendation developed 9-30-11; but, the spreadsheet had an error in it and LSRD could not support a TAC recommendation without seeing the final outcome. LSRD does not support the concept that if a project receives less than 50% of its request, the project is dropped from the recommended list of projects. LSRD also does not support a cap on funds awarded to studies—complying with federally mandated NEPA studies is an integral element of implementing regionally significant projects. The decision to place a cap on funds awarded to studies is a policy decision and not a technical decision.
20	Texas Turnpike Division			
21	TxDOT		X	I did not provide a comment on the votes that were taken at Friday's meeting as I have a concern about this practice. At the next TAC meeting I would like to further discuss the practice of providing individual agency comments as I believe it can be perceived as divisiveness among the membership regarding technical recommendations. Interpretations by others outside of the TAC discussions may perceive voting as a "us vs they" on topic or issue - the very thing some of us were concerned regarding "politicizing" of the TAC. As we discuss this practice of recording comments of votes, I believe we need to press forward to implement the recently adopted TAC recommendations where the TPB is provided majority and minority reports that address the technical aspects/discussions that led to a particular vote on a issue or recommendation.
		8	6	

**TAC Preferred Scenario
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Project ID	Project Sponsor	Project Name	Project Description	Start Date	General/BP Score	Total Project Cost	Federal Funds Requested	SELECTION BY SCENARIO					Amendment Needed If Project is Awarded Funding	
								1A.RAW (Corrected)	TAC PREFERRED	Project Type	Applied for Centers	FUNDING	TIP	Plan
Bastrop Set Aside	Bastrop County	Bastrop Set Aside	Set aside funding to support Bastrop County recovery from fire damage to transportation infrastructure.	Jan-12	n/a	\$ 2,200,000	\$ 1,760,000		X			STP	No amendment needed.	No amendment needed.
CAMPO Set Aside	CAMPO	CAMPO Set Aside	Set aside funding to support CAMPO staff and programs as recommended by CAMPO Budget, Audit, and Finance Subcommittee.	Jan-12	n/a	\$ 2,860,000	\$ 2,288,000		X			STP	Amend the TIP to include the project.	No amendment needed.
Study 20	San Marcos	San Marcos Traffic Signal Synchronization and Upgrade Project	This traffic signal synchronization project will optimize all of the traffic signals in the City to maximize existing roadway capacities and reduce delays/congestion.	Jan-12	82	\$ 270,000	\$ 216,000	X	X	Study	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Study 18	Hutto	Transportation Master Plan	Develop a Transportation Master Plan for the City of Hutto	Jan-12	80	\$ 130,000	\$ 97,500	X	X	Study		STP	Amend the TIP to include the project.	No amendment needed.
Bike Ped 9	Austin	North Lamar Sidewalks	Build components of ADA compliant sidewalks on North Lamar Blvd from US 183 to Parmer	Jan-12	79	\$ 1,500,000	\$ 1,200,000	X	X	Bike Ped		STP	Amend the TIP to include the project.	No amendment needed.
Study 11	Austin	Braker Lane (North) Design and Engineering	Preliminary engineering and design for construction of Braker Lane Extension from Dessau Road to Harris Branch Parkway	Jan-14	78	\$ 600,000	\$ 480,000	X	X	Study		STP	Amend the TIP to include the project.	No amendment needed.
Study 4	Travis County	Braker Lane Design	Preliminary Engineering and Design for expansion of Braker Lane to 4 lane divided roadway between Pioneer Crossing and Giles Lane.	Jan-14	77	\$ 700,000	\$ 560,000	X	X	Study		STP	Amend the TIP to include the project.	No amendment needed.
Study 10	Austin	Advanced Traffic Management System	Implement Traffic Management Center including deployment of dynamic message signs and ITS devices	Jan-12	76	\$ 3,605,000	\$ 2,884,000	X	X	Study	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Study 15	Central Texas Regional Mobility Authority	HERO Patrol Service Program Extension	Extend IH 35 Corridor Highway Emergency Response Operator Program for three additional years.	Sep-12	74	\$ 4,635,000	\$ 3,708,000	X	X	Study	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Study 13	Austin	Urban Rail NEPA, AA and Engineering Studies	Planning and engineering work supporting NEPA process, alternatives analysis and development of preliminary engineering to 40-50% design.	Jan-12	74	\$ 5,000,000	\$ 4,000,000	X	X	Study	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Study 12	Austin	RM 620 / RM 2222 Intersection Improvement Study	Preliminary engineering, utility relocation, right of way assessment, and final construction engineering for traffic operation improvements at the intersection of RM 620 and RM 2222	Jan-14	72	\$ 3,850,000	\$ 3,080,000	X	X	Study	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Study 16	Central Texas Regional Mobility Authority	US 183 N Managed Lanes Study	Conduct environmental studies to obtain clearance to construct managed lanes in the existing median of US 183 N	Jan-12	71	\$ 7,200,000	\$ 5,760,000	X	X	Study		STP	Amend the TIP to include the project.	No amendment needed.

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Study 14	Central Texas Regional Mobility Authority	Loop 1 Managed Lanes (Phase II) Study	Conduct environmental studies to obtain clearance to construct Managed Lanes within the existing corridor of Loop 1 South from Cesar Chavaz Street to Slaughter.	Jan-12	70	\$ 7,200,000	\$ 5,760,000	x	x	Study		STP	Amend the TIP to include the project.	No amendment needed.
Study 17	City of Bastrop	Update to City's Thoroughfare/Transportation Plan	Update City of Bastrop Transportation Plan to help the City develop a plan for linking networks for cars, buses, bicycles and pedestrians, coordinate with the regional plans, establish regional connectivity in the City, ETJ and overall County, and prioritize projects.	Jan-12	68	\$ 200,000	\$ 160,000	x	x	Study		STP	Amend the TIP to include the project.	No amendment needed.
Study 5	Lone Star Rail District	Freight Rail Bypass Study	Conduct environmental studies required to implement a freight rail bypass between Taylor and Seguin	Jan-12	68	\$ 12,000,000	\$ 9,600,000	\$ 7,683,450		Study		STP	Amend the TIP to include the project.	No amendment needed.
Study 3	Bastrop County	Bastrop County Comprehensive Transportation Plan, Phase II	Develop a Phase II Comprehensive Transportation Plan for the County that focuses on County roadways and connections with the region and other modes of travel.	Jan-12	67	\$ 400,000	\$ 320,000		x	Study	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Bike Ped 25	San Marcos	San Marcos Cross Town Pathway	Develop a 1.75 mile east-to west bicycle and pedestrian thoroughfare to the existing surface transportation system	Mar-12	66	\$ 3,321,625	\$ 2,657,300	x	x	Bike Ped	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Bike Ped 24	TxDOT	Loop 1 Shared Use Path	Develop a 10 foot wide shared use path from Park Bend to Capital of Tx Hwy on the south bound side of Lp 1	Mar-12	65	\$ 4,760,000	\$ 3,808,000	x	x	Bike Ped		STP	Amend the TIP to include the project.	No amendment needed.
Project 24	Austin	S Congress Ave Improvements	Preliminary engineering, design, final construction engineering and construction to widen the existing four-lane undivided major arterial to a 4 lane divided arterial with bike lanes and sidewalks.	Jan-14	65	\$ 10,000,000	\$ 8,000,000			Roadway		STP	Amend the TIP to include the project.	Amend the Plan to modify the scope and limits of existing project #43 to include this project scope.
Bike Ped 2	Kyle	FM 2770 and FM 150 Sidewalk/Bicycle Lane Construction	Construct sidewalks and bicycle lanes	Oct-13	64	\$ 963,000	\$ 770,400	x	x	Bike Ped	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Project 23	Austin	FM 734 / Dessau Intersection Improvements	Preliminary engineering, utility relocation, alignment analysis, right of way assessment, final construction engineering, and construction of traffic operations improvements at the intersection of FM 734 (Parmer Lane) / Dessau Rd.	Jan-12	63	\$ 2,300,000	\$ 1,840,000	x	x	Roadway		PROP 12	Project eligible for project grouping.	No amendment needed.

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								1A.RAW (Corrected)	TAC PREFERRED	Project Type	Applied for Centers	FUNDING	TIP	Plan
Project 130	Austin	Mobility Improvements to MoPac at Barton Creek	Improvements include the conversion of an existing shoulder to a southbound auxiliary lane. Due to the use of this shoulder as a high use bicycle route, the grant will also fund the construction of a separated bicycle and pedestrian bridge and associated approaches.	Feb-12	63	\$ 4,900,000	\$ 3,000,000	X	X	Roadway		PROP 12	Amend the TIP to include the project.	No amendment needed.
Project 32	Texas State University	Bus Capital-IH 35 Corridor Service	Purchase 6 buses to expand Level of service and service frequency of BobCat Tram Interurban Service in the IH 35 Corridor connecting Austin and San Marcos	May-12	62	\$ 4,100,000	\$ 3,280,000		X	Transit		STP	Amend the TIP to include the project.	No amendment needed.
Project 86	TxDOT	Loop 360 Intersection Improvements	Intersection improvements to improve identified bottlenecks along Loop 360 at Westlake Drive, Cedar Street and Courtyard intersections.	Mar-12	62	\$ 5,000,000	\$ 4,000,000	TxDOT	CAT 12= \$5,990,701 + TxDOT Prop 12	Roadway		TXDOT PROP 12/Category 12	Project eligible for project grouping.	No amendment needed.
Study 9	Elgin	US 290 Signal Synchronization Study	Conduct a signal study along US 290 between SH 130 and 95	Feb-12	61	\$ 60,000	\$ 48,000		X	Study	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Bike Ped 5	Cedar Park	US 183 Sidewalk	Construct a sidewalk along west side of US 183 north of Walton Way	Jan-14	61	\$ 280,000	\$ 224,000	X	X	Bike Ped	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Bike Ped 7	Georgetown	North Austin Avenue Sidewalk	Provide a continuous sidewalk along North Austin Avenue between Williams Drive and Georgetown High School.	Apr-12	60	\$ 230,000	\$ 150,000	X	X	Bike Ped		STP	Amend the TIP to include the project.	No amendment needed.
Study 7	Williamson County	IH 35 Operational Analysis	Operational Study of IH 35 from RM 1431 to SH 45 to evaluate existing conditions and provide recommendations to reduce congestion and delay in the corridor.	Jan-12	60	\$ 2,000,000	\$ 1,600,000			Study			Amend the TIP to include the project.	No amendment needed.
Project 25	Austin	Sabine Street Promenade	Construction of sidewalks, bike lanes, and pedestrian amenities to implement a Sabine Street Promenade between 4th and 7th street	Jan-13	60	\$ 3,420,000	\$ 2,736,000	X	X	Bike Ped	Yes	STP	Amend the TIP to include the project.	No amendment needed.
BP Study 2	Texas State University	Campus Bike Share-Texas State University San Marcos	Implement 53 bicycles and 79 docking stations for short term bike rental at a network of 5 unattended stations across the Texas State University campus in San Marcos.	May-12	59	\$ 391,590	\$ 234,954	X	X	Bike Ped		STP	Amend the TIP to include the project.	No amendment needed.

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Study 8	Elgin	FM 1100 Engineering Study	Preliminary Engineering and right of way study for expansion of FM 1100 to a 4 lane divided roadway.	Jan-12	59	\$ 390,000	\$ 292,500		X	Study		STP	Amend the TIP to include the project.	No amendment needed.
Bike Ped 10	Austin	Mopac Bicycle and Pedestrian Bridge, Phase I	Construct Phase I of Mopac Bicycle and Pedestrian Bridge over Loop 360	Feb-12	59	\$ 2,500,000	\$ 2,000,000			Bike Ped			Amend the TIP to include the project.	No amendment needed.
Project 110	San Marcos	FM 2439 (Hunter Road)	Reconstruct roadway, make intersection improvements along project length, and expand to 4 lane roadway between Wonder World Dr and Purgatory Creek.	Jun-13	59	\$ 6,000,000	\$ 4,000,000	X	X	Roadway		PROP 12	Amend the TIP to include the project.	Amend plan to move project #387 from local project list to regional project list.
BP Study 1	Austin	Bike Share / Bike Safety Program	First phase of bike share system paired with bicycle safety enforcement program.	Nov-11	58	\$ 2,000,000	\$ 1,500,000	X	X	Bike Ped	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Project 31	Texas State University	Texas State University Bicycle and Bus Intermodal Transportation Facility	Construct intermodal transportation facility designed to provide information and support for bus passengers and bike riders arriving, departing, and traveling through the Quad bus loop.	Apr-12	58	\$ 2,992,695	\$ 2,394,156			Transit		STP	Amend the TIP to include the project.	No amendment needed.
Project 103	Lockhart	US 183 (Colorado Street) Corridor Improvement Project	Widen US 183 to include continuous two-way left turn lane (TWTL) median, and bicycle and pedestrian accommodations.	Aug-13	57	\$ 13,389,105	\$ 13,389,105	X	X	Roadway		PROP 12	Project eligible for project grouping.	No amendment needed.
Study 6	Williamson County	RM 1431 at IH 35 Operational Improvements Study	Perform an operational study of the IH 35/ RM 1431 Interchange to determine the most effective operational improvements to reduce congestion and delay at this intersection.	Jan-12	56	\$ 6,000,000	\$ 4,800,000			Study			Amend the TIP to include the project.	No amendment needed.
Project 53	San Marcos	Intersection Improvements, Loop 82 and SH 80 at IH-35	Design and construct intersection improvements at the SH-80/IH-35 and Loop 82 (Aquarena Springs Dr)/IH-35 intersections consisting of alternative interchange design configurations including Diverging Diamond Interchanges (DDI) and Dual Roundabouts (Figures 1-3).	Jul-13	56	\$ 6,215,853	\$ 4,972,682	X	X	Roadway		PROP 12	Project eligible for project grouping.	No amendment needed.
Project 101	Hutto	FM 685 Widening	Reconstruct FM 685 to a divided roadway with turn lanes, sidewalks, bicycle accommodations, and elevated bridge structure.	Jan-12	56	\$ 13,809,731	\$ 13,809,731	X	X	Roadway		PROP 12	Amend the TIP to include the project.	No amendment needed.
Project 52	San Marcos	Loop 82 (Aquarena Springs Drive)	Design and construct a 4-lane undivided roadway consisting of a Railroad grade separation at the intersection of Loop 82 and Union Pacific RR (UPRR) including access roads, city street intersection improvements, and bicycle and pedestrian facilities (see Figure 1).	Jul-13	56	\$ 15,000,000	\$ 10,000,000			Roadway	Yes		Project eligible for project grouping.	No amendment needed.

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Project 51	Capital Metro	Plaza Saltillo TOD-MetroRail Tracks	Construct new double-tracked rail at the southern edge of the Saltillo property.	Jan-12	55	\$ 5,400,000	\$ 4,320,000	x	x	Transit	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Project 36	Hays County	IH 35 S Ramp and Turnaround Operational Improvements	Revise on and off ramp configuration.	Jan-12	55	\$ 5,700,000	\$ 4,560,000	TxDOT	TxDOT	Roadway		TXDOT PROP 12	Amend the TIP to include the project.	No amendment needed.
Project 56	San Marcos	FM 2439 (Hopkins Street) Street Overlay and Bike-Ped Improvements	The project is a mill and overlay project to maintain a major thoroughfare through the Historic Heritage neighborhood in San Marcos. The project will include the restriping of the roadway with wide lanes for bike access; spot sidewalk repairs for improved pedestrian access; and the restriping of the northbound approach of the intersection at Moore and Hopkins Street increased capacity/mobility.	Jan-12	54	\$ 315,000	\$ 252,000			Roadway	Yes		Amend the TIP to include the project.	No amendment needed.
Project 81	TxDOT	FM 734 (Parmer Lane) @ Dessau Road Intersection Improvements	Construct intersection improvements to add additional turn lanes	Jan-12	54	\$ 850,000	\$ 680,000			Roadway			Project eligible for project grouping.	No amendment needed.
Bike Ped 22	San Marcos	FM 2439 (Hunter Road) Bicycle and Pedestrian Improvements	Add shared use sidewalks from Wonder World Drive (FM 3407) to Bishop The project will include the acquisition of ROW.	Jun-13	54	\$ 1,000,000	\$ 500,000	x	x	Bike Ped	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Bike Ped 1	Kyle	RM 150 East Sidewalk Project	Construct sidewalks along FM 150 East	Oct-13	54	\$ 1,132,941	\$ 906,353			Bike Ped		STP	Amend the TIP to include the project.	No amendment needed.
Bike Ped 8	Dripping Springs	Mercer Street Pedestrian Improvements	Construct sidewalks, cross walks, and bicycle racks along Mercer St.	Jan-12	53	\$ 559,595	\$ 419,696	x		Bike Ped		STP	Amend the TIP to include the project.	No amendment needed.
Project 28	CARTS	Interurban Bus Project	Procure 4 interurban buses to provide CARTS Intercity Service in CAMPO region	Jan-12	53	\$ 900,000	\$ 720,000			Transit		STP	Amend the TIP to include the project.	No amendment needed.
Study 19	Capital Metro	Downtown Austin Transportation Management Association	Support the Downtown Austin Transportation Management Association (DATMA) in its development and implementation of an Individualized Marketing campaign.	Jun-12	52	\$ 250,000	\$ 200,000		\$ 114,646	Study		STP	Amend the TIP to include the project.	No amendment needed.
Bike Ped 12	Central Texas Regional Mobility Authority	183A Shared Use Path Extension	Build northern extension of Shared Use Path from Hero Way to S. San Gabriel River with connection to Leander Station	Apr-12	52	\$ 6,230,000	\$ 4,984,000	x	x	Bike Ped	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Project 13	Williamson County	RM 1431 Operational Improvements	Construct operational improvements that implement TXDOT Operational Study. Could include additional turn lanes, addition of signals, and interchange modifications.	Jan-13	51	\$ 5,300,000	\$ 4,240,000	TxDOT	TxDOT	Roadway		TXDOT PROP 12	Project eligible for project grouping.	No amendment needed.
Project 122	Hays County	RM 12 @ Old Kyle Road	Intersection improvements to improve pedestrian and vehicle mobility along RM 12 through Wimberley Square Business District.	Jan-12	51	\$ 440,000	\$ 440,000	x	x	Roadway		PROP 12	Project eligible for project grouping.	No amendment needed.

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Project 30	CARTS	CARTS Bastrop Park and Ride Facility Expansion	Expand existing Bastrop Park and Ride to include additional parking spaces, bicycle and pedestrian improvements, lighting and security.	Jan-12	51	\$ 574,853	\$ 459,882			Transit		STP	Amend the TIP to include the project.	No amendment needed.
Project 33	Round Rock	Intermodal Transit Facility Pedestrian and Streetscape Improvements	Construction of pedestrian and streetscape improvements supporting Intermodal Transit Facility in Southwest Downtown Round Rock.	Nov-10	51	\$ 800,000	\$ 640,000	X	X	Transit	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Project 3	Kyle	Reconstruction of Burseson	Reconstruct Roadway to add center turn lane, rehabilitate existing railroad crossing, curb and gutter, and addition of sidewalks.	May-14	51	\$ 5,311,000	\$ 4,248,800			Roadway	Yes	STP	Project eligible for project grouping.	No amendment needed.
Project 29	CARTS	Country Bus Project	Procure 10 paratransit buses to provide CARTS on-demand Country Bus Service	Jan-12	50	\$ 950,000	\$ 760,000			Transit		STP	Amend the TIP to include the project.	No amendment needed.
Project 26	CARTS	Municipal Bus Project	Procure 8 municipal buses that would be used to provide local fixed route services in the CAMPO area.	Jan-12	50	\$ 1,280,000	\$ 1,024,000			Transit		STP	Amend the TIP to include the project.	No amendment needed.
Project 48	Hutto	Hutto Old Town Sidewalks and Bicycle Lanes	Construction of sidewalks, pedestrian amenities and bicycle accommodation on various streets in downtown Hutto.	Dec-12	50	\$ 2,127,898	\$ 1,702,318	X	X	Bike Ped	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Project 21	Elgin	Transit Connections for Elgin and the Region	Create a transit stop in the downtown district and make pedestrian and roadway improvements to support transit and bicycle/pedestrian connections between downtown, the new transit stop, and the existing HWY 95 North Park and Ride.	May-12	50	\$ 2,393,241	\$ 1,914,593	X	X	Transit	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Project 1	Cedar Park	Bagdad Road Operational Improvements	Reconstruct Bagdad Road within city limits widening outer lanes from 12' - 15', adding left turn lanes, sidewalks and street lighting.	Jan-12	50	\$ 4,310,000	\$ 3,448,000			Roadway	Yes		Project eligible for project grouping.	No amendment needed.
Project 2	Kyle	Reconstruction Bunton/Goforth Road	Reconstruct roadway to include a center turn lane, 6 foot sidewalks, curb and gutter and intersection improvements.	May-14	50	\$ 5,031,000	\$ 4,024,800			Roadway		STP	Project eligible for project grouping.	No amendment needed.
Project 8	Kyle	Reconstruction Goforth Rd	Reconstruct roadway to include center turn lane, curb and gutter, sidewalks.	May-14	50	\$ 5,139,000	\$ 4,111,200			Roadway			Project eligible for project grouping.	No amendment needed.
Bike Ped 21	San Marcos	River Road - Riverside Drive Bike & Pedestrian Improvements	Construct sidewalk via IH 35 underpass to River Road from Riverside Drive for bike/pedestrian access to underpass connection with IH 35 & Cheatham intersection	May-12	49	\$ 600,000	\$ 300,000	X	X	Bike Ped	Yes	STP	Amend the TIP to include the project.	No amendment needed.
Project 27	CARTS	Metro Connector Bus Project	Procure 2 heavy duty transit vehicles for CARTS Metro Connector Bus Routes (current routes serve Bastrop, Elgin and Georgetown)	Jan-12	49	\$ 640,000	\$ 512,000			Transit			Amend the TIP to include the project.	No amendment needed.
Bike Ped 3	Travis County	Blake Manor Shared Use Path	Construct multi-use path.	May-13	49	\$ 3,090,000	\$ 2,472,000			Bike Ped			Amend the TIP to include the project.	No amendment needed.

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Project ID	Project Sponsor	Project Name	Project Description	Start Date	General/BP Score	Total Project Cost	Federal Funds Requested	SELECTION BY SCENARIO					Amendment Needed If Project is Awarded Funding	
								1A.RAW (Corrected)	TAC PREFERRED	Project Type	Applied for Centers	FUNDING	TIP	Plan
Project 62	TxDOT	SH 71 Safety Vail Drive to RM 3238	Widen the existing 4-lane undivided without shoulders to a 4-lane divided roadway with shoulders.	Jan-12	49	\$ 7,296,000	\$ 5,836,800	TxDOT	TXDOT	Roadway		TXDOT PROP 12	Project eligible for project grouping.	No amendment needed.
Project 22	Georgetown	FM 1460	Construct realigned FM 1460 North of SE Inner Loop and Widen FM 1460 to 4 lane divided roadway between SE Inner Loop and Westinghouse	Sep-12	49	\$ 27,500,000	\$ 14,520,000			Roadway	Yes	STP	Amend the TIP to include the project.	Amend the Plan to move project #376 from local project list to regional project list, to modify project description to include realignment in project scope, and to increase total project cost to \$30.7 million.
Project 35	Manor	City of Manor US 290 Intersection Improvements	Realign Gregg Manor Road, reconfigure intersections with US 290, and reconfigure signalization of US 290 through Manor.	Jan-12	49	\$ 2,396,000	\$ 1,916,800	TxDOT	TxDOT	Roadway	Yes	TXDOT PROP 12	Amend the TIP to include the project.	No amendment needed.
Project 20	Cedar Park	US 183 (Right Turn Lanes at New Hope Drive)	Construct right turn deceleration lanes on US 183 for both approaches to New Hope Drive	Sep-12	48	\$ 720,000	\$ 576,000	\$629,311	\$629,311	Roadway	Yes	PROP 12	Project eligible for project grouping.	No amendment needed.
Project 75	TxDOT	SH 71 Safety - East of Bee Creek to west of Vail Drive	Widen the existing 4-lane undivided roadway without shoulders to a 4-lane divided roadway with shoulders.	Jan-12	48	\$ 1,972,000	\$ 1,577,600	TxDOT	TXDOT	Roadway		TXDOT PROP 12	Project eligible for project grouping.	No amendment needed.
Project 72	TxDOT	RM 1826 Divide roadway with Shoulders and sidewalks	Reconstruct 2 lane undivided to 2 lane divided (continuous center turn lane) with shoulders and sidewalks.	Jan-12	48	\$ 4,192,000	\$ 3,353,600			Roadway			Project eligible for project grouping.	No amendment needed.
Project 7	Kyle	Reconstruction Lehman Rd	Reconstruct roadway to include a center turn lane and 6 foot sidewalk on both sides of the roadway.	May-14	48	\$ 5,866,000	\$ 4,692,800			Roadway			Project eligible for project grouping.	No amendment needed.
Project 63	TxDOT	SH 304 upgrade to 2 lane divided roadway	Upgrade roadway from 2 lane undivided to a 2 lane divided to provide continuous left turn lane and shoulders.	Jan-12	47	\$ 8,960,000	\$ 7,168,000	\$ 5,990,701		Roadway		CAT 12	Project eligible for project grouping.	No amendment needed.
Project 73	TxDOT	Grade Separation on SH 71 @ Loop 150 in Bastrop	Provide for grade separation on SH 71 at Loop 150.	Jan-12	47	\$ 19,926,000	\$ 15,949,800			Roadway			Project eligible for project grouping.	No amendment needed.
Project 74	TxDOT	Grade Separation on SH 71 @ SH 95 in Bastrop	Provide for grade separation on SH 71 at SH 95 east of Colorado River Bridge.	Mar-12	47	\$ 45,710,000	\$ 22,855,000			Roadway			Project eligible for project grouping.	No amendment needed.

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Bike Ped 15	Hays County	US 290 W sidewalks in Dripping Springs	Build sidewalk on north side of US 290 W from Mercer to Mighty Tiger Lane (project should only be considered if Dripping Springs Application for Mercer St Sidewalks is approved.)	Jun-12	46	\$ 125,000	\$ 100,000			Bike Ped			Amend the TIP to include the project.	No amendment needed.
Project 19	Cedar Park	RM 1431 (Intersection Improvement at US 183)	Reduce the width of RM 1431 center median at US 183 and realign east and west thru lanes to provide a third thru lane in each direction. Free flow right turns from US 183 will have yield control.	Aug-12	46	\$ 900,000	\$ 720,000	TxDOT	TxDOT	Roadway		TxDOT PROP 12	Amend the TIP to include the project.	No amendment needed.
Project 127	Hays County	RM 12 - Add Shoulders from RM 3237 to RM 32	Add shoulders and safety end treatments at culverts	Mar-13	46	\$ 1,470,000	\$ 1,470,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 64	TxDOT	US 183 Rehab & Intersection Improvement in Caldwell County	Road rehabilitation including addition of 4' safety shoulders for 8 miles of US 183	Jan-12	46	\$ 9,600,000	\$ 7,680,000			Roadway			Project eligible for project grouping.	No amendment needed.
Bike Ped 6	Cedar Park	RM 1431 Sidewalk and Ped Bridge	Construct a pedestrian facility on north side of RM 1431 between Discovery Blvd and US 183 A Toll Road	Feb-13	45	\$ 390,000	\$ 312,000			Bike Ped	Yes		Amend the TIP to include the project.	No amendment needed.
Project 60	San Marcos	CM Allen Parkway Overlay and Bike Improvements	Resurfacing of the existing roadway between University Drive and Hopkins St. including the addition of sharrow pavement markers for a bicycle lane.	Jan-12	45	\$ 600,000	\$ 480,000			Roadway	Yes		Project eligible for project grouping.	No amendment needed.
Bike Ped 20	Hutto	FM 1660 South Trail and On-Street Bike Routes	Design and construction of on-road bike routes and FM 1660 trail system.	Sep-12	45	\$ 940,500	\$ 705,375			Bike Ped			Amend the TIP to include the project.	No amendment needed.
Project 69	TxDOT	FM 973 addition of shoulders	Rehab roadway and add 6 foot shoulders.	Jan-12	45	\$ 4,420,000	\$ 3,536,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 68	TxDOT	Bottleneck Improvement Fund- Various Bottlenecks	Establish bottleneck improvement fund of \$3 million for FY 2012 and \$1 million each for 2013 and 2014 to implement necessary bottleneck improvements identified by the Regional bottleneck committee	Jan-12	45	\$ 5,000,000	\$ 4,000,000			Roadway			Amend the TIP to include the project.	No amendment needed.
Project 71	TxDOT	RM 685 Divide roadway and replace bridge at Brushy Crk	Reconstruct from 4 lane undivided to 4 lane divided with 10 foot shoulders and replace bridge at Brushy Creek.	Mar-12	45	\$ 19,469,000	\$ 15,575,200			Roadway			Project eligible for project grouping.	No amendment needed.
Project 65	TxDOT	US 290 (E) Safety Project & Hurricane Evacuation Route	Reconstruct US 290 from 4 lane undivided to a 4 lane divided	Jan-12	45	\$ 32,074,000	\$ 16,037,000	TxDOT	TxDOT	Roadway		TxDOT PROP 12	Project eligible for project grouping.	No amendment needed.
Project 99	Elgin	US 290 and Hwy. 95 North	Intersection improvements, including addition of dual left turn lanes to US 290 and addition of through lanes to Hwy 95 North at intersection with US 290.	May-12	44	\$ 1,432,945	\$ 1,432,945			Roadway			Amend the TIP to include the project.	No amendment needed.

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Project 17	Cedar Park	US 183 (Right Turn Lane and Double Left at Walton)	Construct right turn deceleration lane on SB US 183 at Walton Way and construct a second left turn lane within the median of NB US 183 at Walton Way	Sep-12	44	\$ 760,000	\$ 608,000			Roadway	Yes		Project eligible for project grouping.	No amendment needed.
Project 80	TxDOT	SH 45 @ Escarpment Dr Left Turn Lanes and Bike Accommodation	Relocation of existing left turn lanes to reclaim shoulders for bicycle accommodation	Jan-12	44	\$ 1,060,800	\$ 848,640			Roadway			Project eligible for project grouping.	No amendment needed.
Project 119	Hays County	FM 967 - add shoulders and turn lanes	Add shoulders throughout segment and add center left turn lanes on FM 967 at residential subdivision local street intersections and for Dahlstrom Middle School west of FM 1626.	Oct-12	44	\$ 3,000,000	\$ 3,000,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 9	Williamson County	Chandler Road Expansion	Widen existing 2 lane undivided roadway to a 4 lane divided facility.	Jan-13	44	\$ 11,200,000	\$ 8,960,000			Roadway			Amend the TIP to include the project.	Amend Plan to move project #435 from local project list to regional project list, and to indicate construction of 4 lane divided arterial as an interim project phase.
Project 100	Dripping Springs	RM 12 Improvements in Dripping Springs	Add center turn lane and shoulders.	Aug-12	44	\$ 3,808,037	\$ 3,808,037			Roadway			Project eligible for project grouping.	No amendment needed.
Bike Ped 14	Hays County	Bunton Creek Road Sidewalks	Build sidewalks along Bunton Creek Road	Jul-12	43	\$ 379,500	\$ 303,600			Bike Ped			Amend the TIP to include the project.	No amendment needed.
Project 82	TxDOT	RM 1431 @ Reed Parks Road Intersection Improvements	Construct left turn lane	Jan-12	43	\$ 782,000	\$ 625,600			Roadway			Project eligible for project grouping.	No amendment needed.
Project 18	Cedar Park	Cypress Creek (Road Intersection Widening at US 183)	Add a second left turn lane to Cypress Creek Road for both EB and WB approaches to US 183	Sep-12	43	\$ 900,000	720000			Roadway			Project eligible for project grouping.	No amendment needed.

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Project 58	San Marcos	N. LBJ Drive Intersection Improvements (Sessom to Holland)	Reconstruct N. LBJ Drive from Sessom Drive to Holland Street as a 3 lane section which then transitions to a 2 lane section, with bicycle and pedestrian facilities. Project provides reconstruction of multiple intersections and improvements including addition of right turn lane from Sessom to N. LBJ, as well as traffic signal improvements at Sessom.	May-12	43	\$ 1,000,000	\$ 500,000	X	X	Roadway	Yes	STP	Amend the TIP to replace previous work description of "construct intersection, signal, bicycle and pedestrian improvements" to the description listed on this page, add CAMPO funding to project if selected by CAMPO Policy Board	No amendment needed.
Project 120	Hays County	RM 12 - Add Shoulders from Oakwood Loop to Pioneer Trail	Add shoulders from Oakwood Loop to Pioneer Trail	Sep-12	43	\$ 1,750,000	1750000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 121	Hays County	FM 2439 (Hunter Road)	Add center turn/median lane and shoulders	Dec-12	43	\$ 3,508,000	\$ 3,508,000	TxDOT	TXDOT	Roadway		TXDOT PROP 12	Project eligible for project grouping.	No amendment needed.
Project 102	Hutto	FM 685 Bridge Replacement	Reconstruct existing Brushy Creek Bridge on FM 685 to elevate above 100 year flood plain and provide pedestrian and bicycle accommodation.	Jan-12	43	\$ 6,760,815	\$ 6,760,815			Roadway			Project eligible for project grouping.	No amendment needed.
Project 128	Hays County	RM 12 - Add Shoulders from Fitzhugh Rd. to FM 150	Add shoulders and safety end treatments at culverts. (This project excludes and is compatible with the segment of RM 12 in the City of Dripping Springs RM 12 improvement funding application from Timberline Dr. / Old Fitzhugh Rd. to Post Oak Dr.)	Mar-13	42	\$ 1,550,000	\$ 1,550,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 118	Hays County	FM 150 - Add Shoulders from Kyle to Hays City	Add shoulders and safety end treatments at culverts.	Aug-12	42	\$ 2,280,000	\$ 2,280,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 49	Capital Metro	Fixed Route Bus Replacement - 12 buses	Acquire 12 new low emission buses to replace aging fixed route buses.	Jan-12	42	\$ 5,000,000	\$ 4,000,000			Transit			Amend the TIP to include the project.	No amendment needed.
Project 55	San Marcos	IH 35 East Frontage Road (Wonder World Drive)	Addition of turn lane(s) to northbound frontage road to eastbound FM 3407. (Preliminary Engineering and Study Only)	May-12	41	\$ 200,000	\$ 100,000			Roadway			Amend the TIP to include the project.	No amendment needed.

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Project 57	San Marcos	River Road Street Overlay and Bike-Ped Improvements	The project is a roadway diet project which will overlay the street; restripe the roadway from 4- to 3- lanes; and install bike lanes. In addition, the project will include spot repairs of deteriorated sidewalks. The project connects two major arterials: IH 35 and SH 80.	Jan-12	41	\$ 315,000	\$ 252,000			Bike Ped	Yes		Amend the TIP to replace previous work description of "construct a 6-8' bicycle and pedestrian path" to the description listed on this page, add CAMPO funding to the project if selected by CAMPO Policy Board	No amendment needed.
Project 89	TxDOT	SH 45 @ Kendrick Blvd Left Turn Lanes and Bike Accommodation	Relocation of existing left turn lanes to reclaim shoulders for bicycle accommodation	Jan-12	41	\$ 1,060,800	\$ 848,640			Roadway			Project eligible for project grouping.	No amendment needed.
Project 39	Hays County	SH 21 @ FM 150 Intersection Improvements	Add left turn lane on SH 21 for northbound traffic turning left onto FM 150 (E)	Mar-12	41	\$ 1,230,000	\$ 984,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 61	TxDOT	RM 1431 - Cottonwood Crk Trl to FM 734	Reconstruct from 4-lane divided to 6-lane divided	Jan-12	41	\$ 10,880,000	\$ 8,704,000			Roadway			Amend the TIP to include the project.	Amend Plan to move project #382 from local project list to regional project list, contingent on the project being selected to receive funding by the CAMPO Policy Board.
Project 84	TxDOT	FM 3406 Westbound Turn Bay Extension at IH 35	Extend right turn lane	Jan-12	40	\$ 571,200	\$ 456,960			Roadway			Project eligible for project grouping.	No amendment needed.
Project 83	TxDOT	FM 1660 -Demps Street to Cockrill Street Intersection Improvements	Construct left turn lane and 5' shoulders	Jan-12	40	\$ 992,800	\$ 794,240			Roadway			Project eligible for project grouping.	No amendment needed.
Project 123	Hays County	RM 1826 (SH 45 S - FM 150)	Add shoulders and safety end treatments at culverts.	Mar-13	40	\$ 3,024,000	\$ 3,024,000			Roadway			Project eligible for project grouping.	No amendment needed.

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Project 117	Hays County	Yarrington Road Overpass over IH 35	Replace existing 2-lane obsolete overpass with a modern 5-lane overpass	Oct-12	40	\$ 4,000,000	\$ 4,000,000			Roadway			Amend the TIP to include the project.	Amend plan to move project #491 from local project list to regional project list.
Project 106	Cedar Park	RM 1431 TWTL	Roadway overlay and addition of two way left turn lane to undivided sections of RM 1431 between Bagdad and Anderson Mill.	Jan-12	40	\$ 4,449,120	\$ 4,449,120			Roadway			Project eligible for project grouping.	No amendment needed.
Project 34	Round Rock	Intermodal Transit Facility with Park and Ride (SH 45 @IH 35)	Design, property acquisition and construction of an intermodal transit facility with park and ride.	May-14	40	\$ 5,000,000	3300000			Transit			Amend the TIP to include the project.	Concurrent 2035 plan amendment has been requested by City of Round Rock to modify the scope of existing Round Rock Intermodal Transit Facility Project to include construction of a park and ride. Modify funding to reflect Federal funding, contingent on the project being selected to receive funding by the CAMPO Policy Board.
Project 105	Smithville	SH 95 Widening	Reconstruct roadway to add 8'-10' shoulders on both sides and sidewalks on east side of roadway. Includes upgrade to curb and gutter section between 7th St and Loop 230.	Apr-13	39	\$ 2,561,120	\$ 2,561,120			Roadway			Project eligible for project grouping.	No amendment needed.
Project 16	Cedar Park	RM 1431 (Right Turn Lane at Market)	Construct a right turn deceleration lane on eastbound RM 1431 at Market Street	Sep-12	39	\$ 375,000	\$ 300,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 88	TxDOT	RM 3238 (Hamilton Pool Road) @ Crumley Ranch Road Intersection Improvement	Construct left turn lane	Jan-12	39	\$ 1,060,800	\$ 848,640			Roadway			Project eligible for project grouping.	No amendment needed.

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Project 126	Hays County	FM 150 - RM 1826 to RM 12 - Add Shoulders	Add shoulders and safety end treatments at culverts.	Mar-13	39	\$ 1,880,000	\$ 1,880,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 108	Kyle	Kyle Marketplace Frontage Road Reliever	Construct new 2 lane minor arterial roadway with continuous left turn lane which will serve as a backage road to IH 35 in Kyle.	Jan-12	39	\$ 4,067,281	\$ 2,896,357			Roadway			Amend the TIP to include the project.	Amend plan to add project.
Project 70	TxDOT	FM 2304 Ravenscroft to RM 1626 - widen roadway	Widen roadway from 2 lane undivided to 4 lane divided	Mar-12	39	\$ 6,120,000	\$ 4,896,000			Roadway			Amend the TIP to include the project.	Amend Plan to move project #712 from local project list to regional project list.
Project 50	Capital Metro	Fixed Route Bus Replacement - 24 buses	Acquire 24 new low emission buses to replace aging fixed route buses.	Jan-12	39	\$ 10,000,000	\$ 8,000,000			Transit			Amend the TIP to include the project.	No amendment needed.
Project 66	TxDOT	FM 812 Realignment	Realign FM 812 by constructing 4 lane divided major arterial with bike lanes and sidewalk.	Mar-12	39	\$ 17,464,000	\$ 13,971,200			Roadway			Project eligible for project grouping.	Amend Plan to move project #323 from local project list to regional project list.
BP Study 3	City of Bastrop	Inspection of Loop 150 Pedestrian Bridge	Inspection of Loop 150 Pedestrian Bridge	Jan-12	38	\$ 40,000	\$ 32,000			Bike Ped	Yes		Amend the TIP to include the project.	No amendment needed.
Project 107	Cedar Park	RM 620 Right turn lanes	Add right turn lanes to westbound RM 620 at Little Elm Trail, Hatch Road, and El Salido Parkway	May-12	38	\$ 738,000	\$ 738,000			Roadway			Project eligible for project grouping.	No amendment needed.
Study 1	Caldwell County	Caldwell County Long Range Plan Implementation	Set aside funding to support miscellaneous projects implementing Caldwell County Plan.	May-13	38	\$ 6,450,000	\$ 5,000,000			Study			Amend the TIP to include the project.	No amendment needed.
Project 11	Williamson County	FM 1460 (N of University Blvd to Inner Loop)	Widen existing roadway to include new median, turn lanes.	Jan-13	38	\$ 32,000,000	\$ 25,600,000			Roadway			Project eligible for project grouping.	Amend Plan to move project #376 from local project list to regional project list.
Project 125	Hays County	RM 1826 @ FM 150 Intersection Improvements	Add left turn lane and shoulders at intersection	Jan-13	37	\$ 480,000	\$ 480,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 116	Hays County	Old Bastrop Highway Bridge over the San Marcos River	Replace one-lane functionally obsolete bridge with new bridge	Mar-13	37	\$ 1,300,000	\$ 1,300,000			Roadway			Project eligible for project grouping.	No amendment needed.
Bike Ped 23	TxDOT	FM 2325 Sidewalks	Install 6 foot sidewalks with curb & gutter along the south side of FM 2325 from Carney Lane to RM 12.	Mar-12	37	\$ 2,151,500	\$ 1,721,200			Bike Ped			Amend the TIP to include the project.	No amendment needed.

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Project 96	TxDOT	FM 3405 Safety Shoulders and Select Intersection Improvements	Add 5' shoulders and construct left turn lanes at CR 261, Council Road, Landos Way and West Ridgewood Road which are entrance to major residential subdivisions accessing FM 3405	Jan-12	37	\$ 4,012,000	\$ 3,209,600			Roadway			Project eligible for project grouping.	No amendment needed.
Project 37	Hays County	Dacy Lane (CR 205)	Widen lanes and add shoulders	Jan-12	37	\$ 6,510,000	\$ 5,208,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 98	TxDOT	FM 973 Manor Bypass	Perform environmental studies and engineering and acquire right of way to for a new location FM 973 as 6-lane divided roadway, locally known as the Manor Bypass .	Mar-12	37	\$ 7,500,000	\$ 6,000,000			Roadway			Amend the TIP to include the project.	Amend plan to move project #722 from local project list to regional project list.
Bike Ped 19	City of Bastrop	Chestnut/Loop 150 Sidewalk Improvements at UP RR Crossing	Close a gap in the City of Bastrop sidewalk system by retrofitting the existing Chestnut/Loop 150 railroad crossing to add sidewalks.	Jan-13	36	\$ 469,569	\$ 375,655			Bike Ped	Yes		Amend the TIP to include the project.	No amendment needed.
Project 124	Hays County	RM 1826 @ Nutty Brown Road	Intersection and left turn safety improvement	Jan-13	36	\$ 690,000	\$ 690,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 46	Hays County	SH 80 @ Old Bastrop Highway Intersection Improvements	Add left turn lane on SH 80 for westbound traffic turning left onto Old Bastrop Highway	Mar-12	36	\$ 1,230,000	\$ 984,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 10	Williamson County	FM 1460 (N of University Blvd to CR 111)	Widen existing roadway to include new median, turn lanes.	Jan-13	36	\$ 14,200,000	\$ 11,360,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 79	TxDOT	IH 35 @ Loop 82 North Intersection Improvements	Reconstruct IH 35 bridge at Loop 82 to provide additional width on Loop 82 allowing additional turn lanes.	Jan-12	36	\$ 41,137,500	\$ 32,910,000			Roadway			Project eligible for project grouping.	No amendment needed.
Bike Ped 17	Hays County	Wimberley Hike and Bike Trail Loop (RR 12 Segment)	Construct a 1.5-mile hike and bike trail on the east side of RR 12 from Winters Mill Parkway to Joe Wimberley Blvd., including a bike/ped bridge over Cypress Creek.	Mar-13	35	\$ 660,000	\$ 528,000			Bike Ped			Amend the TIP to include the project.	No amendment needed.
Project 45	Hays County	SH 21 @ Cotton Gin Road Intersection Improvements	Add left turn lane on SH 21 for northbound traffic turning left onto Cotton Gin Road	Mar-12	35	\$ 1,230,000	\$ 984,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 87	TxDOT	RM 1826 Intersection Improvements	Construct left turn lanes with 5' shoulders at Lewis Mountain Drive and Gallant Fox Road	Jan-12	35	\$ 2,176,000	\$ 1,740,800			Roadway			Project eligible for project grouping.	No amendment needed.
Bike Ped 18	City of Bastrop	Rehabilitation of Loop 150 Pedestrian Bridge	Coating application to address lead paint on structure of bridge.	Jun-12	35	\$ 2,800,000	\$ 2,240,000			Bike Ped	Yes		Project eligible for project grouping.	No amendment needed.

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Project 12	Williamson County	RM 2243 Safety Improvements	Addition of turn lanes and realignment of an intersection to improve intersection safety.	Jan-13	34	\$ 3,960,000	\$ 3,168,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 42	Hays County	RM 1826 at Darden Hill Rd. Intersection Improvements	Add left turn lane on RM 1826 for northbound traffic turning left onto Darden Hill Rd.	Feb-12	34	\$ 1,152,000	\$ 921,600			Roadway			Project eligible for project grouping.	No amendment needed.
Project 43	Hays County	RM 1826 at Crystal Hill Drive Bridge and Intersection Imp.	Safety improvements at the RM 1826 and Crystal Hill Drive intersection, including adding a left turn lane from RM 1826 onto Crystal Hill Drive and making improvements to the roadway approach and low water crossing of Crystal Hill Dr. over Spring Hollow.	Mar-12	34	\$ 1,732,000	\$ 1,385,600			Roadway			Project eligible for project grouping.	No amendment needed.
Project 90	TxDOT	US 183 @ I-10 Intersection Improvements	Construct US 183 auxiliary lane in each direction through the I-10 interchange	Jan-12	34	\$ 2,312,000	\$ 1,849,600			Roadway			Amend the TIP to include the project.	No amendment needed.
Project 67	TxDOT	FM 812 Realignment Engineering and ROW Acquisition	PE and ROW Acquisition for realignment of FM 812	Mar-12	34	\$ 4,130,000	\$ 3,330,400			Roadway			Amend the TIP to include the project.	Amend Plan to move project #323 from local project list to regional project list.
Project 14	Williamson County	SH 29 Safety Improvements	Implement operational improvements recommended by the SH 29 Safety Task Force, including construction of raised profile pavement markings, turn lanes, shoulders, and signing.	Jan-13	33	\$ 8,890,000	\$ 7,112,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 85	TxDOT	IH 35 @ FM 734	Relocate northbound exit and entrance ramps between FM 734 and Howard Lane	Mar-12	33	\$ 4,080,000	\$ 3,264,000	TxDOT	TXDOT	Roadway		TXDOT PROP 12	Amend the TIP to include the project.	No amendment needed.
Project 41	Hays County	Old Bastrop Highway (CR 266)	Add shoulders, widen existing lanes, and improve intersections.	Jan-12	33	\$ 6,849,000	\$ 5,479,200			Roadway			Project eligible for project grouping.	No amendment needed.
Project 59	San Marcos	San Marcos Railroad Quiet Zones - Phase I	Construction of intersection improvements to facilitate the establishment of a railroad quiet zone for south San Marcos.	Jan-12	32	\$ 500,000	\$ 250,000			Roadway	Yes		Project eligible for project grouping.	No amendment needed.
Project 77	TxDOT	RM 2222 @ City Park Road Intersection Improvement	Construct westbound turnaround lane	Jan-12	32	\$ 1,496,000	\$ 1,196,800			Roadway			Project eligible for project grouping.	No amendment needed.
Project 5	Travis County	Grand Avenue Parkway (Anderson Mill Rd)	Construct new 4 lane major divided arterial with bicycle accommodation and sidewalks	May-13	32	\$ 6,920,000	\$ 5,536,000			Roadway			Amend the TIP to include the project.	Amend the Plan to move project #612 from local project list to regional project list.

Notes:
 Grey Shading=Project is included on TxDOT Austin District Recommended Prop 12 List
 \$ amount indicated in a Selection by Scenario Column indicates partial funding recommendation

**TAC Preferred Scenario
September 30, 2011**

Project ID	Project Sponsor	Project Name	Project Description	Start Date	General/BP Score	Total Project Cost	Federal Funds Requested	SELECTION BY SCENARIO					Amendment Needed If Project is Awarded Funding	
								1A.RAW (Corrected)	TAC PREFERRED	Project Type	Applied for Centers	FUNDING	TIP	Plan
Project 78	TxDOT	RM 2222 Concrete Median Barrier	Add center concrete barrier and 5' shoulders	Jan-12	32	\$ 7,360,000	\$ 5,888,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 76	TxDOT	RM 2222 @ Bell Mountain Intersection Improvement	Construct intersection improvements	Jan-12	32	\$ 9,928,000	\$ 7,942,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 38	Hays County	Elder Hill Road Safety Improvements	Widen lanes and add shoulders	Dec-12	32	\$ 13,225,000	\$ 10,580,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 131	Georgetown	SW Georgetown Bypass	Construct 2-lane connection between State Highway 29 and RM 2243 (Leander Road) on the southwest side of Georgetown. The corridor is being purchased at this time, to preserve a future SH 29 Bypass route around the City of Georgetown. The initial two-lane construction, will include the construction of South San Gabriel River Bridge at one the three potential river crossings identified by City in early 1990's.	Jan-13	31	\$ 24,500,000	\$ 19,800,000			Roadway			Amend the TIP to include the project.	Amend plan to move project #159 from local project list to regional project list, and to correct project description and project cost to be consistent with funding application.
Project 15	Cedar Park	RM 1431 EB (Second Left Turn Lane at Walton)	Construct a second left turn lane within the raised center median on eastbound RM 1431 approaching Walton Way	Aug-12	31	\$ 375,000	\$ 300,000			Roadway	Yes		Project eligible for project grouping.	No amendment needed.
Project 129	Hays County	RM 12 @ Fitzhugh Road - Intersection Improvements	Add left turn lanes on RM 12 for 1) northbound to westbound and 2) southbound to eastbound turning movements.	Jan-13	31	\$ 780,000	\$ 780,000			Roadway			Project eligible for project grouping.	No amendment needed.
Project 104	Pflugerville	Kelly Lane	Expand roadway to 4 lanes and reconstruct roadway with sidewalks, drainage, streetlights, traffic signal, pedestrian crosswalks, traffic control, and miscellaneous items.	Sep-12	31	\$ 8,216,008	\$ 6,832,381			Roadway			Amend the TIP to include the project.	Amend plan to move project #166 from local project list to regional project list.
Project 40	Hays County	Lakewood Drive Bridge	Replace low water crossing over Little Bear Creek with a new bridge and modify intersection with FM 1626.	Jan-12	30	\$ 1,003,000	\$ 802,400			Roadway			Project eligible for project grouping.	No amendment needed.
Project 44	Hays County	RM 12 Parkway right of way acquisition	Purchase of right-of-way to preserve the planned parkway corridor. Construction funding will be sought later.	Mar-12	30	\$ 6,400,000	\$ 5,120,000			Roadway			Amend the TIP to include the project.	Amend Plan to move project #768 from local project list to regional project list.
Project 47	West Lake Hills	Camp Craft Road Center Turn Lane	Add a center turn lane to approximately 1,000 feet of Camp Craft Road.	Jan-12	29	\$ 509,230	\$ 381,922			Roadway			Project eligible for project grouping.	No amendment needed.

Notes:
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**TAC Preferred Scenario
September 30, 2011**

Project ID	Project Sponsor	Project Name	Project Description	Start Date	General/BP Score	Total Project Cost	Federal Funds Requested	SELECTION BY SCENARIO					Amendment Needed If Project is Awarded Funding	
								1A.RAW (Corrected)	TAC PREFERRED	Project Type	Applied for Centers	FUNDING	TIP	Plan
Project 6	Travis County	Slaughter Lane	Construct new 4 lane roadway	May-13	29	\$ 11,300,000	\$ 9,040,000			Roadway			Amend the TIP to include the project.	Amend the Plan to move project #716 from local project list to regional project list.
Project 97	TxDOT	RM 2222 Raised Median - Tumbleweed Hill to Loop 360	Construct 20' wide raised median	Jan-12	28	\$ 4,352,000	\$ 3,481,600			Roadway			Project eligible for project grouping.	No amendment needed.
Bike Ped 13	Hays County	FM 150 E Sidewalks	Build sidewalks along FM 150 E	Jul-12	27	\$ 447,000	\$ 357,600			Roadway			Amend the TIP to include the project.	No amendment needed.
Project 54	San Marcos	University Drive (Guadalupe St. to Comanche St.)	Reconstruct street and provide beautification along University from Guadalupe to Comanche Street.	Jan-12	25	\$ 900,000	\$ 450,000			Roadway	Yes		Project eligible for project grouping.	No amendment needed.
Project 91	TxDOT	SH 45 S, SH 45 N and SH 130 ITS Integration Implementation Project	Install ITS traffic management technology	Jan-12	25	\$ 4,352,000	\$ 3,481,600			Roadway			Amend the TIP to include the project.	No amendment needed.
Project 94	TxDOT	IH 35 ITS Implementation - FM 3406 to Travis County Line	Install ITS traffic management technology	Jan-12	25	\$ 4,864,000	\$ 3,891,200			Roadway			Amend the TIP to include the project.	No amendment needed.
Project 95	TxDOT	IH 35 ITS Implementation - Slaughter Lane to Hays County Line	Install ITS traffic management technology	Jan-12	25	\$ 6,528,000	\$ 5,222,400			Roadway			Amend the TIP to include the project.	No amendment needed.
Project 93	TxDOT	IH 35 ITS Implementation - SH 130 to S. San Gabriel River	Install ITS traffic management technology	Jan-12	25	\$ 7,424,000	\$ 5,939,200			Roadway			Amend the TIP to include the project.	No amendment needed.
Project 92	TxDOT	IH 35 ITS Implementation - S. San Gabriel River to FM 3406	Install ITS traffic management technology	Jan-12	24	\$ 8,192,000	\$ 6,553,600			Roadway			Amend the TIP to include the project.	No amendment needed.
Bike Ped 11	Hays County	San Marcos High School Area Sidewalks	Construct sidewalks long Old Bastrop Highway and McCarty Lane connecting to San Marcos High School	Jul-12	23	\$ 379,500	\$ 303,600			Bike Ped			Amend the TIP to include the project.	No amendment needed.
Bike Ped 16	Hays County	RM 12 Hike and Bike Trail	Construct a hike and bike trail on the future parkway extending from RM 32 to Wonder World Drive/Old RR 12. Trail construction would begin after right-of-way acquisition per the companion RR 12 Parkway application over same roadway segment.	May-14	23	\$ 5,540,000	\$ 4,432,000			Bike Ped			Amend the TIP to include the project.	No amendment needed.
Bike Ped 4	Travis County	Fitzhugh Road Bicycle Safety	Add 4' paved shoulders to both sides of Fitzhugh Road from US 290 W to Long Branch Road	May-13	19	\$ 4,468,000	\$ 3,574,400			Bike Ped			Amend the TIP to include the project.	No amendment needed.

Notes:
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 \$ amount indicated in a Selection by Scenario Column indicates partial funding recommendation

SUMMARY OF PUBLIC COMMENTS FOR THE CALL FOR PROJECTS:

In total, 799 individual responses were received for the Call for Projects. 193 respondents supported all proposed projects, and 6 opposed all of them. People from all 5 counties provided public comments, but their demographics do not perfectly represent the region’s population. Under-represented populations in this public comment summary include, as self-reported: bus-riders (1.6% of respondents), African-Americans (2.9%), Hispanic/Latin (7.5%).

All of the requested projects included responses supporting, neutral, or not supporting. The following requests included over 100 responses supporting the project:

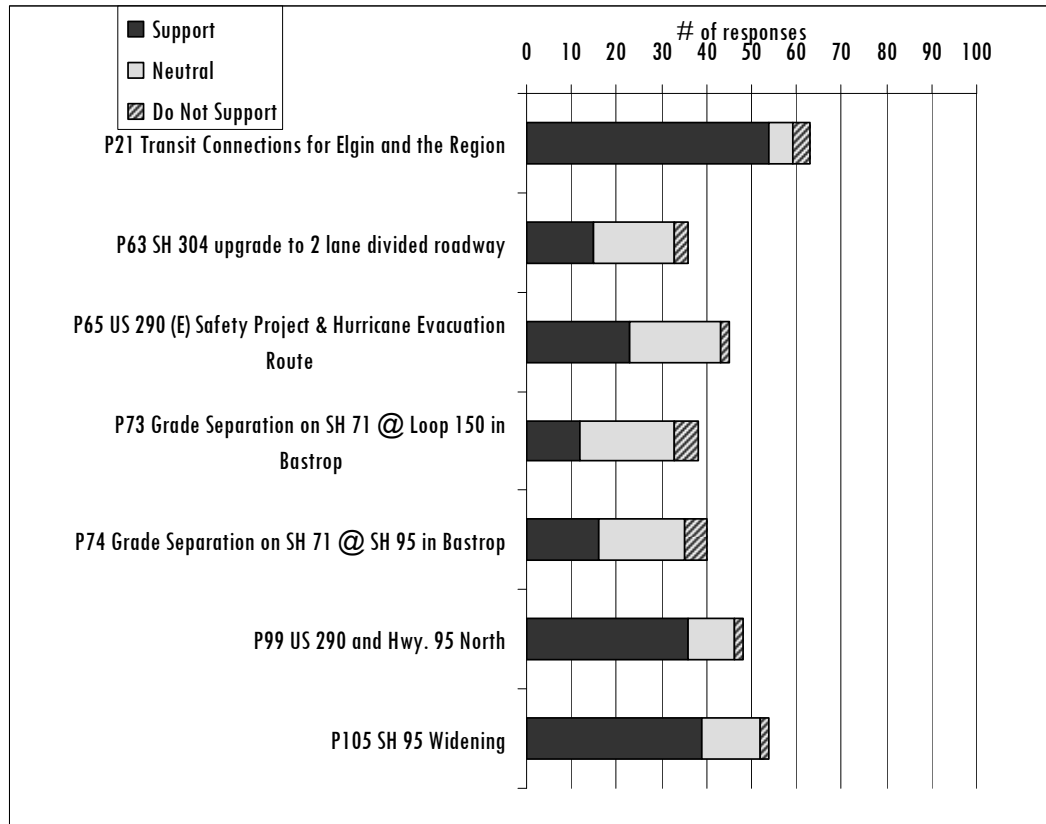
- BP8 Mercer Street Pedestrian Improvements
- P101 FM 685 Widening
- S5 Freight Rail Bypass Study

This report includes detailed results by county for each project type.

Detailed Contents	Page #
Applications for projects in Bastrop County:	1
Applications for projects in Caldwell County:	7
Applications for projects in Hays County:	8
Applications for projects in Travis County:	27
Applications for projects in Williamson County:	38
Applications for Regional Projects:	46

Applications for projects in Bastrop County:

Roadway Projects



Open-ended comments:

[via email]

CAMPO Board

Via email to Greg Griffin

I am writing this e-mail for the purpose of encouraging the Campo Board to award the City of Elgin the

P21 Elgin Connections Grant.

I am a 5th generation Elginite and a co-owner of a business on Main Street Elgin, as was my father, grandfather and great grandfather. They were all bankers and I am in the land title business. I am President of the Main Street Board, member of the Historical Review Board, President elect of the Elgin Education Foundation and Chairman elect of the Greater Elgin Area Chamber of Commerce. I was Chairman of the Chamber of Commerce my first time in 1982 and served on the Elgin City Council from 1988-1991, I was a member of the Charter Commission when Elgin adopted its charter. Elgin is my home

and I want good things for the city and its citizens.

As you know the project covers a great many needs of the city. It completely rebuilds a main artery (2nd street), water and sewer lines laid prior to the street work, and it creates 2 mile multipurpose path(sidewalk) from downtown to Elgin Memorial Park and Park & Ride, which follows 5 streets and adds 2 transit stops for Carts in Elgin. The rebuilding of 2nd street is currently the top priority for street projects for the City of Elgin. In Elgin this is a major arterial that carries significant traffic for the business district, elementary school, ACC and the ACC Elgin Center.

The benefits of rebuilding of the street are obvious. The multipurpose path will lay the groundwork for Elgin's development of walking and bike riding. The Carts transit stops will help to lay the groundwork for successful public transportation within the city with connections to the Austin Metro. Funding of the grant would be a huge "bang for the buck" as the saying goes.

The current leaders of Elgin are trying very hard to bring good things to the city. The voters approved the tax vote for a new Austin Community College campus for the city and the surrounding area with a groundbreaking scheduled for November 15th. The City of Austin does not have to worry about their children not wanting to live and work where they grew up and attended public school. Elgin on the other hand is not in the same boat. Help us to help ourselves. Give us the hope and encouragement that we need to build a better place to live and work. Great things will happen with the leg up that the completion of these projects will give us.

No other grant application will set the stage for a community to grow in a sustainable fashion than this grant will do for Elgin.

Thank you sincerely for my opportunity to provide this input.

William Ed Rivers

[Community Meeting]

P21. My interest is in the Elgin Centers project because I live on -- W. 2nd Street in Elgin. I would be so excited if this project was funded. My neighbors and I walk and run along 2nd and 11th streets and road improvements plus sidewalks would be wonderful. I often see people visiting the cemetery or children walking to and from school and I know that this type of development would make their trips so much safer and more enjoyable!

[Community Meeting]

P105. The City of Smithville hopes you will consider our project very seriously. Even though it is a small area and a small project, it will have a tremendous impact on our community. In the first place, it will greatly improve safety for the people who must cross the tracks everyday who are not in motor vehicles. Many kids walk and bike to the high school and several residents use motorized wheelchairs and even a tractor to get from one side of town to the other. Additionally, our cyclists need a safer place to get across the tracks. There are only three roads that cross the tracks in town, which effectively separates the two areas economically and socially. This project could be built today, before Smithville might become a larger town. With the recent fires, we are working with developers to build additional housing - probably

200 new units. Funding this project will not only improve the safety for the people who currently live here, it will provide the infrastructure we will need in our not too distant future. It is more cost effective to build infrastructure before the expected growth of an area, and we are poised to grow significantly in the next several years. Thank you for your support of this project.

[Community Meeting]

P99. I do not care about P99; this area seems OK.

[Community Meeting]

P21. The addition of sidewalks for bike/pedestrian traffic would be important to our town.

P99. Major intersection that needs improvement.

[Community Meeting]

P65. A coordinated hurricane route will encourage hurricane evacuation to use 290 as an alternate route.

P99. As Elgin prepares for growth, we need to have a good roadwork infrastructure in place.

[Community Meeting]

P21. Transit connection is needed to build Elgin infrastructure.

[Community Meeting]

These projects support better and safer transportation flow to FM 1100. Supports safer traffic to the high school, ACC, middle school, elementary school, nursing home, soccer fields. This area represents traffic for most of Elgin. These projects meet sustainability, pedestrian friendly, student friendly, senior citizen safety and transit friendly goals. They support CARTS Park & Rides, pedestrian friendly efforts, lessening of air pollution, and traffic safety. I recommend approval.

[Community Meeting]

P21. Transit Connections Elgin & Region is vital to Elgin community to better serve growing commuter population.

P65. Encourage people to travel 290 instead of 71 from Houston to Austin. Most people feel 290 is less safe because of this.

P99. Needed to assist in future retail development.

[Community Meeting]

P21. Transit Connections for Elgin will rebuild a major road in Elgin and connect downtown to the Park & Ride. Very important to our community - many low-income folks and lots of walking. Need to make it safe and easy to get places, school, etc.

P99. We are growing town and need to be proactive about fixing Hwy 290 before it's a parking lot.

[Community Meeting]

P21. We in Elgin need to improve our intercity connections and utilize 2nd Street more effectively.

P99. US Highway 290 and Highway 95 North can barely move the traffic in that intersection safely now. Reworking the intersection will greatly improve safety through the intersection.

P21 is a much needed project for Elgin, it will improve our walkability and provide key linkages and connectivity.

[via email]The proposed Elgin Transit Connections program would make downtown Elgin accessible and would breathe new life into our small city. Elgin is full of vintage architecture and history. A vibrant downtown would be an economic boon to the entire area. Encouraging pedestrian and public transportation options are vital to moving into the 21st century as our resource and climate landscape is changing and the need to protect our environment increases.

I am Beth Rolingson Executive Director of Advocacy Outreach, a social services center that has operated in downtown Elgin for 20 years. I have lived in the Elgin area for 33 years with my husband; my children

attended Elgin ISD. I consider myself a good citizen and I appreciate the vision of the current leadership of Elgin, which, if implemented, will improve the quality of life in our city.

This project is desperately needed. Currently, both High School students who walk from town to school and handicapped people who ride from their homes to town in motorized wheel chairs are in danger of being hit by a passing truck or car. There are no sidewalks along this road and it is too narrow to fit two passing vehicles plus pedestrians. Please select this project.

This is a narrow road, 2 lane only section of HWY with lots of foot traficc. Please don't wait until someone is injury or killed before considering/completing this project. Thank you, Gina Hightower

Infrastructure and transit improvementw in and in support of Elgin are critical to our growth.

Improvement will increase the safety of students and residents crossing this busy traffic area.

P105 SH95 widening will greatly improve safety for pedestrians, especially high school students, and for mobility impaired citizens who may need to cross the railroad tracks.

This is very much needed to be done. It's dangerous on that streatch of road for kids who walk. thank you kathy karcher

We need this before there is a major accident. the citizens need a safe way to walk along that busy road! And our teenager need a safe way to walk to high school.

Widening 95 between Loop 150 and the Smithville High School would be a definite improvement in safety for the children, busses and overall traffic.

It would greatly impact the safety of that stretch of road for teens heading to the high school on foot or bike and the folks who use motorized wheelchairs to get across the tracks.

This would improve the safety of the walking route to the High School. This is a high pedestrian traffic area and a pretty busy highway.

Desperately needed.

Widening of SH 95 in the Smithville area will facilitate safer travel, especially for our school children, on a road that is becoming increasingly active with truck traffic.

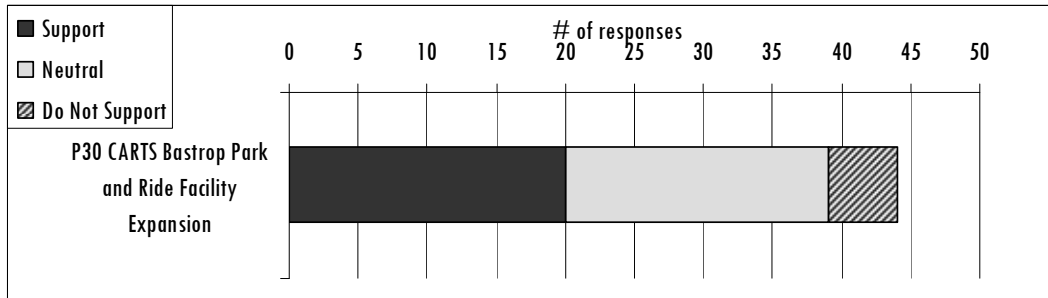
P105: This is a big safety project for the small community of Smithville. We may not rank very highly with our numbers, but it will be much easier and less of a burden on residents if this project is implemented now than if it had to be done at a future date.

Transit Connections in Elgin is a great project and supports the regional, mobility, initiatives that make communities great places to live!

Save this money and use it on roads that have hugh congestion. Example Hwy 290 in Oak Hill

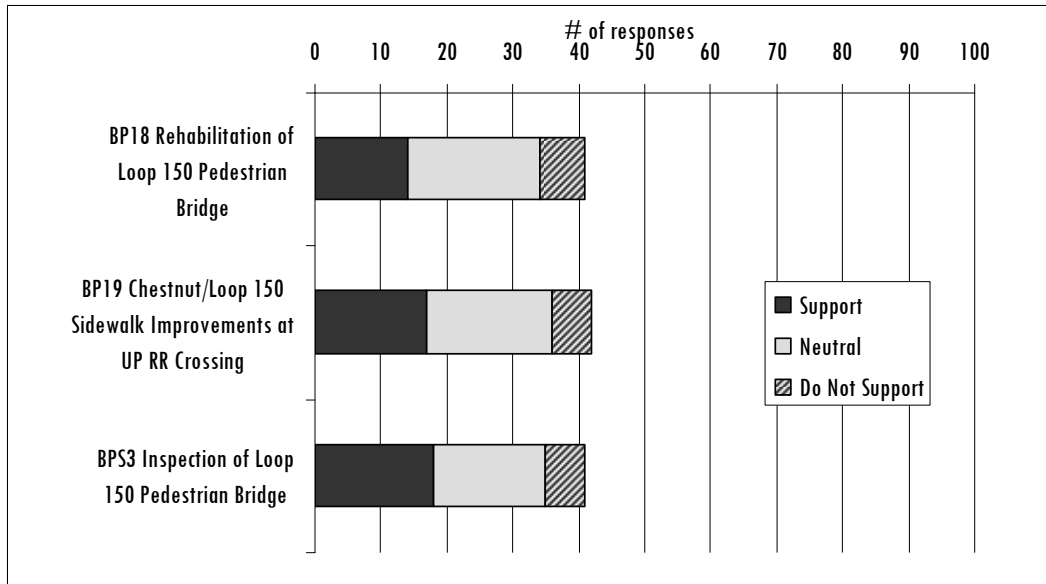
It's way past the time when we should be using gas tax revenue to encourage sprawl. Focus on intercity travel like 290 and 71 between Austin and Houston.

Transit Projects



Open-ended comments: none

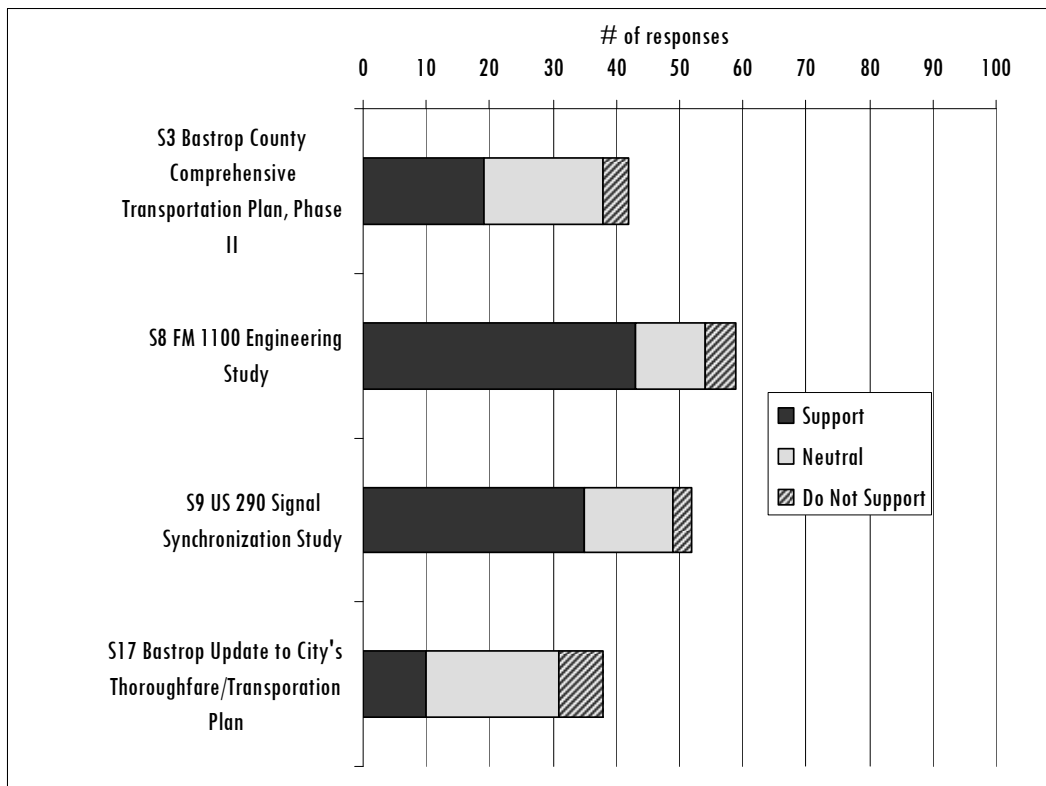
Bicycle and Pedestrian Projects



Open-ended comments:

Not enough details on the first Loop 150 bridge sheet...\$2.8M to paint the bridge?

Programs & Studies (includes all modes)



Open-ended comments:

[Community Meeting]

S8. I work at the middle school and drive from south of Elgin daily. I see and hear from parents about the problems with traffic back up and safety concerns on FM 1100. I also see many pedestrians on this road at all hours and I have had to walk along it myself on occasion. Some teachers work at both middle

and high schools and perhaps walk or bike if the route was safe.

[Community Meeting]

S8. This road is a major area for traffic and its near our schools and it definitely needs improvement.

S9. Elgin community members drive to Austin daily and the lights on 290 make a 20 mile commute take an hour and needs synchronization.

[Community Meeting]

S8. School safety

S9. Signal study is needed to improve quality of commute.

[Community Meeting]

S8. Road is always hot safety topic! Students need safer route to school and home.

S9. Synchronization is needed (badly). Commute times are frustrating because of stop lights not being timed correctly..unless of course the goal is to make cars stop at every light.

[Community Meeting]

S8. FM 1100 - Very dangerous road with so many people - people who live there and want to go work - people bringing kids to school, buses, kids walking. It's crazy - start working on this so it can be built.

S9. Please make it easier to commute to Austin. 70% of our people drive to Austin.

[Community Meeting]

S9. Highway 290 signals need to be synchronized to improve traffic flow from Bastrop County into the metro central area.

S8 - FM1100 is an extremely dangerous and congested road, with multiple subdivisions and two schools on it. It's vital to the city that this road be enlarged. I strongly support S8

[via email]A grant that helps prepare FM 1100 for improved and safer access is essential to the students of Neidig, Elgin Middle and High Schools and their families. Thirty years ago I lived just off FM 1100. There was no traffic on the road except farm vehicles and a few cars at that time. Now there are three schools where cotton fields once grew. Neighborhoods have developed on the west and merged with growth eastward from Manor. The old farm road, 1100, is archaic and dangerous to foot and car traffic sharing road space with farm equipment. A preliminary environmental and engineering study would help Elgin to move forward with the plan of making FM 1100 safe and accessible.

S8 is desperately needed for the safety of families and children along FM 1100.

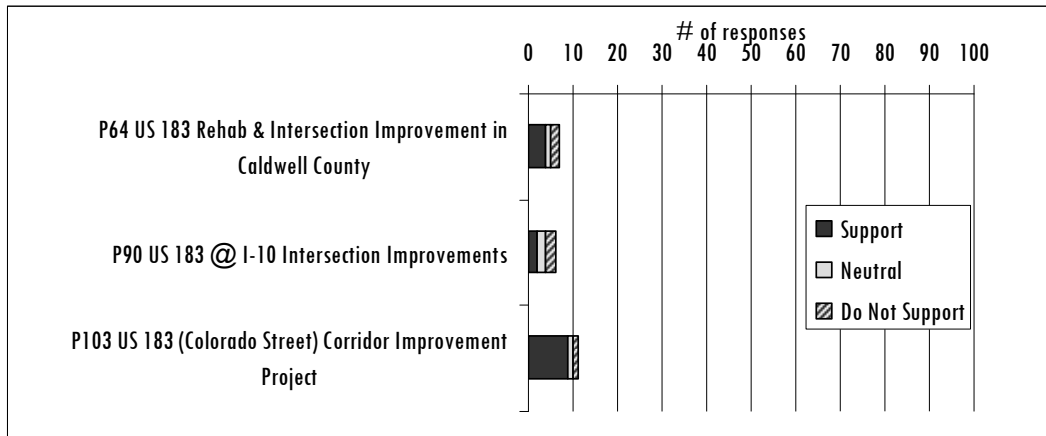
Strongly support making this roadway safer for children going to and from school.

S9: Signal synchronization is desperately needed. About 85% of the population works in Travis and Williamson County and this is the main access Road. It takes our residents 40 to 60 minutes to get to Austin in rush hour while other more wealthy areas are using toll and free roads to commute further and with shorter time periods. The discrimination against the rural poor of Elgin and Bastrop County must no longer be effectuated with highway dollars. Give our residents a chance to get to the employment centers.

S8: FM 1100 services at least 1/4 of the Elgin population and most of those attending Elgin High School, Elgin Middle School, and Neidig Elementary, as well as our major soccer fields, subdivisions, and the new Austin Community College campus. It is desperately needed and the number one complaint target when it comes to roadways in Elgin.

Applications for projects in Caldwell County:

Roadway Projects



Open-ended comments:

[via public hearing]

Lockhart 183 Support

[via public hearing]

Councilman Dist. 3

Favor of 183 Corridor Plan

This project will be a tremendous benefit to Leckhart in terms of traffic flow and safety. I wholeheartedly support this project.

Lew White.

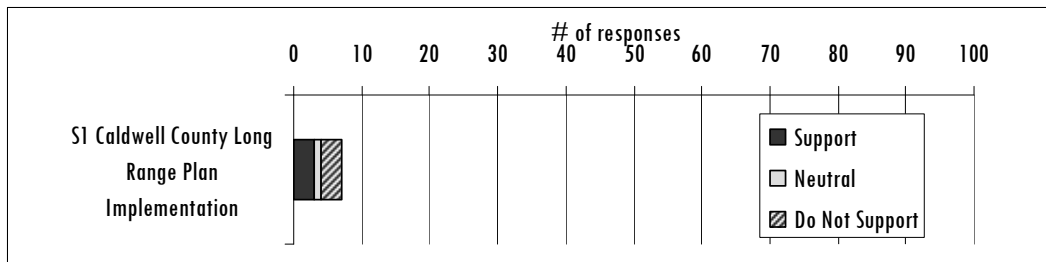
This is a great project for Lockhart and greatly needed to meet our growth expectations with the completion of Hwy 130.

I highly support it.

I support the proposed "P103" project. (Widen US 183 to include continuous two way left turn land from Pecan St to the "new" Walmart SuperCenter). Philip Ruiz, Chairman, Lockhart Planning and Zoning Com.

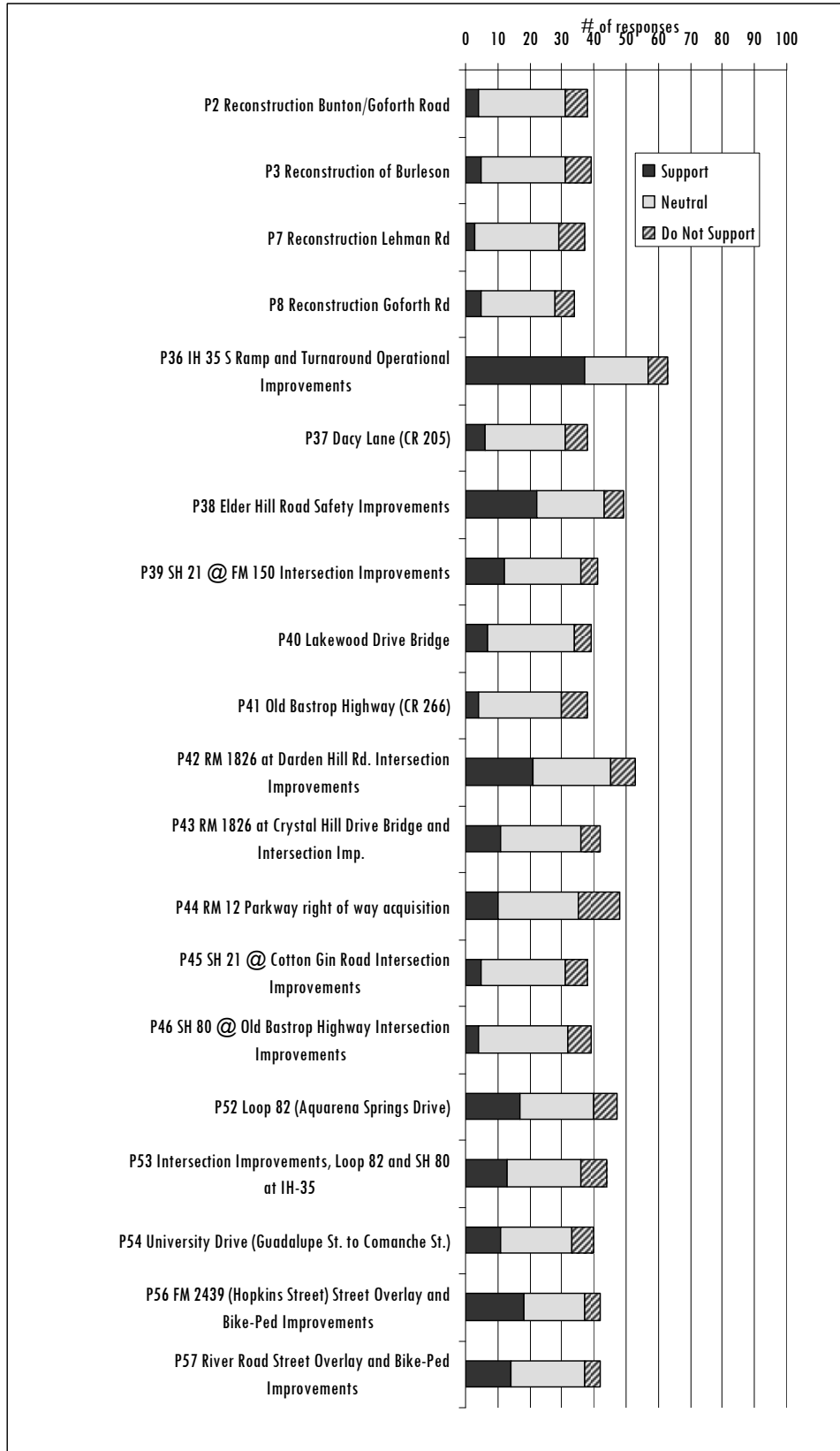
The proposed projects in Caldwell County are both welcome and needed. The portion of US HWY 183 through Lockhart is congested and often unsafe. Completion of this project would be extremely beneficial to the Lockhart community, and to the thousands of coastal highway travelers.

Programs & Studies (includes all modes)

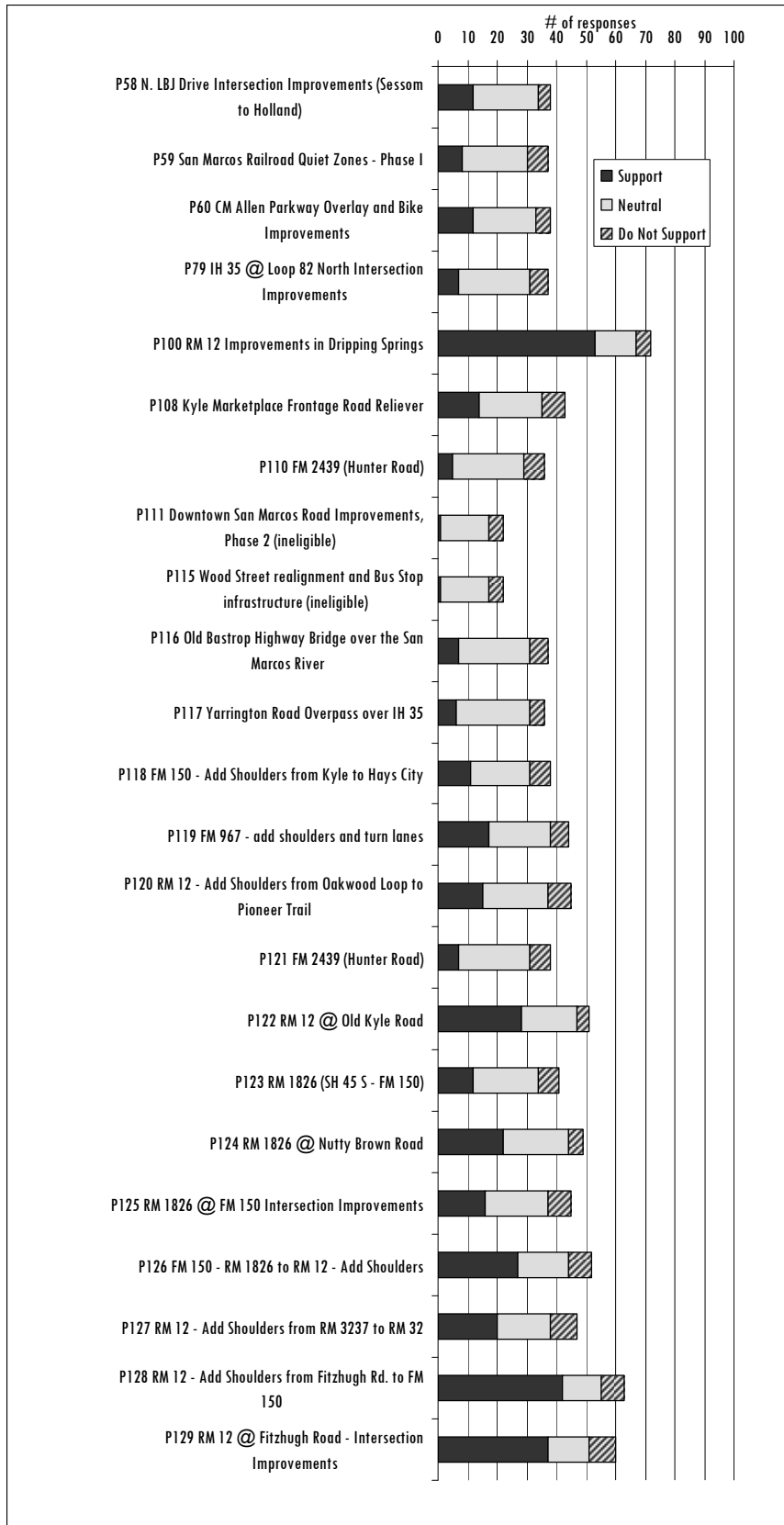


Open-ended comments: none

**Applications for projects in Hays County:
Roadway Projects**



Roadway Projects (Hays Co., continued)



Open-ended comments:

[via letter]

Thank you for your service to our area as Chair of the CAMPO Board. I appreciate and respect the time and effort you and the other board members give to provide the needed transportation infrastructure to serve our growing Central Texas region.

I am writing today seeking support from both you and the CAMPO Board for the Ramp/Turnaround Project to serve the recently opened Robert S. Light Boulevard Overpass in Buda. This area is strategically located halfway between Buda and Kyle along IH 35. The City of Buda, Buda Economic Development Corporation, Hays County, TXDOT, the Federal Government, the Meadows at Buda developer and other local land owners contributed cash and/or donated Right of Way to make Robert S. Light Boulevard (commonly called the Buda Truck Bypass) and the overpass a reality. The completion of the needed ramps/turnarounds will complete this project. This project has been submitted to CAMPO for consideration and funding by joint application being lead by our friends at Hays County.

This project includes ramp access for the overpass, improved mobility in the area with needed "turnarounds" added, increased safety along the one-way frontage roads and immediate access to IH 35 for the heavy truck traffic obligated to travel this roadway. We are looking forward to the completion of this long-awaited project.

Thank you for your professional attention to this matter.

[signed]

[via letter]

As a land owner in Hays County, I am writing to you in support of the Buda Ramp/Turnaround Project on IH 35 between Cabela's and Home Depot. It is my understanding this project is the continuation of work first promised and begun by TxDOT, followed by partnership efforts with the City of Bud a and Hays County, private landowners, and later CAMPO. With the new overpass bridge, we are going to need the exit and entrance ramps to handle the heavy traffic.

These ramps will make it safer and more convenient for not only land owners on the Interstate but also for all residents throughout the area. The whole region will benefit economically with the

completion of these ramps. Myself & the landowners on either side of my property are particularly interested in seeing the exit ramp just south of Robert S. Light Rd. being included in the project and have agreed to help with the funding.

Thanks you for your time. I look forward to this worthy project being funded and completed.

[via letter]

Thank you for giving your valuable time to serve as Chairman of the CAMPO Board. Your tireless work on our behalf has certainly benefitted the transportation infrastructure in the Central Texas region.

I am writing today to ask for your support for the Ramp turnaround Project to serve the recently opened Robert S. Light Boulevard Overpass in Buda. This project has been supported by the City of Buda, Buda Economic Development Corporation, Hays County, TXDOT, the Federal Government, the Meadows of Buda developer and other local land owners have contributed cash and/or donated Right of Way to make the Robert S. Light Boulevard and overpass a reality. This project is commonly called the Buda Truck Bypass.

The needed funding of the ramps/turnarounds will complete this project. The project has been submitted to CAMPO and funding by joint application is being lead by Hays County.

Now more than ever, with the added one way access roads the added ramps and turnarounds will increase safety along this much traveled roadway.

I look forward to your favorable consideration on this important project and I look forward to the completion of this long-awaited project.
[via letter]

The Meadows at Buda Commercial, Ltd. is developing property in Hays County and has contributed both cash and Right of Way to help build the Robert S. Light Boulevard and 1-35 Interchange in Buda. I am writing in support of the Ramp/Turnaround Project that has been presented to CAMPO for consideration.

I thought it would be useful to provide you with a brief history and update of the Robert S. Light Boulevard (CR-132), the overpass and the ramps. Back in about 2005 when the Robert S. Light Interchange was being envisioned, CR-132 was a two lane county road running from Loop 4 (FM-967) to the 1-35 service road. TxDOT and the City of Buda formulated a proposal to re-align, enlarge and provide both an overpass and connections to 1-35 in an effort to get commercial traffic out of downtown Buda. A portion of the proposed Right of Way passed through our property and we agreed to donate property as well as construction funding (approx. \$1.2M) for completion of the new road. We also provided a temporary easement for access while the overpass was under construction. In addition, Buda EDC spent in excess of \$600K for the portion of the road that did not pass through our property. The existing four-lane portion of Robert S. Light (CR-132) and the temporary access road were completed in 2007.

In about 2008, TxDOT encountered funding complications and was not able to complete the Interchange. We were left with the partially completed CR-132 running through our property and a temporary road section through our commercial parcels. We began meeting with then Hays County Commissioner Jeff Barton as well as TxDOT and City representatives to try to find a solution to our predicament.

Finally, in 2009 Commissioner Barton discovered funds available for transportation projects through the ARRA Stimulus program being distributed by CAMPO. We worked with Hays County and the City of Buda to make the application and the project was awarded funds in 2010 to complete half of the overpass (three of the six lanes). In addition, we needed funds to complete the County portion of CR-132 (\$600K), not under the purview of TxDOT, to replace the temporary road and connect to the freeway. These funds were obtained from other federal funds earmarked for Hays County and required a local match of 20% (\$120K). The matching funds were contributed equally between ourselves, the City of Buda and Buda EDC. The overpass and connection were completed in August of this year

Hays County is now applying for funding to complete the ramps to access the new overpass as well as rebuilding the existing ramps to the north and south to accommodate the TxDOT plan and new one-way access roads. Completion of the project will result in significantly increased mobility for Buda and Kyle and will improve the safety and access for residents east and west of the freeway.

This project has garnered financial support from TxDOT, Hays County, the City of Buda and several private landowners. It is time this section of 1-35 is completed as designed and we look forward to working with CAMPO to bring it to fruition.

Lastly, we would like to thank you for your past support for the Robert S. Light overpass funding and continued efforts to ensure the funds in CAMPO control are utilized to their maximum benefit.

Sincerely,

THE MEADOWS AT BUDA COMMERCIAL, LTD.
[via letter]

I'm writing in support of the Buda Ramp/Turnaround Project on Interstate 35 in Hays County.

As you know, this project is really the continuation of work first promised and begun by TxDOT, followed by partnership efforts with the City of Buda and Hays County, private landowners, and later CAMPO and the "American Recovery and Reinvestment Act."

We have the opportunity now to use this latest round of funding to execute the plan as it was intended all along. Currently, the new overpass bridge will open without the needed on and off ramps to facilitate heavy traffic. Without these ramps, traffic, both north and southbound, will be required to travel through traffic signals before accessing the Interstate, creating congestion and increased emissions.

Completion of this project will result in safer and more efficient Emergency Services routes and significantly increased mobility for Kyle residents, and those throughout the region. Additionally, the project will benefit citizens both east and west of Interstate 35, improving access for school busses, impoverished neighborhoods, and interstate travelers alike. Building these necessary ramps will also help maintain job-creation and create economic vitality for Hays County and the region as a whole.

To date, Hays County, the City of Buda, and six independent, local landowners and businesses have committed financial support to the project. Marketplace Avenue is a necessary and deserving project. I look forward to celebrating its funding and completion.
[via letter]

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To date, Hays County, the City of Buda, and six independent, local landowners and businesses have committed financial support to the project. Marketplace Avenue is a necessary and deserving project. I look forward to celebrating its funding and completion.

Thank you,
Justin Eicher
Gehan Homes
[via letter]

I am writing in support of the completion of Marketplace Avenue, a roadway that would connect South Kyle to Seton Regional Medical Center Hays, Interstate 35, and the City's major retail services district.

As you know, TxDOT, Hays County, and the City of Kyle are currently engaged in a Pass-through Partnership project to improve Interstate 35 frontage roads and overpasses in the Kyle area.

When completed, frontage roads on 1-35 will go one-way through Hays County - a major goal for the state.

An unfortunate by-product of this realignment will be the severing of a direct 2-way route connecting North and South Kyle, resulting in longer Emergency Services routes and significant traffic congestion for Kyle residents.

Completion of this arterial will allow for improved emergency access and response times for incident management in the City of Kyle and surrounding areas. Pedestrian connectivity and safety will also be augmented through the creation of sidewalks and bike lanes that will connect to existing pedestrian and bike pathways to the North.

Finally, the project will also maintain and enhance the connection between historic downtown and the surrounding neighborhoods with the City's primary retail core (HEB, Target, Kohl's, etc.), major medical services (Seton Regional Medical Center), institutions of higher education (the future Austin Community College site) and regional transportation hub (the proposed Lone Star Rail stop).

Marketplace Avenue is a necessary and deserving project. I look forward to celebrating its funding and completion.

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An unfortunate by-product of this realignment will be the severing of a direct 2-way route connecting North and South Kyle, resulting in longer bus routes for the school district and significant traffic congestion for Kyle residents.

Completion of this arterial will allow for improved access for the district's buses. Pedestrian connectivity and safety will also be augmented through the creation of sidewalks and bike lanes that will connect to existing pedestrian and bike pathways to the North.

Marketplace Avenue is a necessary and deserving project. I look forward to celebrating its funding and completion.

[via letter]

I am a Developer/Landowner in Hays County and am writing to support the Ramp/Turnaround project that has been proposed by the County, City and TxDOT. This project has been proposed for several years and is supported by private landowners, the City, the County and TxDOT.

The IH-35 overpass at Robert S. Light Blvd was recently completed and currently Hays County has submitted an application to fund the access ramps and Texas Turnaround at Cabellas Drive. The completion of this project will provide safer and more efficient Emergency Service routes as well as significantly increase mobility for Kyle/Buda residents and interstate travelers alike. In addition these ramps will decrease emissions due to the necessity of traffic stopping at lights both north and south of the overpass and help create economic vitality for Hays County and region as a whole.

Thank you for your time and consideration to this necessary and deserving project.

Sincerely,
Robert S. Light

[via postal mail]

I'm writing in support for the Buda Ramp/Turnaround Project on Interstate 35 in Hays County. Recent wildfires in Bastrop are evidence of the need for improved routes in this area.

As you know, this project is really the continuation of work first promised and begun by TxDOT, followed by partnership efforts with the City of Buda and Hays County, private landowners, and later CAMPO and the "American Recovery and Reinvestment Act."

We have the opportunity now to use this latest round of funding to execute the plan as it was intended all along. Currently, the new overpass bridge will open without the needed on and off ramps to facilitate heavy traffic. Without these ramps, traffic, both north and southbound, will be required to travel through traffic signals before accessing the Interstate, creating congestion and increased emissions.

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RR 12 is seeing increasing traffic with our growth, the growth of DS Elementary and the development of our wonderful town parks and the Dr. Pound Historical Farmstead Museum. Improvements will make entry/egress to these sites much safer and easier to negotiate.

I am very supportive of funding for Loop 82 in San Marcos. Any funding for expansion of lanes and bicycle lanes along Hunter Road, LBJ Drive is also in need of funding to enhance some dangerous roads and lack of sidewalks.

All of the projects in San Marcos are important to the safety, mobility and viability of Central Texas. I am in support of the proposed ranking that included priority for 3 San Marcos projects: Loop 82, Hunter Rd, Intersection Improvements. Thank you for your consideration. Jim Nuse, City Manager, San Marcos. I appreciate work of staff and elected officials on this. I see many worthy projects on the list. As a local

businessman and former county commissioner, I want to single one out in particular - the I35 ramps and associated turn-around at Robt S Light (the turnaround is at FM 2011, I believe). This project is long overdue and compliments other efforts of the county and state. It offers benefits in mobility, safety, economic development and social justice. It is in Buda.

Separately, as a neighboring landowner, I support the Frontage Road Reliever (Marketplace) in Kyle. Great project for the state system.

Jeff Barton

There are many projects worthy of funding in the CAMPO region - particularly in Hays County - but two projects strike me as being especially important to the region: the frontage road reliever at Marketplace Avenue and the I-35 ramps at Robert S Light Blvd in Buda. Both projects would provide important assistance to the bond program currently underway in Hays County. The projects will both provide significant congestion relief along the interstate once frontage roads go one way. I support these projects and hope they will be considered for funding.

This comment is in support of the I 35 ramp project in Buda. Also the addition of finishing the bridge at Robert S Light on I 35 in Buda Hays County with the project. The addition of these ramps are vital to the economic vitality of the area. Developers have key commercial properties that are not able to reach potential. This increases mobility to the area by having pedestrian cycle and truck traffic from having to go miles out of the way. This also helps relieve air pollution problems in the area. Also, the Buda 967 improvement is needed due to the growth of Buda. These projects really enhance the transportation opportunities of the region. Kenneth Williams, City Manager, Buda.

Several years ago, Buda undertook an effort to eliminate heavy truck traffic downtown. Since Main St. in Buda was part of the state hwy system, TxDOT urged Buda to construct a "truck bypass" to serve this purpose. Well, Buda did, with the help of Hays County, landowners, developers and BEDC.

With the help of CAMPO and ARRA funds, Buda was able to construct the "truck bypass" overpass which opened earlier this year. Currently, Buda has submitted a project (P-36) to CAMPO for consideration to funding. P-36 would complete the work previously undertaken by completing the needed ramps to serve the overpass bridge and safety and mobility are the key issues. The bridge is the only east-west connector between Buda and Kyle. Without the ramps (and with our one way frontage roads) heavy trucks must travel through lighted intersections (both north and south) prior to accessing IH 35. Too much danger involved as they intermingle with auto traffic. I look forward to your positive support of this needed project. Thank you, Warren Ketteman, Buda EDC, Ex Director

I request you fund project P3 (Robert S. Light Blvd ramps on IH 35). This is actually an unfinished TxDOT project from 2006. The overpass was finally built in 2011 but is not completely functional without new on and off ramps. Just like Robert S Light Blvd itself, this project has considerable local support and funding from the city, county and landowners (over 20% of project costs). These local funds are being used up-front to ensure that the project is ready to go as soon as CAMPO funds are available in 2012. Ron Fletcher, Buda City Council.

San Marcos traffic is terrible. RR Overpass on Aquarena would help a lot. Take Yarrinton to RR 12. Overpass on River between 80 and Aquarena. Rebuild N LBJ to be more ped friendly by grins Really need the Aquarena Overpass for safety and mobility on main arterial coming into town and TxState.

Need to consider some of the smaller pavement overlays w/striping to really impact traffic both auto and bike/ped. Examples: River Road, Hopkins St

Support of I-35 ramps project at Robert S. Light in Buda and Kyle Market place frontage road reliever.

[Public Hearing] In support of P36 - IH 35 Ramps for Hays County and City of Buda, City Manager

I travel from Austin often to Dripping Springs and Driftwood. I am a volunteer at the Burke foundation on Wednesdays and own a retail center in Dripping Springs. I believe areas West of Austin are critical to support our growing population and the road infrastructure and public amenities need to be grown and maintained accordingly.

I would like to see sidewalks from RR 12 in Wimberley, down 2325, all the way to Valley Spring Road and possibly even Jacob's Well Elementary just beyond it.

Wimberley needs this new intersection badly!

I don't understand why in Wimberley that roads that are in good condition are repaved regularly while roads that are in poor condition are ignored.

Somebody needs to preserve the wilderness before it is all developed!!!!

P122 is a critical project addressing mobility and safety in the center of Wimberley. Traffic is in a dangerous snarl and pedestrians struggle to cross RR12. The area is in desperate need of improvement. P122 RM 12 @ Old Kyle Road - Currently is a dangerous intersection for pedestrians. Wimberley is desperately in need of sidewalks on CR 2325. The lack of sidewalks is an extreme hazard to school children.

P100 is a safety issue pure and simple - some government agency needs to address the lack of shoulders. This project will save many lives. I, myself, was almost killed because there are no turn lanes. Please seriously think about approving this project.

Please consider supporting the IH-35 ramp projects in Northern Hays County (P36).

1. Mobility within Buda (if you have a problem with the 2001 interchange going south, you must travel all the way to Kyle overpass)
2. Safety (including the original reasoning of getting trucks out of downtown Buda)
3. Environmental (emissions)
4. Economic impact (hopefully we will have some of this!)
5. Local match from TxDot, Buda, Hays County, local landowners (could include the massive amounts of local match that have been garnered for portions of the interchange in the past)
6. Past commitments from TxDOT that they were unable to complete due to funding issues. Improvements to RM 12 needed to stop the loss of life experienced over the last several years. Please fund this project!

support Mercer St. improvements in Dripping Springs

Why does there have to be a fatality for road improvements to be made?

The area has experienced tremendous growth over the last twenty years with minimal infrastructure improvements to keep pace with impact to pedestrian and vehicle safety.

These projects will make RR 12 and Elder Hill Road safer.

My name is Bert Pence, and I own several properties on IH-35 between Cabela's Drive and R.S. Light Blvd. I am writing in support of the Buda Ramp/Turnaround Project on Interstate 35 in Hays County.

As you know, this project is really the continuation of work first promised and begun by TxDOT, followed by partnership efforts with the City of Buda and Hays County, private landowners, and later CAMPO and the "American Recovery and Reinvestment Act."

We have the opportunity now to use this latest round of funding to execute the plan as it was intended all along. Currently, the new overpass bridge will open without the needed on and off ramps to facilitate heavy traffic. Without these ramps, traffic, both north and southbound, will be required to travel through traffic signals before accessing the Interstate, creating congestion and increased emissions.

Completion of this project will result in safer and more efficient Emergency Services routes and significantly increased mobility for Kyle residents, and those throughout the region. Additionally, the project will benefit citizens both east and west of Interstate 36, improving access for school buses, impoverished neighborhoods, and interstate travelers alike. Building these necessary ramps will also help maintain job-creation and create economic vitality for Hays County and the region as a whole.

To date, Hays County, the City of Buda, and six independent, local landowners and businesses have committed financial support to the project. Marketplace Avenue is a necessary and deserving project. I look forward to celebrating its funding and completion.

Best regards,

Bert Pence

Pence Property

Bicycle use has made this area extremely dangerous. Please make the area safer for all!

Bicyclists come to Dripping to explore the Creek Road area (the quadrant of DS that is SW of the intersection of 290 and 12). They use DS as an anchor point. Having the shoulders will improve the

ability of the bike riders to access DS safely

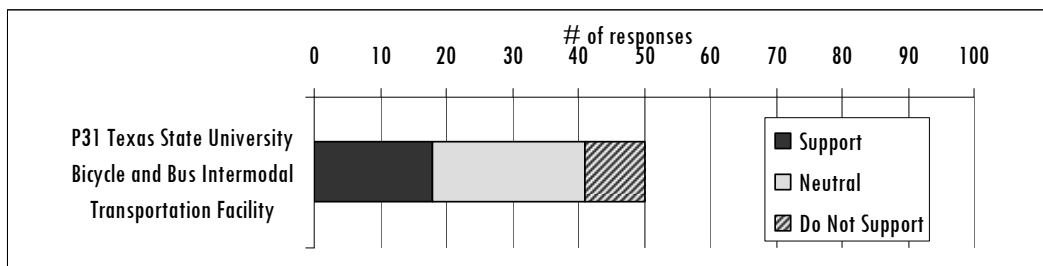
P124: There will be a convenience store at that intersection soon so a turning lane will be helpful in maintaining safety.

This project is critical to allow development to occur along the IH-35 corridor in this area. The City, County, developer, adjacent and area property owners have spent Millions of dollars on the construction of the Robert S. Light Overpass to provide truck traffic and area residents with improved access to IH-35. The new on & off ramps in this area are crucial to improved traffic flow.

The I-35 Hays County Ramp project is vital to the economic development of the City of Buda, City of Kyle, Hays County and indeed of the CAMPO Region. These ramps will greatly enhanced the movements of traffic in the area. Meaning improved mobility. There are no ramps for miles along this stretch. IH 35 ramps are critical to making the recently completed Robert S. Light overpass usable for truck traffic.

You are giving far too much "bike/ped" credit to projects whose only facilities are wide outside lanes + sidewalks. This is disingenuous.

Transit Projects



Open-ended comments:

[via email]

To the CAMPO Policy Board,

This input comes to you in general support of an increased funding share of STP-MM funding for transit projects in the CAMPO region during this project award cycle (2011-2014). Your 2035 plan calls for greater funding for transit and bike/ped projects. While the current STP-MM project cycle does have a bike/ped set-aside, it did not allow for a set aside achieving desired transit funding. However, you were presented with two funding scenarios which allow for an 18% set aside for transit projects. The 18% set aside for transit would allow regional, urban and rural transit projects to be funding.

I would like to specifically support projects 31 and 32. Project 31 is an intermodal facility which will serve over 700 bus arrivals per day transporting over 24,000 passengers a day; additional amenities will support bicycle rental, repair and storage; ticketing and transit information for this major transit hub. Project 32 will allow for an expansion of a highly successful public transit service, (known as the Austin BT Interurban or BTI), providing bus connections between Capital Metro and Greyhound in Austin and the Texas State campus and CARTS service in San Marcos.

Recently purchased buses, (from a previous STP-MM grant award), were placing in service this fall raising service trip frequency by 15%; however, ridership has already increased 25% over the same period last year. Project 32 will allow for the purchase of 6 additional buses, (including 3 buses able to transport over 100 seated passengers per trip). The BTI Austin routes currently transport an average of 41 passengers per trip, but there are multiple times per day where two buses are dispatched at the same time to meet demand.

While I work for Texas State University and do work in the office which manages the BTI service, I also use the BTI, (and my bicycle), as my primary way to get to and from work for trips between my home in south Austin and the Texas State campus in San Marcos. I have watched this service explode in the last five years from a closed-door, (student-only), bus service offering 6 bus trips a day between Austin and San Marcos which operated at about 25% capacity to a public transit system offering over 20 route-trip buses a day operating at over 50% capacity, (peak service to campus and returning peak service to Austin in the afternoon regularly operate at 100% capacity).

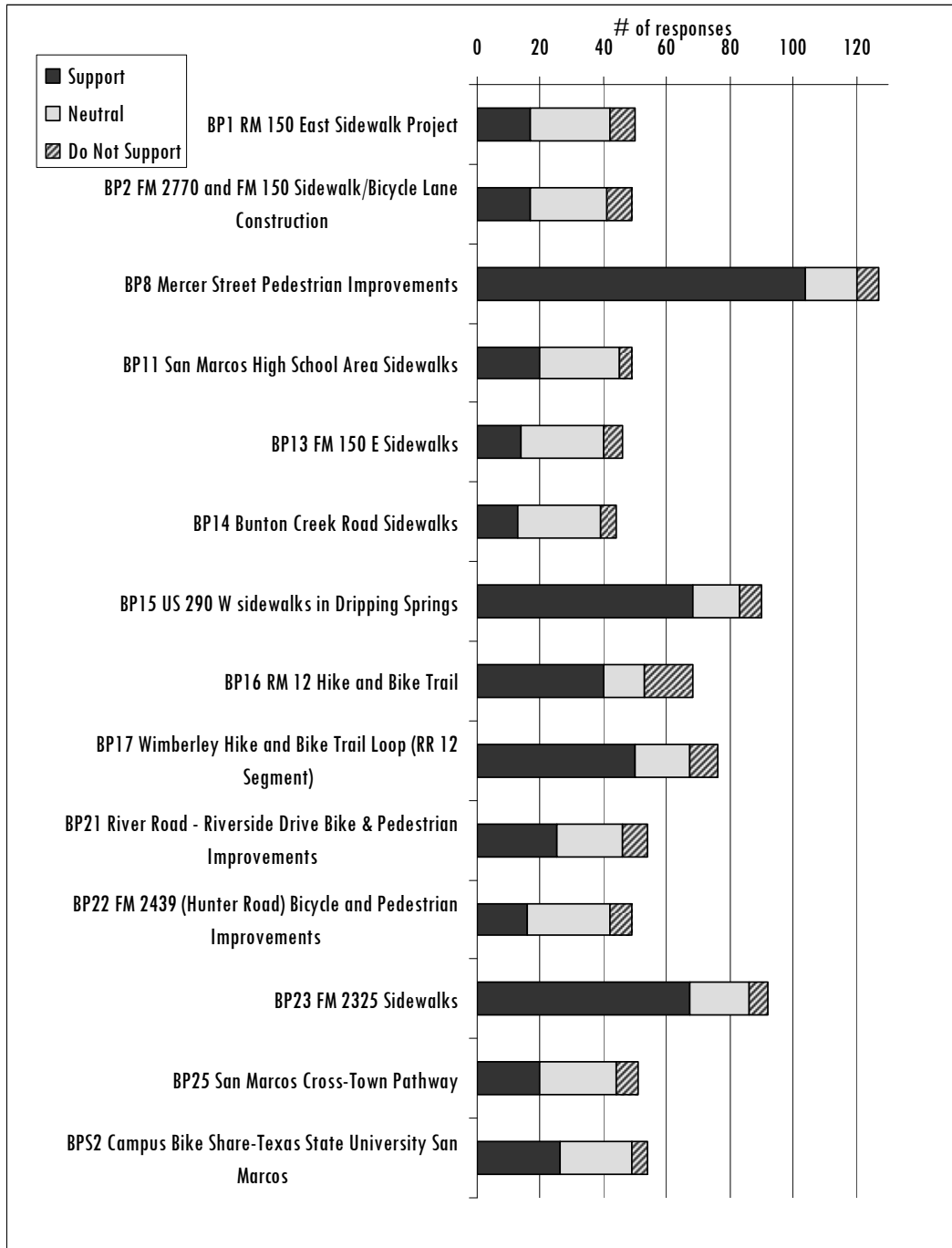
The result of the service expansions and opening to the general public is an average of 900 cars trips a day which do not drive on IH35; that number could be even greater with the funding of Project 32.

Need more information. Not sure it is worth the cost.

Project 31 will support the continued growth of bus and bike trips to Texas State through the Aquarena Springs Dr. and Sessom Dr. intersection. This location currently shows over 27,000 trips/day; 600 of those trips are provided by Bobcat Tram bus routes transporting over 21,000 passengers who could otherwise become additional auto traffic.

Time to stop wasting time and money on buses in areas with no transit priority.

Bicycle and Pedestrian Projects



Open-ended comments:

[via paper comment form]

Resolves one of the City's highest long term priorities

Preserves Mercer Street as an historic commercial district

Provides first-time sidewalks and pedestrian safety along Mercer Street

Provides a pedestrian bridge for safe crossing of a creek

Provides safe connectivity to all 27 businesses on Mercer street as well as schools and the park and ride facility

Provides lighting for area safety

Provides bicycle facilities

Boosts the economy by revitalizing Mercer Street
All improvements will be handicapped accessible

Thank you
[via paper comment form]

I have owned an operated my business for 9 years in the same location on Mercer Street 100 W. Mercer Suite A. Earlier this summer I was approached by a person who spoke to me about this particular project. They didn't have any plans and when I suggested that speaking with property owners was a better route versus business owners leasing space they didn't even know who owned the property. Now this morning I get an email wanting my support for this project. After seeing the plans last week this business owner will NOT be supporting the Mercer St. Project. The plans grossly compromise parking to my business and those businesses around me. This is not a beneficial plan for the North side of Mercer St. Sidewalks and foot traffic are not the problem. Ample parking is and this plan definitely compromises that as well as the safety of the parents and small children that frequent my business and those around me on a daily basis. In fact this plan doesn't address safety at all.

According to this plan parking will be practically non-existent as apparently so was safety when this plan was drawn up.

I can't see where this plan does any revitalization to the businesses on Mercer Street. how can they hope to boost the economy when customers have no place to park

Kim Freer
[via paper comment form]

Dripping Springs is a very small community with very little tax base to make improvements with. If Drippings Springs were awarded dollars the planned improvements to Mercer Street will help attract small businesses. This will allow the community to expand its tax base and provided additional services to its residents. Residents would not have to commute to Austin for similar services reducing burdens on Highway 290.

[signed]
It would be very beneficial to Dripping Springs to improve our Historical street so people could enjoy the whole street safely and move all [illegible]. We have owned a historical building for 34 years on Mercer Street and this would help preserve it. Thanks for considering us - it is very needed and desired.

[signed]
BP8-I support BP8 as it would allow for more pedestrian activity in our historic downtown district. Unlike many other small hill country towns we do not have a town square or sidewalks running through our small community. Instead we have a major US Hwy (290) & a heavily traveled street (Mercer Street).

BP15-I strongly support BP15 as it would allow for students walking or riding bikes to Dripping Springs High School a safely get to school without having to use the shoulder of US Hwy 290.

[via email]
In Support of BP8, BP15 and P100
I am John Adams a resident of the Dripping Springs ETJ - but I consider Dripping Springs my city.

I am a trustee of the Dripping Springs Independent School District Board of Trustees. I can assure you that the school district and the City of Dripping Springs have and continue to work well together on various projects.

I can also tell you that when the DSISD Board had a chance to express our support for the projects submitted by the City of Dripping Springs - all 7 of us were happy to do it. I support them, my fellow trustees support them. One particular project - the Mercer Street Pedestrian Improvements project - and others like it have been in process for some time. It was not thrown together in a hurry. It is well thought out and researched

and is part of a larger master planning effort.
It is and has been a long standing city priority.

As the population continues to move towards Dripping Springs, it is an attempt to preserve the historical Dripping Springs while bringing in needed improvements and safety features - including Sidewalks, a pedestrian bridge, creating connectivity between businesses, schools and a park& ride site, lighting, bicycle facilities and ensuring disability accessibility.

If implemented it will provide benefit not only for those of us out there, but the large number of people who will soon be residents of Dripping Springs and North Hays County. I and the other board members are happy to express our support and hope that you will be able to fund this effort.

[via email]

My wife and I support the City's application to the Capitol Area Metropolitan Planning Organization Federal Highway Administration Surface Transportation Program Metropolitan Mobility (STPMM) for improvements to Mercer Street.

The City plans to construct ADA compliant sidewalks, lighting, traffic signage/controls, bike racks, and parking improvements will provide safer areas for parking, biking, and pedestrians.

The improvements will also connect the city to buildings of historic significance. The new signage improvements will promote more visitors to downtown Dripping Springs which in return bring vitality and prosperity to Mercer Street once again.

The proposed plans are personally important to me because of my heritage and to the preservation of Mercer Street. My grandfather, W. C. Goslin, was responsible for having the Goslin Drug Store built on Mercer Street in 1941, which is now a city historical building. It is part of the original W. C. Chapman's 12-block city plan. The drug store also functioned as a dry good store, where my Grandmother, Dilla May Goslin, also known as "Polly", sold dry goods and clothing that she personally made. Polly became a seamstress by taking mail order lessons.

She also did alterations and tailoring.

I inherited my grandparents' home at 222 Mercer which is also part of the original W. C. Chapman's 12-block city plan. The house is currently my family home featured in the City of Dripping Springs HistOIY brochure. My grandparents and their children lived there for many years. Polly also taught private piano lessons in their home on an upright grand piano, which is now in our living room.

Most travelers driving through Dripping Springs on Hwy. 290 have no idea that Dripping Springs has a historical district and as a result don't know what sites they are missing. The STPMM improvements will allow the city to proudly share historical "downtown Dripping Springs" and hopefully give residents and visitors a sense of "times gone by".

In support of this project, I would like to be a co-sponsor and pledge to donate \$100.00 toward the project should it fund.

Sincerely,

John W. Chase
[via letter]

I support the City's application to the Capitol Area Metropolitan Planning Organization for Federal Highway Administration Surface Transportation Program Metropolitan Mobility (STPMM) for improvements to Mercer Street.

I completely approve of and support the city's plans to construct ADA compliant sidewalks, lighting, traffic signage/controls, bike racks, and parking improvements. These improvements will make it safer for pedestrians and vehicles.

I have just recently moved my salon from South Congress Avenue to Dripping Springs. I love the small town feel and experience of Dripping Springs, and I believe improvements to the historical core of Dripping Springs (Mercer Street) Will only enhance the experience of our small town.

Currently, I introduce my Austin clients to various local businesses. Redeveloping Mercer Street will give them one central location as a starting point.

The addition of pedestrian lighting and sidewalks will improve safety;
The improvements will support Dripping Springs as a destination location instead of merely a "Gateway" to somewhere else.

The improvements will support a viable pedestrian shopping destination, cutting down on traffic.

The improvements will create an ease of accessibility to local businesses, and support inter-modal connectivity for Dripping Springs and it's surrounding communities.

Security will be improved with these improvements.
These improvements will connect places to each other (such as Veterans Memorial Park, City Hall, Mercer Street Businesses, Dripping Springs Independent School District buildings, Dr. Pound Homestead,) The area is the City's historic area of commerce and has buildings of historic significance The improvements will even allow easy access to one of the city's most important, and most ignored, landmarks: The actual dripping springs the town is named for. These springs are currently located at the end of Mercer Street and not easily accessible.

I want to be a co-sponsor of the project and pledge to donate \$1,000 toward the project should it fund.

Sincerely,

Deborah A. Carter
[via public hearing]

I support projects submitted for Dripping Springs & Wimberley
[via public hearing]

Dripping Spring Sidewalk Project
[via public hearing]

All Wimberley Projects (support)
[public hearing]

In favor of Austin & San Marcos Bike Share system. In favor of Downtown Austin Transportation Mgt. Assoc.
[via email]

Thank you for considering funding of sidewalks in this area that is used so much by the WISD kids. I have lived here for 30 years and feel sure that this is the highest pedestrian area in Wimberley. It is this student population and I think we have an obligation to provide a safe path for our children. Please let me know if there is anything I can do to help in this process. Much Thanks

[via email] I am writing in response to the funding for the Wimberley sidewalks. I would love to have sidewalks in town but they need to be along Ranch Road 12 going south from the downtown square. There are shops along this road that do not get much foot traffic because it is not pedestrian friendly. People have to walk along uneven road surfaces, sometimes very close to moving traffic. Wimberley has a ton of out of town visitors and having sidewalks to keep them safe is more of a priority. I would like to use Fredericksburg as an example of sidewalks done right. There are sidewalks along both sides of the road making the flow of visitors and shoppers very easy. I would like to see this happen in Wimberley. I

do not feel the sidewalks along FM 2325 are as important right now.

[Public Hearing] I am writing in response to the funding for the Wimberley sidewalks. I would love to have sidewalks in town but they need to be along Ranch Road 12 going south from the downtown square. There are shops along this road that do not get much foot traffic because it is not pedestrian friendly. People have to walk along uneven road surfaces, sometimes very close to moving traffic. Wimberley has a ton of out of town visitors and having sidewalks to keep them safe is more of a priority. I would like to use Fredericksburg as an example of sidewalks done right. There are sidewalks along both sides of the road making the flow of visitors and shoppers very easy. I would like to see this happen in Wimberley. I do not feel the sidewalks along FM 2325 are as important right now.

Thank you,

Andrea Jones

we desperately need improvements to Mercer Street so it can attract businesses and become our town center, which we lack. This is such a great town, but due to growth as a bedroom community to Austin, NEEDS a town center and focus.

Bike/Ped improvements on Hunter between Wonder World : Bishop is critical - lots of bicycles - make safer route from city center to park w/ bike trails and schools.

N. LBJ Drive for bike/ped: traffic imp- current project is short of funds to complete - really need for safety of students walking/biking to TxState.

[Public Hearing] support Ped/Bike project - Mercer Street in Dripping Springs

[via email] Supporting Wimberley sidewalks

On 2325. We need this safety feature for the many school children walking along the highway.

[via email] There are three schools in one mile along that state highway. Many youth walk along there and it is treacherous and very unsafe. Our children need a safe place to walk.

Support the City of Dripping Springs Mercer Street pedestrian project.

[Public Hearing] Support Mercer Street pedestrian Improvement project in Dripping Springs - this will improve pedestrian - bicycle mobility and provide economic development for a historic downtown.

[Public Hearing] Support Mercer Street Pedestrian Improvement project in Dripping Spring - We need sidewalks, lighting a safe bridge. it will impact safety, promotes economic development and compliments centers concept.

I would like to see sidewalks from RR 12 in Wimberley, down 2325, all the way to Valley Spring Road and possibly even Jacob's Well Elementary just beyond it.

Both projects are needed in Wimberley. Without a sidewalk, the growing population's children have to share the road from the High School to the center of Wimberley.

[Public Hearing] In support of city of Dripping Springs Mercer street funding project.

The sidewalks are a necessary part of connecting the students to their homes. Consistently, there are groups of students traversing the drainage ditch, business driveways, and dodging farm to market traffic. I don't think our children or other pedestrians are safe without sidewalks

This section of roadway NEEDS a sidewalk. It is a very busy road. There are also multiple schools on this road. It is very dangerous for school children to walk this road. The sidewalks would make it much safer.

Without sidewalks, it is just a matter of time before a child gets seriously hurt walking this road

This should be given priority! Pedestrians are not safe on this road.

This is a road with 3 schools on it, in addition to Market Day traffic. It is a dangerous situation and needs to be addressed.

Mercer Street project would provide first-time sidewalks & pedestrian safety along Mercer Street as well as boost the economy by revitalizing Mercer Street! Would love to see our town grow with such a beautiful project!!!

This should be considered urgent - many many school students walk this way, as well as countless visitors to Market Day. The safety of our children must come first!!!

BP23 is a long-overdue pedestrian (school children) improvement. The children and other pedestrians now walk along the very narrow shoulder of RR2325 or in the adjacent bar ditch. This is definitely a mobility and safety project that should be at the top of the list.

As a business owner on FM 2325 I see school children from Katherine Anne Porter School and WISD schools walking on the roadway and dodging traffic. This pedestrian traffic is increasing each school year. These sidewalks are much needed.

I support the Mercer Street Pedestrian Improvement Project because it will provide a safe pathway for my family on Merrcer. We live very close to Mercer on Old Fitzhugh Road and rarely walk to and along Mercer because it is unsafe. These improvements will allow us to safely walk to our daughter's school and my work. Currently it is very unsafe because there are no sidewalks, no lights, no crosswalks, and the traffic is dangerous. This project will improve safety, accessibility, and our quality of life, make the area more attractive, and create economic development for the area.

BP23 FM 2325 Sidewalks - I think this project is very important because of the students that walk on the side of the road and the crowds on Market Day.

BP17 Wimberley Hike and Bike Trail Loop (RR12 Segment) This project would get more bicycles and pedestrians off the streets.

BP23: As frequent pedestrians on FM2325 who are forced to walk too close to the traffic lane or in the storm gutter, my wife and I strongly support sidewalks for FM 2325. They will improve pedestrian safety and mobility for older citizens living within walking distance of the street greatly. Thank you.

A sidewalk on FM 2325 would make it safer for all the students that use that road. Also, for people attending the Lions Market Days every Month starting in March. This event attracts 8-10K people that utilize FM 2325 to get into this event through 4 gates. FM 2325 is a very dangerous road without an sidewalk. Someone is going to get hit if we do not provide a more safer environment for them to walk along this very busy road

[via phone] Market Days brings 11,000 of visitors, who must walk in the road, including children. The Catherine Anne Porter high school is located along the road, and draws many inattentive pedestrians. I am 28 years old and do not drive. Being an avid pedestrain in Dripping Springs, TX is very difficult. The only provided walkways are scarce and often require you to go out of your way for the safest routes. Providing sidewalks in Dripping Springs would benefit a large portion of the communtiy and the local economy by fostering a safer shopping experience down historic Mercer Street as well as making more of the town accessible to foot traffic. Thank you so much for your consideration in the important matter.

Would you please support our community and approve this project?

Viewed as very important to much needed safety

RE: BP23 I have been the PTO Pres. for the JH for the past five years. I see the number of students walking to and from school constantly wish they had proper sidewalks. Some risk their lives riding on the road.

RE: BP17 There is a large number of bike riders who ride through Wimberley or who are current residents children. The RM 12 to Winter's Mill and Woodcreek is DANGEROUS to bikers. Please install a sidewalk for safe passage to and from town.

[via e-mail] Would SO LOVE to see Campo fund the Sidewalk Project for Wimberley. Our school kids need a SAFE PLACE to walk along HWY. 2325. We keep stressing the need for folks to walk, and the need for safety. Besides that, sidewalks enhance communities as well as highways.

Please consider Wimberley's request.

Thanks.

Martha Knies, Wimberley resident

[via e-mail]With ALL of our schools, library and Market Days on or just off of FM 2325 this should have been done years ago.

Sidewalks on 2325 more important than the bike trail.

With all of our schools,library and Market Days on Fm 2325 this should have been done years ago.

BP8 is my favorite - it needs to be done to preserve and protect historic Dripping Springs for the enjoyment of people who are moving to North Hays County. BP15 is a safety issue - too many school kids walking along 290 in ditches and on the shoulders.

Dripping Springs/Mercer Street is badly in need of improvements for the health and well being of our community. These improvements will make a difference in the survival of our downtown. Thank you, June Baumoel-City Volunteer

BP8 Would love to see these improvements made. It will save the historic life of our town.

I support the funding of the Mercer Street project.

The sidewalks on FM 2325 in Wimberley are desperately needed. There are 3 secondary schools along

that one section, with many students who walk to and from school. In addition, Wimberley's famous once monthly Market Day attracts thousands, all who walk to/from their parked cars along that particular side of the road. Please fund this project.

This is a dangerous strip for school students from the high school, junior high school, and charter school. There are thousands of people that walk along this road each Market Day on the first Saturday. The Sheriff used have deputies out to help with the safety until budget caused a reduction of patrols. It is still dangerous. Sidewalks would reduce some of the danger.

BP23- Especially during Market Day, this is an extremely high pedestrian use area, and quite dangerous as it now exists.

I support BP 23

The 2325 sidewalks are severely needed, for school kids and for visitors at Market Day

Critical to desperately needed revitalization of downtown Dripping Springs

Needs to happen.

We need these sidewalks.

For safety of school children and pedestrians. We need them badly.

Mercer Street is the heart and soul of Dripping Springs. It is the one street in Dripping Springs that can give the city an old town center. This project is long over due and desperately needed. Private property owners have been reluctant to invest in the properties along Mercer Street because of the lack of placing this project as a high priority and fast tracking it. The impact on the community would be huge. We fear that without developing this old town area Dripping Springs will become a series of strip centers along Highway 290 with no character.

Increase pedestrian infrastructure = SAFETY

Please fund this project to help prevent injury or loss of life!

The mercer street project is unique in that it encourages pedestrian access to shops, density housing, and amenities in a small area. This should be able to promote development and new urbanization in a rural setting,

I support the funding of the Mercer Street project to help preserve and revitalize downtown Dripping Springs, thank you.

I have five new in-ground benches in my warehouse that i will donate towards the project, They have galvanized framing and pine seats and backs. Drippin' Signs has volunteered to either engrave the seat backs with the Dripping Springs logo, or we have another option to install yearly advertising on the seat backs and sell the space on the chairs during the Dripping Springs Founders Day silent and live auctions. Mercer Street in Dripping Springs currently does not have sidewalks, and there is also a bridge that must be crossed over. These first-time sidewalks would be a great addition and increase the safety of pedestrians.

BP8 on Mercer St. in Dripping Springs coincides with the City's long term priority. It will provide safe access to an area that can boost self-sustaining economic development in the city as it provides safe connectivity among the existing and future businesses on Mercer.

Mercer street sidewalks would reduce use of cars to go short distances

MERCER ST PROJECT IN DRIPPIN WOULD IMPACT ON BUSINESS ALREADY THERE FOR GENERATIONS.

DRIPPIN IS NOT A TOWN WHERE PEOPLE GATHER. DRIPPIN IS A RURAL CITY AND THOSE OF US

WITHIN THE CITY DO NOT SUPPORT THIS PROJECT. THIS WOULD BE A WASTE OF MONEY FOR ALL.

Mercer Street in Dripping Springs Needs a more

Pedestrian friendly atmosphere.Traffic is too fast.

Sidewalks and bike lanes are a MUST everywhere they can POSSIBLY be afforded.

Provides first-time sidewalks and pedestrian safety; critical need with growth in commerical activity in downtown area.

springs

This project will make downtown Dripping Springs safer and more accessible

I support these project. It is greatly need and will help provide a safer environment for folks and vistors to the city

Yes, to sidewalks!

As DS grows, residents want safe access to its "old parts." This would help keep central DS vital and keep the folks who visit safe and happy.

Mercer street is a popular location for city centered events, but the lack of pedestrian support has

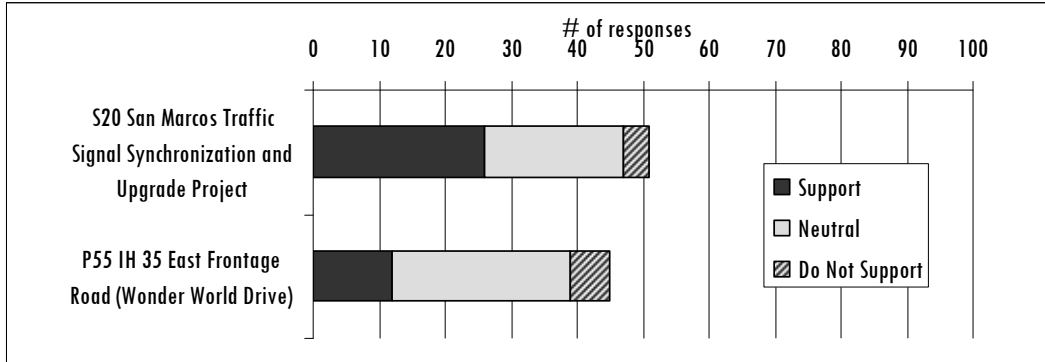
restricted the kinds of safe events and shopping that can occur.

BP8: These improvements would increase safety and assist the city in attracting businesses into the city limits rather than the ETJ.

BP11: DSISD gives tours to students; parents and residents want to visit the merchants, but the lack of pedestrian friendly infrastructure increases danger and decreases merchant visits.

Mercer project will benefit persons of disability, bring shoppers and tourists, make the street much safer, improve the safety for pedestrians walking across the bridge and along the street, provide a safer environment through lighting, and overall improve the quality of life for residents and visitors. Projects eligible for Centers funding should be awarded funds through the Centers category.

Programs & Studies (includes all modes)

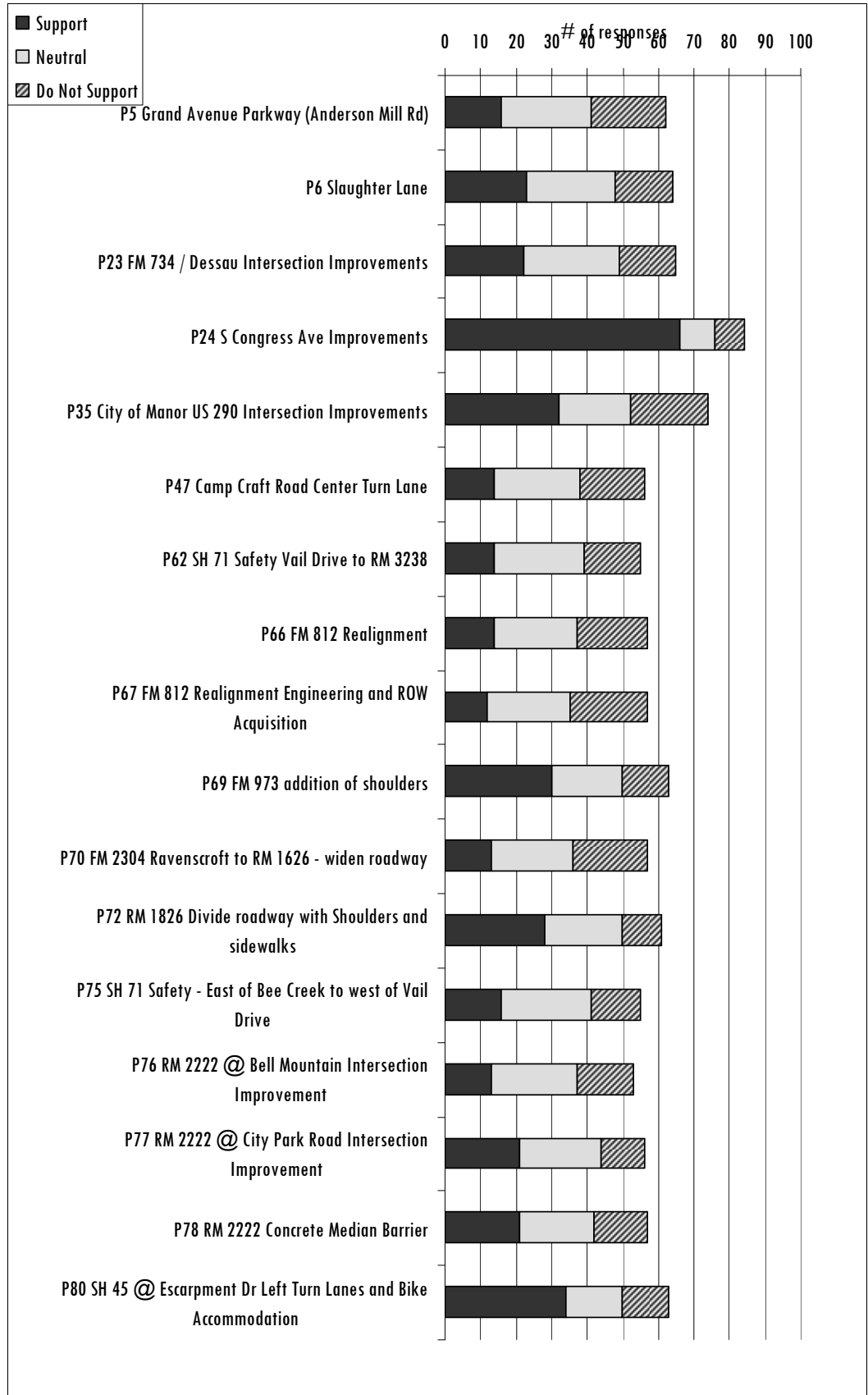


Open-ended comments:

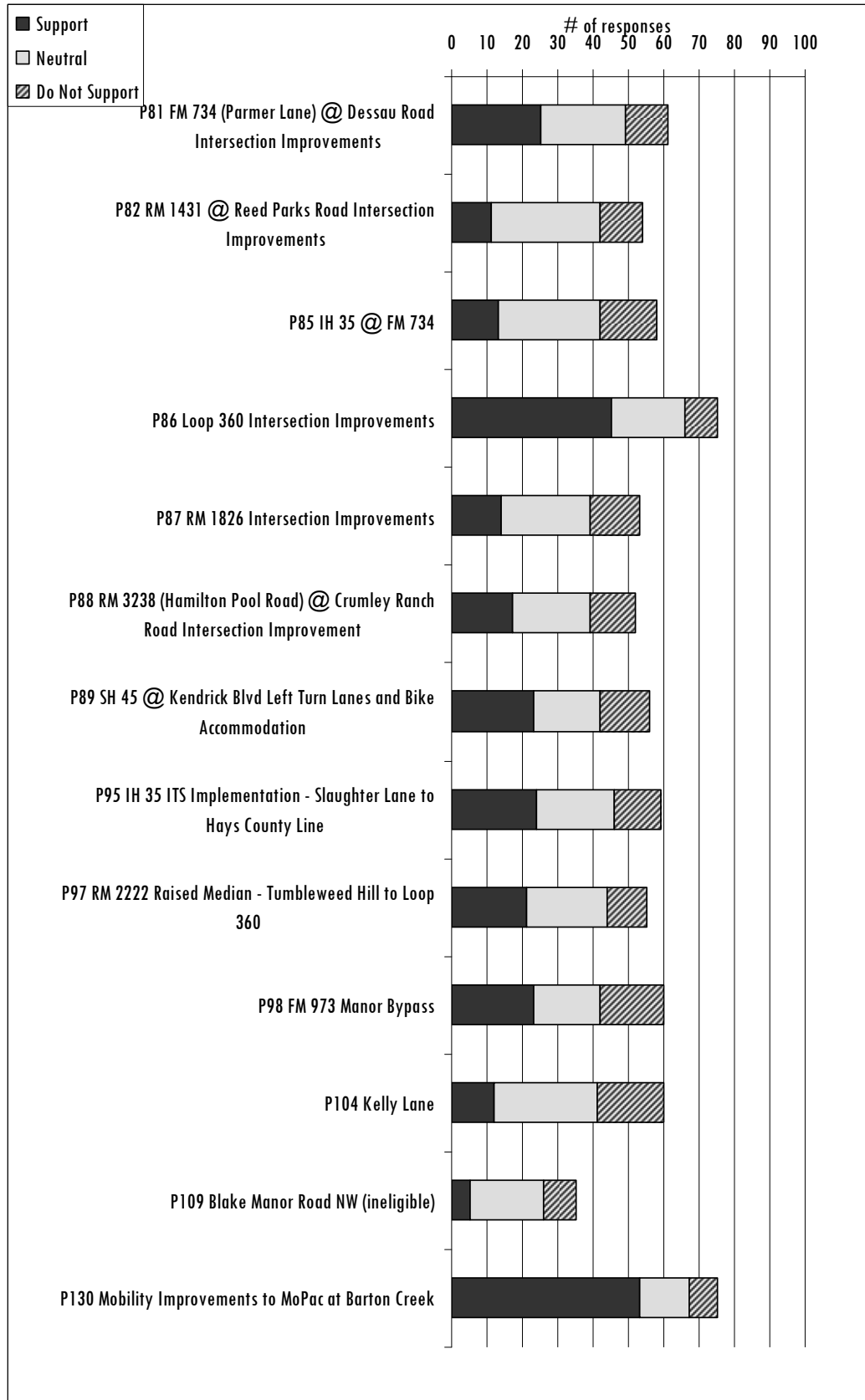
Sometimes I feel like I'll die of old age waiting for lights to change in San Marcos.

We drive to and in San Marcos frequently, and traffic signal synchronization would be a major improvement to overall traffic flow through the city. It would reduce commuting time for people coming to work and for shoppers who patronize San Marcos businesses.

Applications for projects in Travis County:
Roadway Projects



Roadway Projects (Travis Co, cont.)



Open-ended comments:

[via letter]

The City of Manor has applied to CAMPO for STP MM Call for Projects in an effort to add some relief east of and beyond the current Manor Expressway work, into the City of Manor in anticipation of the assumption that it may be a few years before the Manor Expressway is continued through Manor. At Manor's request, Las Entradas Development Corp has agreed to serve as funding developer for these improvements should this CAMPO STP MM Request be approved.

I am asking you to help us gain SUppl for funding approval from CAMPO. At the hearing Monday September 12th, CAMPO Staff recognized this project as vital and approved it to be put on the candidate list. I want you to know how important I think it will be to have these improvements in place east of where 12 traffic lanes of the Manor Expressway are planned to join back into 4 lanes of existing Hwy 290 with only one traffic signal in Manor. As important as this project is, we are rated 66 out of nearly 200, so we are asking for your support to insure funding approval. With TxDOT support Manor applied for these STP MM funds with a grant request dated June 28, 2011. Please let this letter serve as a Commitment for Support from the Developer.
[via letter]

As you know, the CTRMA's Manor Expressway project is now under construction. This project is intended to bring badly needed congestion relief for Hwy 290 East. However, it may be a few years before the Manor Expressway is continued through Manor. Anticipating future congestion occurring east of the Manor Expressway work and extending into Manor, the City has responded to CAMPO's recent STP MM Call for Projects in an effort to mitigate this potential problem. At Manor's request, Las Entradas Development Corp has agreed to serve as funding developer for these improvements should this CAMPO STP MM request be approved.

With TxDOT support, Manor applied for STP MM grant funds on June 28, 2011. Attached is an abbreviated copy of the application for your convenience. As important as this project is, we are rated only 66 out of nearly 200 requests. I want you to know how important I think it will be to have these improvements in place east of where 12 traffic lanes of the Manor Expressway are planned to join back into 4 lanes of existing Hwy 290, and with only one traffic signal in Manor.

At the CAMPO Policy Board hearing Monday, September 12th, CAMPO Staff recognized this project as vital and approved it to be put on the candidate list. I am asking you to help us solidify support for fund approval.

Thank you for your consideration.

[signed]

[Community Meeting]

P35. As you know, we all appreciate CTRMA's Manor Expressway investment that is under construction. This project will bring badly needed congestion relief to Hwy 290 East. The City of Manor has applied to CAMPO for STP MM Call for Projects in an effort to add some relief east of and beyond the current Manor Expressway work, into the City of Manor in anticipation of the assumption that it may be a few years before the Manor Expressway is continued through Manor. At Manor's request, Las Entradas Development Corp has agreed to serve as funding developer for these improvements should this CAMPO STP MM request be approved.

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[Community Meeting]

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You are not looking at critical needs and focusing \$ on them. Example - 360 is a failed road with terrible congestion & overpass/underpass construction to eliminate lights is needed ASAP. They can be 6 lane design for future lane expansion as warranted.

I support all the bicycle improvements in the above mentioned projects. please design and construct consistent with principle of "Complete Streets" by including bicycle and pedestrian facilities as appropriate

FM973: it would be nice to have a shoulder all the way out to HWY 71.

It is time the east side of IH 35 got its fair share of the pie. Every improvement has gone to Williamson County, Hays County and to Travis County. Time for Bastrop County, north of Bastrop to get some funding. 290, 973 and 969 are always left out of the funding. Time to support alternative means of transportation as well. Where is rail?

Slaughter Lane needs to include center median for future rapid transit per the Imagine Austin Comprehensive Plan

No managed lanes

As a community, we need to stop the bad behavior of rewarding sprawl with new roads that further perpetuate our traffic and budgetary problems.

P130 -Please consider building Bike/Ped bridge over Barton Creek BEFORE converting southbound shoulder to aux. lane.

Live in Barton View Neighborhood and would definitely use this route P130 to get to Zilker as Lamar is do dangerous to bike. Side walk at MoPac North of 360 would enable me to get to Zilker. BP10 should be funded at the same time and connect to that sidewalk otherwise

utilization will be lower than it could be.

Anything that can be done to improve Mopac, I35, SH71, US183 should take priority! We must improve traffic congestion in Austin to sustain and improve the quality of life as more and more people will be moving into the area. This must take high priority!

You should look at improvements to Deer Lane between Brodie Lane and Davis Lane. It is an embarrassment and dangerous, too.

Let's build SH-45 South and Southwest!

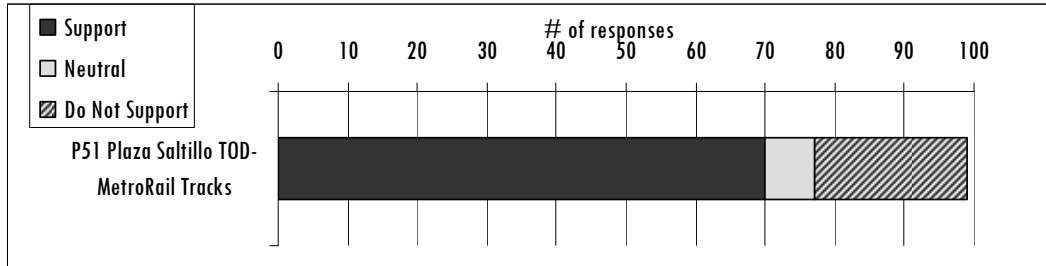
The Baton Creek bike/ped improvements are of paramount importance! It is a needed bike/ped connection for SW Austin.

Signalization improvements in Manor are needed. We do not need more traffic lights. We need better managed traffic flow.

not a single dollar for toll road projects. 100% opposition to all toll projects. Tolls encourage sabotaging the flow on competing roads forever to artificially increase demand and prices for tolls. Tolls fuel perpetual government corruption and cronyism at the expense of quality of life for the majority of citizens.

No more sprawl-inducing projects like the "Manor Bypass". We can no longer afford to have city drivers subsidize suburbanites in this way.

Transit Projects



Open-ended comments:

[via letter]

Thank you for this opportunity to comment on the proposed projects for Surface Transportation Program Metropolitan Mobility funding. We have reviewed the projects you have before you and although we don't oppose any of the projects, we wanted to point out project priorities from our perspective.

We believe the highest priority is relieving congestion on IH 35 as well as planning for the long range projects that will help us plan for more and better mass transit options in the future. Downtown Austin is a destination not only for working but also for leisure and entertainment. Future projects such as the Saltillo development and the Waller Creek upgrades will further enhance that aspect of downtown. We support these projects because they help us plan now for our needs in the future and will help our region diversify our mobility options.

- Austin Bike Share. The bike share system will provide an important supplemental means of transportation for people in downtown Austin, regardless of how they may have gotten there. Workers that commute by car or bus - now and in the future as our mass transit systems grow - will have a convenient means to move around Downtown during the day providing more reasons for commuters to incorporate alternative modes of transportation.

Texas State Bus Service. This project will expand and improve transit service for Austin students attending the university. Staff with Texas State have demonstrated with each bus departure added, that bus is at capacity within four months of service launch. There is a clear demand and it is growing daily. High ridership on these routes and the one-car trips that are NOT occurring on IH 35 as a result of this service merits your consideration.

- HERO Patrols on IH 35 - Studies have shown that with each minor auto incident on IH 35, traffic can be delayed anywhere from 30 minutes to an hour. These issues can be dealt with efficiently by continuing the ground service TXDOT currently provides.

Plaza Saltillo TOD-Metro Rail Tracks. This project will construct doubletracked rail at the Plaza Saltillo station, improving rail service into and out of downtown Austin and further moving our collective vision for the district. Much potential for dense and multi-use development exists at this site and this project would support the Red Line's growth.

- Freight Rail Bypass/Lone Star Rail district. Our regional support for not only providing commuter rail service between San Antonio and Georgetown but also for re-routing freight away from our core will free up congestion on IH 35. Our understanding from attending Lone Star Rail discussions is that the freight capabilities will be enhanced considerably for Union Pacific thereby reducing truck traffic along IH 35.

When our transportation system is weak, our economy and quality of life are weakened. Thank you for your efforts and for considering our views on this project array.

[signed]

Critical jumpstart to support development of the TOD and surrounding property. These funds are a waste of taxpayer \$. Instead, focus \$ with City, County and CapMetro on real improvements in public transportation using Cellular Mass Transit. Study it at www.CMT4Austin.org

Locally invented and free for the asking CMT can be implemented within the CapMetro capital budget in 3 FY, will serve the entire community with < 10 minute wait times and at least 2x faster trip time, improve cost effectiveness, reduce taxpayer subsidy, reduce air pollution, improve traffic flow, and give a real economic leg up to those who cannot afford automobiles, using the existing CapMetro infrastructure. PLEASE Embrace and help get CMT implemented.

We need development near rail stations. We need to improve the rail we've got. Two-way tracks will take time to implement -- let's continue.

Support 100%!!

If you can't run the trains after 6:30 pm, don't bother building more track.

This train was supposed to cost \$60 million. We can't waste more money on it.

This is an incredibly important, and relatively inexpensive transit investment that will support redevelopment of prime real estate.

Rail is a huge waste of money.

All of our streets need worked on but don't take so long doing in when you start it

If this would make it so that more trains could run both directions at once, I fully support this! Then I may be able to use the train every day, not just when the timing works.

This should be prioritized above new road construction.

Vital to connecting the mobility and culture between east I-35 and west I-35.

Like it or not, the most traffic improvement per dollar is in road projects which have been neglected for years

Spending more money on the red line right now is not justified

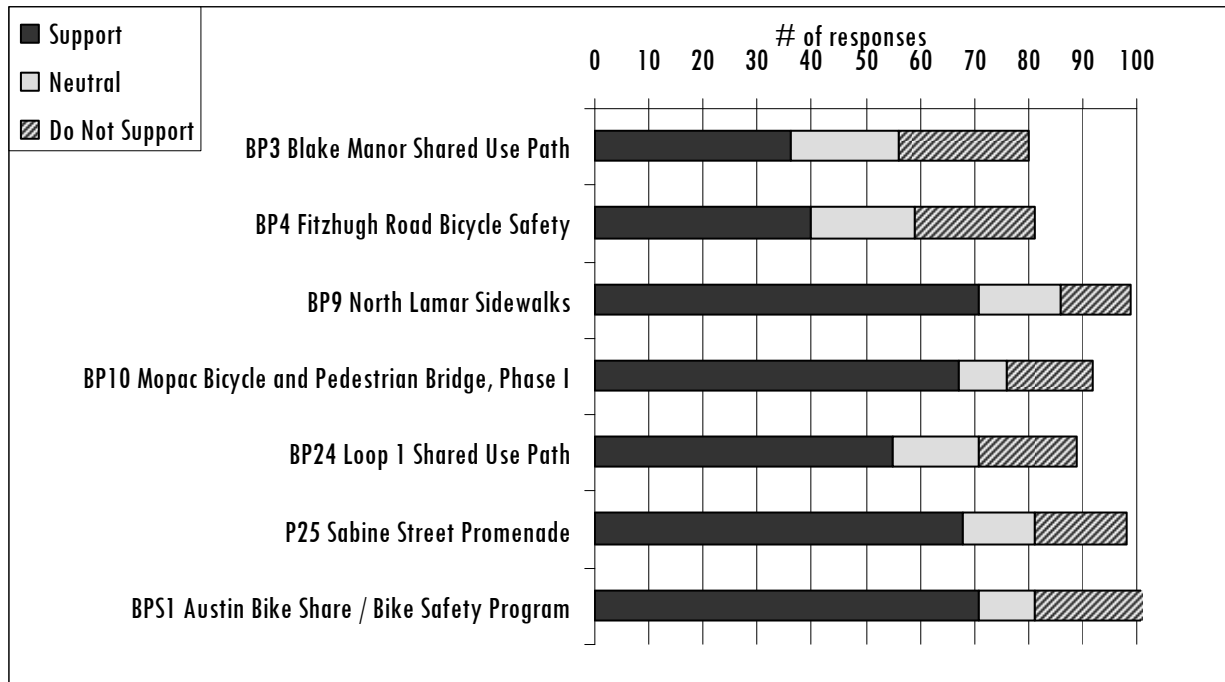
until ridership improves.

only support this if it does not require funding from toll roads. I'd rather have no toll roads and no tracks.

don't waste anymore money on MetroRail

Red Line is a horrible waste of money. Focus on the city's urban rail plan instead.

Bicycle and Pedestrian Projects



Open-ended comments:

[via letter]

I am writing on behalf of myself and Austinites with disabilities living in the community along North Lamar Boulevard from Hwy 183 to Parmer Lane, I would like to express my ardent support for the planned improvements along North Lamar Boulevard. This is a project that will reinforce the CAMPO Board of Director's ongoing commitment to disability rights and compliance with the American's with Disabilities Act (ADA).

ADA compliant sidewalks on North Lamar Boulevard will allow people with disabilities to travel safely along North Lamar. Inaccessible sidewalks force pedestrians with and without disabilities into oncoming traffic. North Lamar is one of the most dangerous areas to have to be forced into traffic according to the City of Austin's sidewalk master plan. Sidewalk construction in this area will save lives. As well as, improve access to the affordable housing, grocery stores, parks, and transit stops along this corridor. This will improve the quality of life for all pedestrians throughout the Austin area.

Sidewalks and curb cuts allow members disability community to move without difficulty from the bus to the sidewalk but also will create a reliable path to locations that are necessary of everyday use. I would like to encourage the CAMPO Board of Directors to continue to seek opportunities that continue to move the City of Austin towards full compliance with the ADA and improve the connectivity of sidewalk network throughout Austin.

Sincerely,

Jennifer McPhail

Bond Oversight Committee Member

As a resident of Sabine on Fifth Condominiums, I and my fellow neighbors fell the Sabine Street Promenade will greatly enhance the area, commensurate with the development that will inevitably occur subsequent to the completion of the Wall Street Tunnel Projects. "Promenade" implies removal of auto traffic on Sabine - I'm glad to learn that is not that case.

We need to defer spending in this area until road critical infrastructure that reduces congestion is completed and better public transportation is in place with the implementation of Cellular Mass Transit (see comment above)

BPS1 Austin Bike Share / Bike Safety Program: This is very important for creating a first/last mile solution for public mass transit. It will also be a great way to introduce bicycling again to many people

who do not have the opportunity to ride a bike otherwise.

[via email]]'m offering this email in support of the TxDot project application for shared use bike lanes on north Mo-pac and near US 183. The CAMPO project ID is BP-24. This new bicycle/pedestrian infrastructure is critical to establishing connectivity in the North Austin area. Currently there is NO feasible way to get around the US 183 barrier at Mo-Pac and likewise it is extremely difficult to travel into the Gateway development from points north of Braker Lane. These projects would vastly improve safety and quality of life for thousand of Austinites who are presently trapped in the NW corridor and completely dependent on their cars to navigate the daunting mix of high-speed highways that make up this end of town. Kudos to TxDot for recommending this project. Please reward them with the highest possible rating in your screening of transportation infrastructure projects.

Sidewalks on North Lamar are critically needed.

Railroads and highways in north Austin are huge barriers to bicycle transportation to other parts of the city. These projects would have a huge positive impact.

I support pedestrian and bike routes that help reduce traffic congestion by improving connectivity and safety for pedestrian and bikers alike.

This is a wonderful project! It will greatly enhance connectivity in NW Austin. Please support it. Also, all bike-ped projects are sorely need vis-a-vis highway development projects. thanks!

It's dangerous without sidewalks.

Too costly to build safe bike lanes everywhere. Pick a few and make cyclists use those. Buses don't go everywhere, bikes don't need to either.

This survey is flawed in that it will not accept some support checkmarks.

Bike Ped projects give maximum bang for the buck!

I commute from 51st to downtown (I do not own a car). Austin needs b-cycle. I am from san antonio and love the system they have at the pearl brewery. WE NEED THIS :)

These bike and pedestrian projects are intregal to maintaining current residents/businesses while enabling denser future development. they should be prioritized above roads.

BP10 goes well with P130 and should be viewed as one project. I think both Barton View and Lost Creek neighborhoods as well as Sunset Valley residents would use this route to bike to Zilker park, which is not too far away, but involves creek crossing or Lamar traffic. This would be a highly valuable bike path.

This is a great thing for downtown Austin

With the Waller Creek Tunnel underway, all the property along the proposed promenade will be removed from the flood plane, as I understand it, making development along the creek highly likely, increasing tax rolls for the City. A promenade, that is, a throughfaire promoting pedestrian and bicycle traffic will enhance the neighborhood and promote patronage of storefronts and restaurants likely to be developed along Waller Creek after the tunnel is complete. Furthermore, I am a resident/owner of a condo unit at Sabine on Fifth, and like the idea of the pedestrian and bicycle amenity in the area, as it is my neighborhood where I live. One concern that I have is what if any auto access for loading and unloading would remain for residents of the Sabine on Fifth. The front door to our building is on Sabine, allowing drop off and 15 min customer parking at the front door via a circle drive. How would the promenade affect auto access on a limited basis to the front door of our building? there is no other access for move-in/move out of occupants, deliveries, maintenance contractors, trash pickup, etc. How does the plan accommodate these needs for our building?

The Sabine Street Promenade project would be a huge asset to the City promoting more environmentally friendly means of mobility, more refined levels of human interaction and a greater level of sophistication to the area (Sixth Street is outdated, loud and dirty - the historic buildings should be treated with more respect).

Improving Bicycle and pedestrian access is extremely important Downtown. Fully support improvements for a more balanced intermodel transportation system.

when cyclists follow the rules of the road, then I will respect them and support their projects

Yes, Yes, Yes to bicycle infrastructure improvement projects!

I strongly support all phases of the Mopac Bicycle and Pedestrian bridge project. Without this connectivity, SW Austin will remain isolated from the rest of Austin. This is the last part of Austin that continues to lack connectivity to central Austin and this project should get the highest priority.

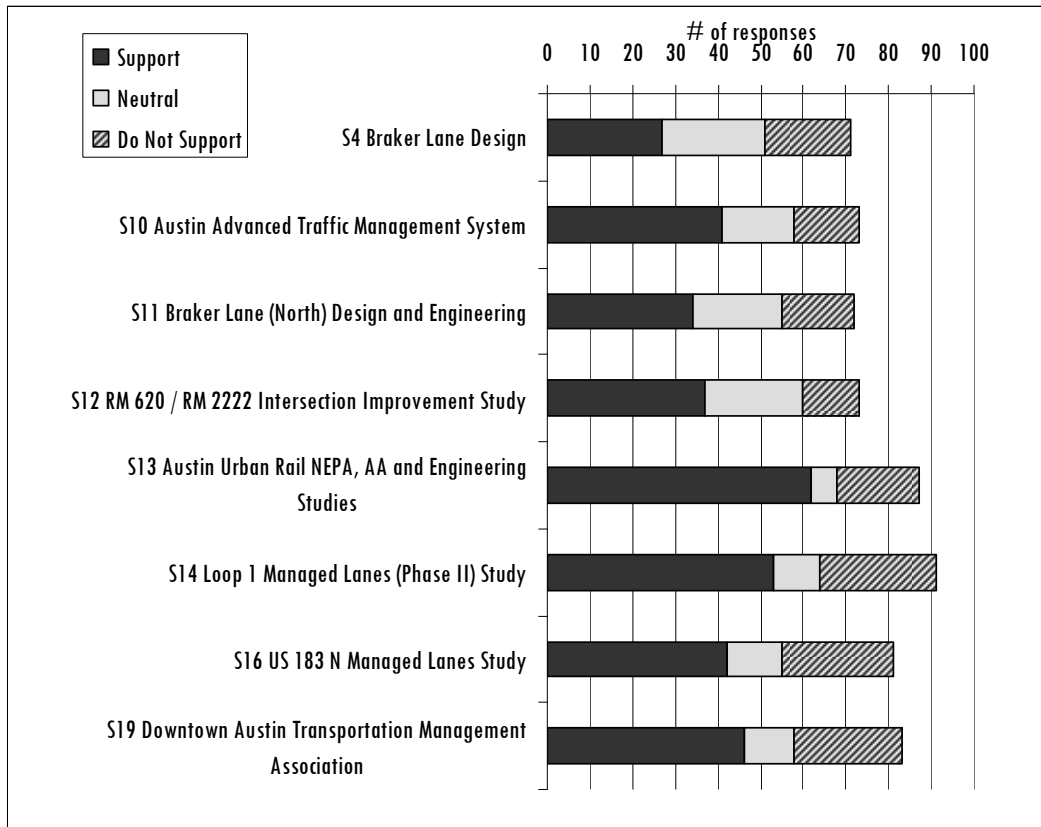
B24 description and picture seem to conflict. What is this project?

We need a bike route over the greenbelt. Right now it's only possible to quickly cross the greenbelt by biking onto mopac and then taking the first exit.

We need more bicycle facilities and less road improvements directed toward cars, in my opinion.

Prohibit bicycle's from all these roads
 Shared use paths are awful.

Programs & Studies (includes all modes)



Open-ended comments:

[via public hearing]

The Downtown TMA is one of the most cost effective ways to impact regional congestion, according to a study by the Texas Transportation Institute - Jan 2009. Also a word of support for Capital Metro bus replacement.

These projects are way too costly. Shave the \$ cost. Spend the \$ NOW on restriping lanes on 183 and MoPac to increase by 1 lane each way (the pavement is there!)

You can spend some of the program and study \$ on educating all the politicians and bureaucrats on Cellular Mass Transit www.CMT4Austin.org and devising a plan to implement it in phases within then 1-5 years

I am writing to express my support for the City of Austin's STP MM proposals for projects. These include the following list, three of which I have underlined to express my personal "favorites":

- Advanced Traffic Management, Dynamic Message Signs and Traffic Management Center
- Bike Share – Bike Safety Program
- Braker Lane Improvements
- Mopac Bicycle Bridge at Barton Creek
- North Lamar Sidewalks
- Parmer Lane/Dessau Road Intersection Improvements
- RM 620 / RM 2222 Intersection Improvements
- South Congress Avenue Improvements

- Sabine Street Reconstruction from 3rd to 7th Streets
- Urban Rail NEPA, AA and Engineering Studies

I have been an Austin resident since 1981, and since then the populations of the City and local area have more than doubled. This is such an attractive place to live that we will very likely continue to see growth for many years to come, leading to needs for more investments in transportation improvements. I have also seen in the past few years increased diversity in means of travel. Central Texans are more likely to walk longer distances or to use bikes, motorized wheel chairs, segways, motorized bikes, golf carts, and smart cars for travel now than in the past. We have recently added commuter rail to this mix. I strongly believe that we need to sustain and expand opportunities for walking and rolling to adapt to these changes and to promote increased use of human power and less polluting forms of motorized travel.

In serving on the City of Austin Planning Commission and the Austin Bond Oversight Committee for many years, I have heard from dozens of citizen groups and countless individuals who are very interested in seeing more sidewalks and bike facilities in their areas, so I believe my opinions are widespread.

I fully realize the challenges we face in terms of public financing. However, to address population growth, travel needs, pollution control, and sustainability objectives, I believe we must make smart investments in transportation infrastructure, and the City of Austin proposes such in their list of projects. Thank you all for your service, and keep up the good work.

please be consistent with principle of "Complete Streets" by including bicycle and pedestrian facilities as appropriate

Has anyone considered a study on the safety and design of 7th street from Congress to IH35?

Pedestrians are constantly getting hit by cars. As cars approach IH35, they speed up tremendously and the area is full of pedestrians on narrow sidewalks.

No tolls, no managed lanes on existing roadways.

We need to highly rank multi-modal transportation alternatives and support. Let's begin to be progressive - we cannot build enough roads, we have to begin to build a true transit system, not a one-tier system to support our region. I live in Bastrop County and completely support alternatives.

This survey is flawed: will not mark support for some transit projects.

S14 is a good project with clear benefits which should be paid for by the CTRMA directly. We were told that the Mobility Authority would be able to fund projects like this from the surplus of funds they collected from their toll revenues, (that the up side was they were self sustaining); they should show that benefit now by funding this project from the revenues they have collected. Ditto for S16. If they can't add value to TxDOT's planning process, they should leave the work to be performed by TxDOT and not create another tier of government which duplicates the efforts of others.

We need more rail mass transit solutions in Austin.

Program and Study funds should be focused on major roadways and downtown.

Any new lanes on MoPac and US 183 should be HOV lanes not managed toll lanes. Encourage carpooling!

I would only ask that bicycle and pedestrian accommodations be a large part of any of these studies.

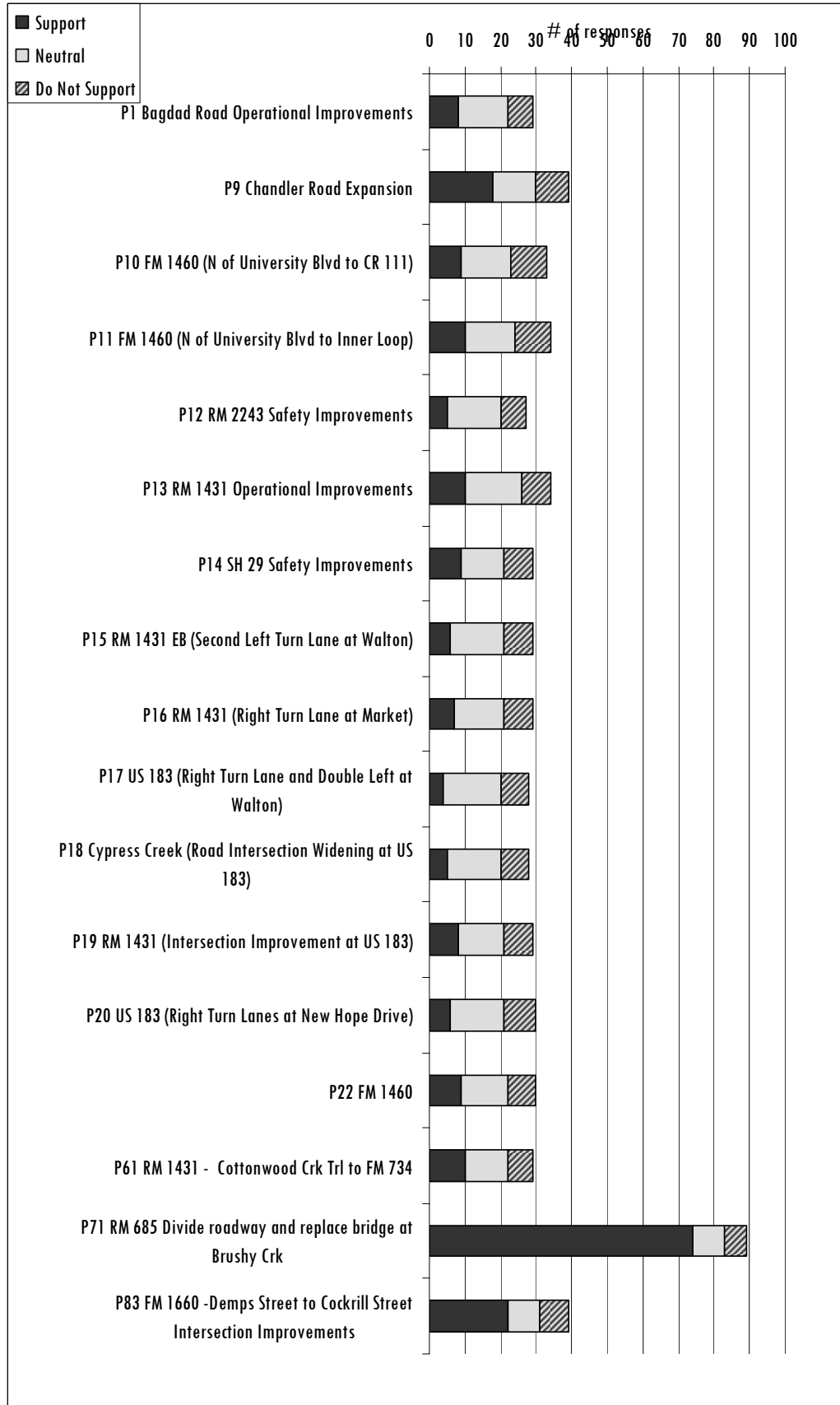
Synchronizing lights to improve throughput on existing roads is a must! No money for Toll roads! No red light or speed cameras! No support of toll roads! We need rail to the airport. Yes, please. That would reduce automobile traffic, guarantee on-time arrival to the terminal, and alleviate the need for renting a car- all bonuses for businesspeople and for the economy.

Austin does not use the existing dynamic signs in real time so dont waste any more money on those.

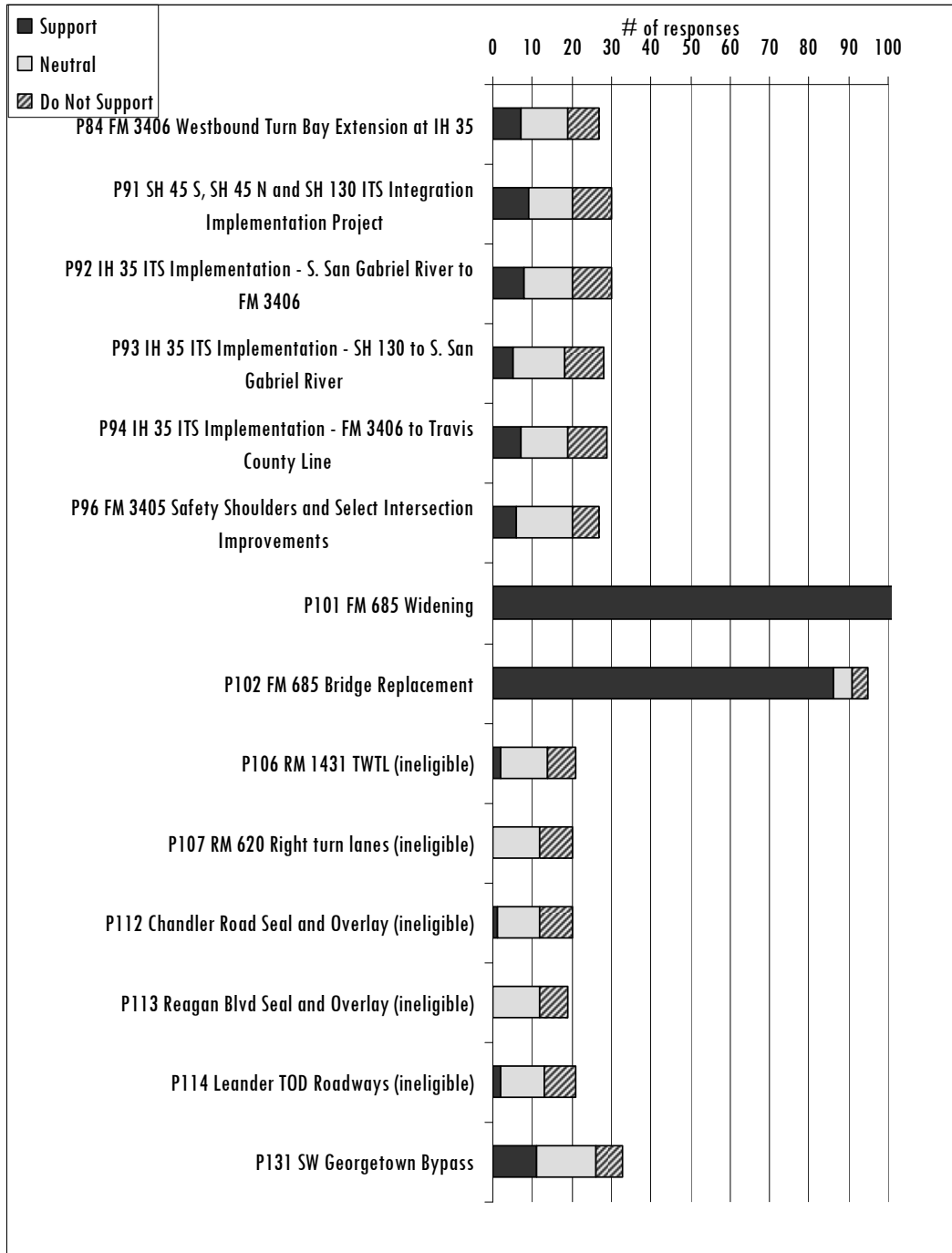
Dont spend money on Urban Rail

ONLY support managed lanes if ALL entrances/exits are dedicated. Otherwise they are incredibly stupid exercises in easily predictable failure.

Applications for projects in Williamson County:
Roadway Projects



Roadway Projects (Williamson County, continued)



Open-ended comments:

- [via public hearing]
- Hutto Project Support
- [via public hearing]
- Support item 3, Hutto, TX
- [via public hearing]
- supporting Item 3, Hutto, TX
- [via public hearing]
- support Hutto projects
- [via public hearing]

support FM 685 projects

[via public hearing]

in favor of Round Rock transportation projects

[via public hearing]

In favor of Hutto Project, specifically FM 685.

1. Chandler Road Expansion – ID # P9

- This portion of University Boulevard (Chandler Road) will be the major east/west arterial in the future growth area of Round Rock. This roadway will continue to provide direct access to SH 130 to the east and IH 35 to the west, and it will support the further growth of the Round Rock Higher Education Center, as well as Avery Center.

2. FM 1460 (N of University Blvd to Inner Loop) – ID# P11 and FM 1460 (N of University Blvd to CR 111) – ID# P10

- These improvements will eliminate the final rural section of FM 1460, thus completing it as an alternative north/south arterial which parallels IH 35.

- Improvements to this section will also support the continued growth of northeast Round, which includes the Round Rock Higher Education Center, Avery Center, and the medical corridor.

3. RM 1431 Operational Improvements – ID# P13

- Improvements to this section of RM 1431 will improve the efficiency and safety of this busy road, which serves as a major conduit between Cedar Park and Round Rock, and provides direct access to IH 35.

- These operational improvements will delay wide scale widening of RM 1431.

4. • IH 35 ITS Implementation – S. San Gabriel River to FM 3406

- Implementation of both of these ITS programs will aid in the operation of IH 35, particularly during unusual or emergency events. For example, this system can direct motorists to a different route should IH 35 be closed ahead. This will allow for better incident management and the most efficient operation of the IH 35 facility.

P71 and P101 address deficiencies in the most heavily traveled roads in the Hutto area. These remediations are of the highest priority.

I live in the Riverwalk Community. The only way in/out is through FM685. I cannot tell you how many times I have almost been hit from behind just trying to turn into my neighborhood. My children are also involved in after school activities at the high school so walk home afterwards. There is no safe way to get home!

The Hutto area projects will address huge community master planning needs and improve the safety for drivers and pedestrians that utilize those roads.

also need to change speed to 35 - 45, too many accidents do to speed. sidewalks and bike path would also be great along this road.

FM 685 is a major throughfare into the city of Hutto and addressing the issues in P48 and P101 will allow for greater mobility, safety and ease of traffic flow.

My neighbor passed away trying to turn left onto 685. I truly believe that road needs major

improvements! We need more lanes and traffic lights coming out of the major neighborhoods!!

I live off of 685 and Great Western, and approximately 1 month ago was hit while waiting to turn. I had my two young boys with me, who are 3 and 1 years old. We were hit by someone going 60 mph who did not even attempt to stop. I am still suffering back and neck pain everyday from the accident, however I consider it a blessing that my boys are ok. There have been multiple wrecks along 685 in the 4 years we have lived here, and I often wonder how many more people have to die or be seriously injured before this roadway will be expanded. PLEASE do not delay the expansion project any longer. FM685 is dangerous in its current condition. I have seen many close calls and driven passed a few accidents. I am suprised no one has been killed yet. There needs to be a traffic light at each sub division entrance!!!

FM 685 is an important corridor in Hutto since it is utilized both by commuters from North of Brushy Creek to Austin Area and from the housing and apartments located south of Brushy Creek for schools and other local businesses. To lose this creates a significant detour as SH-130 does not have an access road that runs parallel to 685. It also fits into future growth opportunities as the area between SH-130, US-79, and FM 685 projects to be built out in the future. The traffic and criticality of this corridor will only increase with time.

FM 685 has become a dangerous and deadly road in our community of Hutto. Two subdivisions are accessed via this highway, and it is often a stressful situation to turn into (and often out of) these

subdivisions from/to FM 685. Accidents occur regularly, including rear end collisions. There have been fatalities and injuries, not to mention too many "near misses" to count. I would consider this project to be a desperate need!

P101 is a vital project that could not only help transform Hutto but also address a serious danger issue that Hutto faces. It is currently 1 of 2 main entries into Hutto. This would have an enormous impact for the residents of Hutto and the incoming and outgoing flow of traffic.

Widening is necessary to prevent more traffic fatalities and danger caused by flood events.

FM 685 in Hutto has a great deal of traffic that is moving very fast. It can be difficult and or dangerous to enter or leave the subdivisions near Brushy Creek at peak hours.

Hwy 685 is a VERY dangerous road and needs to be widened. There are far to many deaths and accidents, due to the width of the road and the fact that there are not turning lanes.

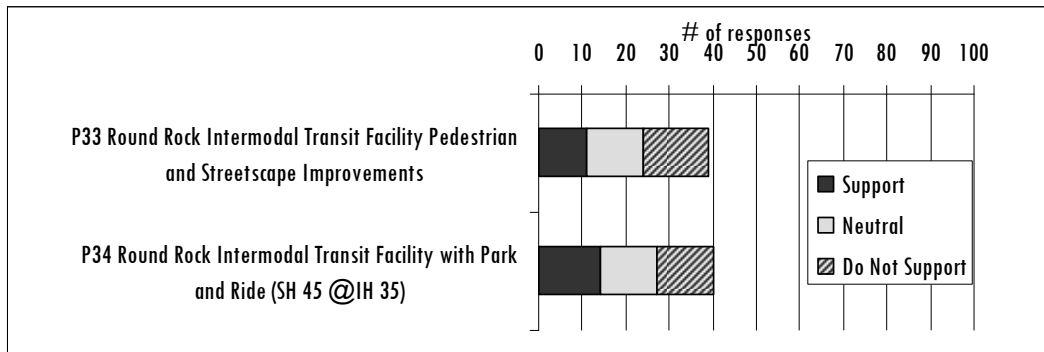
major transportation artery in Williamson County

The proposed expansion/safety development of FM 685 is crucial to the future of not only Hutto, but Pflugerville as well. As the western boundaries of Hutto continue to grow and expand, the already heavily traveled FM685 will become even more well traveled, and without the addition of integral safety precautions and growth mechanisms, access to not only subdivisions, Hutto commercial areas, and Hutto HS will be inhibited, access to a vital section of Pflugerville's commercial district will be bogged down and put at-risk. These projects will expand transportation between the two communities and allow for ease of access and better safety for commuters.

FM 685 needs major improvements due to the growth of Hutto - second fastest in terms of growth in the State of Texas over the last 10 years. The dangers in this roadway exist in terms of roadway condition and the bridge which remains in the flood zone.

Wide outside lanes are not bicycle accomodations. Please stop this foolishness.

Transit Projects



Open-ended comments:

[Public Hearing] Support Round Rock Projects

Round Rock Intermodal Transit Facility Pedestrian and Streetscape Improvements – ID# P33

- These improvements enhance and support the transit facility by implementing pedestrian improvements which improve access and safety for pedestrians and bicyclists.

- The improvements enhance the area around the transit center, complementing the transit center in both appearance and functionality.

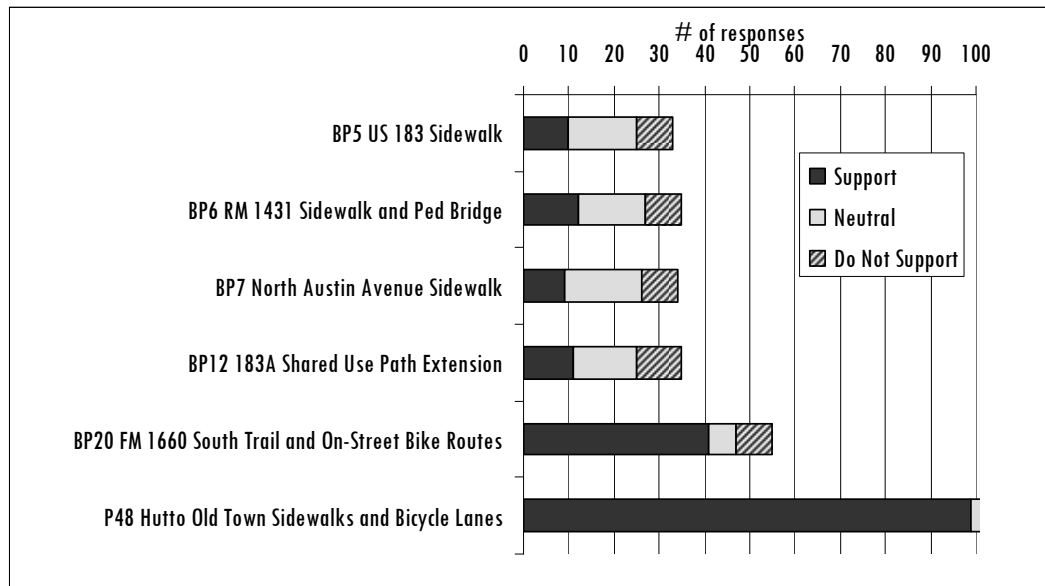
- The improvements support increased economic growth and density around the transit center by promoting more urban types of development which are heavily dependent upon pedestrian traffic.

Safety is my first concern.

Please support fm 685 project first.

RR Intermodal facility is a waste of money. If they want transit, they should join Capital Metro.

Bicycle and Pedestrian Projects



Open-ended comments:

[via public hearing]

Hutto road and trail improvements, Hutto Projects and especially Fm 685.

P48 is a linchpin for the revitalization of downtown Hutto.

BP20 and P48 projects - These particular roads are heavily traveled by school aged pedestrians. With the current posted speeds and heavy foot traffic among the neighborhoods and local grocery store it is vital for the safety and preservation of the community

Hutto is growing quickly and we need these sidewalks and bicycle lanes so it will be safe for the children and adults in the community to travel safely. I don't know if this is in the plan but there needs to be a sidewalk along 1660 as well. I see several students walking to school on this road. There is no shoulder and the speed limit is 60

P48- I agree to the sidewalks but not the bicycle lanes.

Hutto ranks a score of 8 out of 100 on walkscore.com, sidewalks and bike route are needed especially for Hutto as it continues to be a bedroom community but is focusing on downtown/oldtown renovations to create a core area of the town of Hutto. The addition of a college will also create opportunities for additional foot traffic and bicycle traffic in the area creating safety concerns.

Hutto is currently striving to become a pedestrian and biking friendly community. This project would enhance Hutto's aesthetics as well as its goal in converting the downtown area to a more pedestrian friendly and community involved area.

1660 south needed sidewalks for a few years now, the kids are just getting older and older and if we wait much longer they will all be in college, for years I have watched kids walk this road going to friends houses, playgrounds, etc and it is a dangerous road with no sidewalks and ditches, the city knew they were approving all those houses and did nothing to plan for children to be out on such a busy road.

Pedestrian and Bicycle considerations are essential with the opening of Temple College in the near future. Many students also walk and bike from neighborhoods to nearby public schools

This would be great! Me and my family routinely ride our bikes, or walk to Fritz park from our neighborhood (Hutto Town Square). Having sidewalks or bicycle lanes would greatly benefit us, plus beautify the Old Town area.

Safety is my first concern.

Please support fm 685 project first.

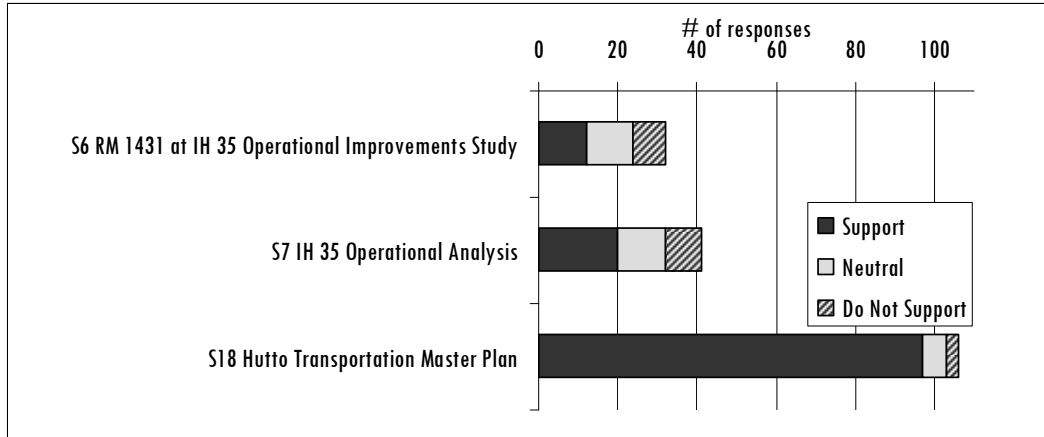
Additional sidewalks will allow the school district the ability to reduce bus routes thus saving transportation costs that can be funneled back into the classroom

Even with limited access, Hutto residents currently use bicycles as a common means of local travel. If the streets of Hutto were to become more pedestrian/bike friendly, this could improve not only the quality of air in Williamson County, but it will also improve the overall quality of life for local residents. This will

help allow for increased access to local businesses in the downtown district.

Both of these projects BP20 and P48 are about pedestrian safety. The fast growth of Hutto, and it being a bedroom community means a lot of vehicular traffic which results in very poor conditions for pedestrians. These projects would help pedestrians navigate areas of the City more safely.

Programs & Studies (includes all modes)



Open-ended comments:

[via public hearing]

I support the Hutto requests!

Your consideration is greatly APPRECIATED!

Thank you.

[via public hearing]

In favor of noted projects on list.

[not specified]

[Public Hearing] Support Item #3 Hutto TX.

[Public Hearing] Support Item #3 Hutto TX.

[Public Hearing] Support Item #3 Hutto TX.

[Public Hearing] Support Item #3 Hutto TX.

[Public Hearing] Support Item #3 Hutto TX.

[Public Hearing] Support Hutto

[Public Hearing] support Hutto Projects

Supporting Hutto and Dripping Springs

Supporting Hutto programs

Supporting Hutto programs

[Public Hearing] In support of City of Hutto projects

1. RM 1431 @ IH 35 Operational Improvements Study – ID# S6

- This intersection services the Round Rock Premium Outlets as well as Ikea, which are huge economic generators for the area.

- Studying this intersection to increase efficiency will enhance access to these areas, as well as the education and medical corridors to the east and Cedar Park to the west.

2. IH 35 Operational Analysis – ID# S7

- This stretch of IH 35 is the most heavily developed portion in Williamson County, and it suffers from extensive congestion and operational inefficiencies.

- Bottlenecks on this portion of IH 35 affect both northbound and southbound traffic, which cascades quickly into neighboring Austin and Georgetown.

- Improvements along this stretch of IH 35 will have the added benefit of increasing economic development potential by improving access to the frontage roads, where much of our economic base is located.

[Public Hearing] Support of Hutto Projects

[Public Hearing] Support Hutto's projects

[Public Hearing] In support of Hutto's projects

[Public Hearing] supporting Hutto projects

[Public Hearing] Supporting Hutto projects

[Public Hearing] In support of Hutto (Hutto Chamber of Commerce)

[Public Hearing] Fully support all of Hutto's Request

Fully support all of Hutto's Request

[Public Hearing] In Favor of all Hutto projects!

[Public Hearing] Fully support all of Hutto's request

Fully support all of Hutto's request.

Hutto has long needed such a plan and we enthusiastically support it.

Having a transportation Master Plan is vital for mapping out our ETJ, helpful for the EDC working on recruiting business, and helping us identify key routes for traffic and developers

Money spent on a Hutto Transportation Master Plan should pay back in efficiencies and safety improvements over the next few years. With such a high growth area, college moving in, possible future construction along the SH-130 corridor, a rather strong economy in Austin, transportation needs are important to ensure local and travel through commuters are able to get through Hutto and the citizens of Hutto can effectively utilize existing and future transportation means through a coordinated plan.

i think Hutto is 5 years behind in a master plan, they needed to have one in place before land was sold to the builders to develop, we already have homes that are land locked and only have one way in and out or you have 6 subdivision onto on hwy heading out, and i dont see any way to fix it with the growth that has happen. The city should have planned to have more cross strees in plan before now, Hutto is only a few miles wide so it didnt leave a lot of room to have major roads, i think south hutto is built up you cant fit much at this point.

Hutto has a lack of connectivity and traffic is far too backed up in the peak hours.

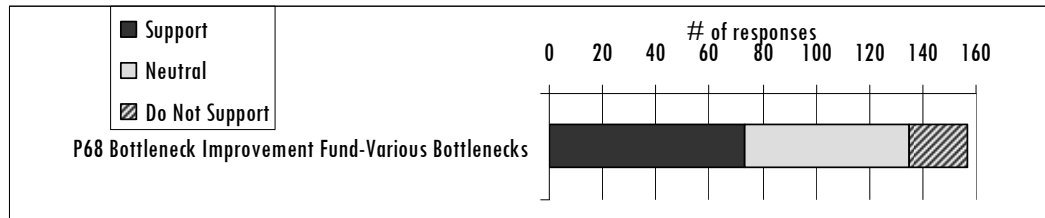
due to growth of Hutto, transportation plan is needed.

Having experienced the exponential growth that Hutto has over the past ten years, the transportation system of the community does not reflect the population centers nor does it allow for future commercial growth. A Transportation Master Plan will be vital to navigating the future growth of Hutto in a positive manner that will guide growth for generations to come.

Hutto being a growing City, with limited planning during its early years of growth, is in need of better transportation planning. This master plan will help the City reserve the needed rights-of-way to ensure proper mobility within the City and connectivity with surrounding communities.

Applications for Regional Projects:

Roadway Projects



Open-ended comments:

For goodness sake, no \$ need to be spent on studying and talking about bottlenecks. Take these \$ and put them on a specific critical bottleneck solution. Build a 360 overpass at Spicewood Springs Road.

Bottlenecks are a sign of much needed mass transit.

Waste of money. Spend even more money to study how to spend more. Seriously, this is a waste!

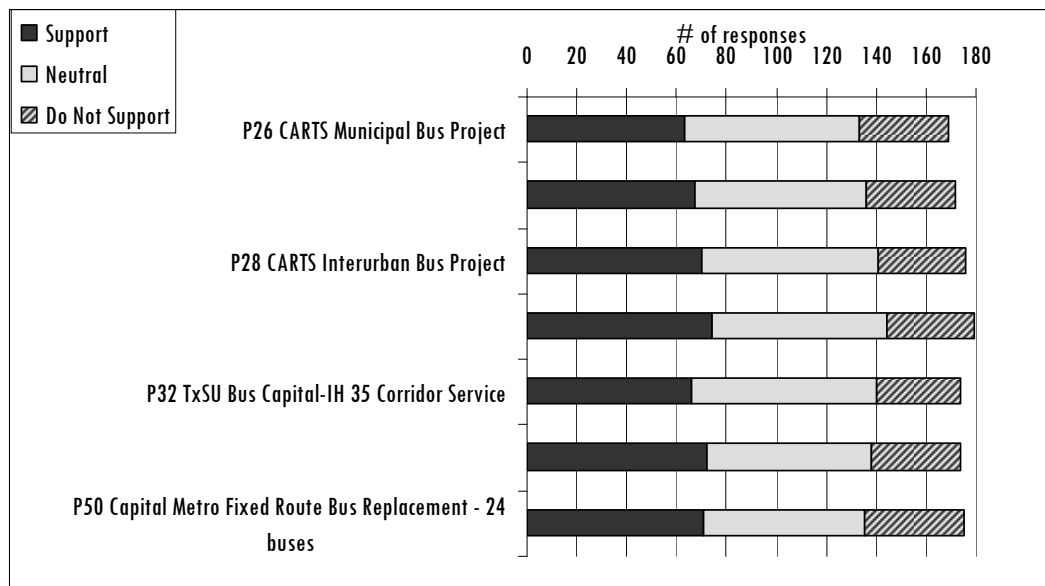
So long as managed lanes is NOT part of the proposed solutions

The Y in Oak Hill is the biggest bottleneck!

no toll roads! No bottlenecks near toll roads to artificially drive toll revenue!

no blank checks

Transit Projects



Open-ended comments:

[Community Meeting]

P28. This will help build Elgin transit infrastructure.

P29. Increase bus service is needed to build Elgin infrastructure.

[Community Meeting]

P28. Needed to serve aging population.

P29. Great opportunity to serve a very underserved group of people wanting to travel throughout Texas.

[Community Meeting]

P28&29. CARTS provides amazing services. Please help them reduce congestion in the metro area!

These \$ only rearrange the deck chairs on the Titanic of public transportation in this region. We need an out of the box solution that will greatly improve service, cost, mobility for everyone. Cellular Mass Transit does that.

www.CMT4Austin.org

Invented locally and free (no expensive consultants or contractors required).

It will bring service the entire community with < 10 minute wait times and at least 2x faster trip time, improve cost effectiveness, reduce taxpayer subsidy, reduce air pollution, improve traffic flow, and give a real economic leg up to those who cannot afford automobiles, using the existing CapMetro infrastructure and funded with 3 years of its normal capital budget. PLEASE focus \$ and resources on breakthrough mobility improvement using CMT.

I support mass transit, more bikeways over expanding roads.

Strongly support moving towards intercity rail.

CARTS is a good idea.

Transit rocks!

Capital Metro is a waste of time and money. It is not relevant to Hutto due to the inconvenience, cost time it would take to use it.

We need more mass transit in Central Texas.

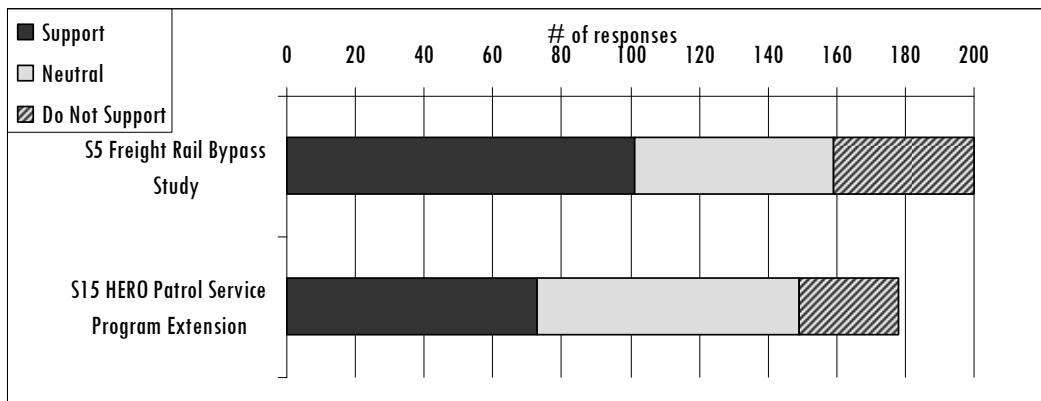
no busses if they require increases in tolls or toll roads.

Cap Metro should get its own money. They wasted money on MetroRail so now they have to deal with their debt.

CARTS is not useful

CARTS is an awful program. Focus on Cap Metro. People with transit needs should not assume they will be supported even if they decide to live in the middle of nowhere - the area cannot afford it.

Programs & Studies (includes all modes)



Open-ended comments:

[via public hearing]

HERO support

Money can be better spent on critical congestion reduction projects.

[Public Hearing] Support of Hero Program

[Public Hearing] Support of Hero program

[Public Hearing] Support of Hero project

Use existing rail lines - no more rights of way in eastern Travis Co. We don't need HERO - let people use their cell phones to call for help and pay for it themselves.

HERO was my angel after my accident on I-35 in Round Rock. Very courteous responder made sure all involved were safe, had those who could move do so to allow some traffic to keep moving, yelled at reckless divers to slow down as they passed the accident. HERO responder was compassionate and caring at a very traumatic time in my life. (While RR police were rude and made me feel like I was an idiot for having an accident and tying up traffic.) Every day on my commute to and from Austin I offer a prayer for them and thank God they are there.

As an Austin Police Sgt who works IH35 and Loop 1 in Austin as my primary jurisdiction, I can not express adequately the importance of the HERO service in Austin. Access to fuel and tire changing help have been an invaluable asset to us in trying to clear stalls from the roadway, and the arrow boards on the trucks have been a God-send as well.

I support S5 Freight Rail Bypass Study but the survey will not accept my checkmark.

The HERO program has proven to reduce congestion, quickly assist motorists in need of help, and has shown to be a national model to have non law enforcement people assisting in a very meaningful way.

This program is a valuable program that is a big help to citizens along with law enforcement.

Freight bypass is important. \$12 million sounds ridiculous.

Strongly support the HERO Patrol Service Program Extension. It serves several purposes - getting broken down vehicles off the roadway and protecting the driving public from collisions. There are far more mechanical breakdowns than there are collisions, but one can lead to the other, more serious event.

The HERO program is essential to the safety of the public as well as to the safety of the Public Safety First Responders in the Austin Metro area. The HERO program provides an invaluable service in promoting highway safety by assisting in removal of vehicles from the roadway that might otherwise become part of a more serious accident.

Project S5 appears to show LSTAR has become better at creating jobs for planners and engineers, (not those which operate trains), than launching a passenger rail service. They have continually come to TxDOT, MPOs in central Texas and the Federal government to acquire tens of millions of dollars and are no where closer to beginning service which has been talked about since the late 1990s.

Freight rail yard construction at the north and south end of the proposed passenger rail corridor along with improved dispatch of freight through the existing corridor would allow freight and passenger service to coexist for years to come, (and begin passenger service sooner than a multi-billion dollar pipe dream of rebuilding a new freight rail corridor that our economy cannot support).

It seems more advantageous to double-track the UP line than try to relocate. They carry stone from quarries that are along the existing track.

S5- Lets be serious. Lets spend money to study environmental of what a freight rail could do/could have an impact on!? Its not like trains are brand new. Trains have been on rails for decades and possibly century. Environmental studies have already been done. This is someone trying to pad the pockets of someone or some company they know!

S5: only if the existing and any proposed lanes of Mopac are not incorporated into a managed traffic program. Sound wall in all areas where residences are within 100 feet in any direction of the roadway, connector, or service/frontage road.

Dear Members of the Capital Area Metropolitan Planning Organization Policy Board:

I enjoyed visiting with you at your April Policy Board Meeting and sharing Envision Central Texas' work as a guide to ensuring that all areas of the diverse Central Texas Region act in their own ways to ensure and strengthen our economic vitality and overall quality of living. That Vision, which will be enacted in different ways in different areas of the region, was derived from the input of thousands of Central Texas citizens. It continues to be refined as we face the challenge of improving the cost efficiency of our public and private investments that would create multiple choices of transportation and housing, some compact walkable communities in key nodes, abundant open spaces and recreation opportunities and a strong emphasis on social equity and preservation of our region's unique character and history.

As you soon begin the difficult task of allocating our region's scarce discretionary funds among the many applicants, we at ECT encourage you to use the Vision's principles (see attached) in order to maximize your investments. ECT believes that new growth and development decisions should be closely coordinated with transportation and other infrastructure investments to make the most cost-effective use of dollars spent on these investments.

We applaud the development of the CAMPO 2035 Plan and are excited about its implementation and the opportunity to expand our much needed infrastructure in an efficient way.

Sincerely,

Travis Froehlich

Chairman

i would like to see rails with trails implemented between 183 and kramer metrorail stop.

This is an important step in getting central TX regional rail. Plus Freight line can carry dangerous chemicals and materials through a heavily populated area which is a risk to our communittee.

the public can not buy out the existing Rail at half a trillion dollars. Make it so the rail company feels it has to move.

**CAMPO Call For Projects
Corrections to Project Descriptions and Fact Sheets**

Project 98, FM 973 Manor Bypass

CAMPO staff erroneously mapped this project along the existing alignment of 973 when the project should have been shown along a new bypass alignment. The text information and project description presented in the fact sheet for the project were correct. TxDOT staff brought this error to CAMPO staff attention after the opening of the public comment period, and the map was corrected in the materials that were presented at the community meetings, however the correction was not included in the map included in the on-line survey. As a result, several of the negative comments received from members of the public on the project may be based on an incorrect understanding of the project. The project was scored by CAMPO staff based on the correct alignment as submitted in the application. The project did not score very highly, only receiving 37 points, and therefore was not included in any of the funding scenarios considered.

Project 103, US 183 (Colorado Street)

CAMPO staff erroneously mapped this project to terminate at MLK Blvd, instead of terminating south of MLK Blvd as indicated in the application. City of Lockhart staff brought this error to CAMPO staff attention after the opening of the public comment period, and the map was corrected in the materials that were presented at the community meetings. This project is being recommended for funding with Proposition 12 funds, and the funding recommendation reflects the corrected limits of the project.



RESOLUTION

Acknowledging Transportation Policy Board Adoption of Projects to be Funded with FY 2011-2014 STP MM, Proposition 12, and Category 12 Projects

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Caldwell, Hays, Travis and Williamson Counties in Central Texas; and

WHEREAS, CAMPO published information about all projects submitted for consideration and supporting information in report labeled as "Attachment A"; and

WHEREAS, CAMPO has an adopted Public Participation Program that sets forth public involvement requirements for plan adoption or amendments including a minimum 28-day comment period and, in an effort to seek public input on the requested amendments, CAMPO conducted community meetings in the county seats of the five counties in the CAMPO region; and

WHEREAS, the CAMPO Transportation Policy Board conducted a Public Hearing on the requests for project funding on September 26, 2011.

NOW, THEREFORE BE IT RESOLVED that the Transportation Policy Board of the Capital Area Metropolitan Planning Organization approves FY 2011 -2014 STP MM funding as indicated on the accompanying list of projects;

BE IT FURTHER RESOLVED that the Board recommends projects to the Texas Transportation Commission for funding with Proposition 12 and Category 12 funding as indicated on the accompanying list of projects;

BE IT FURTHER RESOLVED that the Board directs CAMPO staff to work with applicants and the Texas Department of Transportation to program approved projects for funding in the most appropriate fiscal year;

BE IT FURTHER RESOLVED that the Board approves amendments to the *CAMPO 2035 Regional Transportation Plan* needed to support the projects indicated on the list;

BE IT FURTHER RESOLVED that the approves amendments to *the CAMPO FY 2011-2014 Transportation Improvement Program* needed to support the projects indicated on the list;

BE IT FURTHER RESOLVED that in the event that an area withdraws from the CAMPO planning area prior to execution of a funding agreement for an awarded project, the funds awarded to the project would be returned to CAMPO for redistribution;

BE IT FURTHER RESOLVED that as additional funding or under runs become available prior to the end of FY 2014, the Board authorizes the CAMPO Director to recommend funding for projects on the list in order by score;

BE IT FURTHER RESOLVED Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to approve the funding of projects and amendments to the CAMPO 2035 Regional Transportation Plan and FYs 2011-2014 Transportation Improvement Program was made on October 10, 2011 by _____ duly seconded by _____.

Those voting "AYE":

Those "Opposed": _____

Absent and Not Voting: _____

SIGNED this _____ day of October, 2011.

Chair, CAMPO Board

Attest:

Director

October 10, 2011

No background information with this agenda item.