

Dear SH 45 SW Committee Members:

In response to a request for information from Mr. Kallerman, a fellow committee member, attached are several files containing background information. The files attached are noted below along with a brief description of each.

- The original email from Mr. Kallerman showing the data he requested. Please note that the last two items (i.e., those pertaining to endangered species and alternative designs) are being addressed by TxDOT and will either be sent under separate cover or addressed at the Committee meeting.
- Planned and Programmed Projects. This file shows projects shown in our 2030 Plan and funded in the current Transportation Improvement Program.
- 2000 to 2007 Traffic Counts SH 45 Area. The number in red are the TxDOT AADT counts done on an annual basis for the years 2000 to 2007 (2008 will not be released until this October)
- Since not all of the counts requested were on the State System (white/orange network) we supplemented these counts with the TxDOT Saturation Counts done in 2002 and 2005 in order to include Brodie Lane and they are in purple and blue respectively. We did not have paper maps or digital files for some of the 2000/2001 counts so they are on the map as "0."
- 2015 Volumes SH 45 Area. These are the projected volumes that are an output of our modeling network given the information we have available about what the 2015 network will be. Note that SH 45 SW is only complete from Loop 1 to RM 1626; in the 2030 map this will be complete from Loop 1 to IH 35. Also note that on the highways there are separate volumes for each direction, on highways with frontage this is further broken down to show volumes on the frontage roads.
- 2030 Volumes SH 45 Area. Same as 2015 Volume map but uses 2030 network and modeling output.
- Population in 2017 and 2030. This map shows by TAZ (Traffic Analysis Zone, formerly known as TSZ) the population of each for the years 2017 and 2030 plus the difference between the two (all of them in this area increased). Also note that some of the TAZ boundaries follow the State System road examples of which are US 290, RM 1826, SH 45 (existing), RM 1626 and Loop 1.
- Employment in 2017 and 2030. Same as above but with employment projections for those same two years plus the difference (all of them in this area increased). Also note that some of the TAZ boundaries follow the State System road, examples of which are US 290, RM 1826, SH 45 (existing), RM 1626 and Loop 1.

As you review this information, please keep in mind that projected volumes, population and employment are just that are developed using a regional travel demand model and are based on what is known about conditions and system usage at the time they were made. As this or any project gets better defined and more assessments are made, we should expect to see these numbers change.

Thanks.

Joe

April 6, 2009

Kirk Watson, Texas Senator
& CAMPO Board Chair
Austin, Texas

Via fax and email

Dear Senator Watson:

Thank you for appointing me to the CAMPO SH 45SW Committee. I look forward to working with you and the committee members to find affordable, sustainable and aquifer-friendly transportation solutions for the southern Travis/northern Hays County area.

In preparing for an informed discussion on the proposed SH 45 SW project and potential options to the proposed project, I wanted to ask you and Mr. Daigh to provide to me and the other committee members some basic information as soon as possible so that the committee's work will be well-informed and productive. This information includes:

- Traffic counts and trends over the last 6 to 8 years for the major roadways in the area, including 1626 (both south of the Hays County line and northeast of the Manchaca intersection), Manchaca, Brodie, SH 45 SW between 1826 and Mopac, Mopac at La Crosse,
- CAMPO traffic predictions for these corridors, both with and without SH 45 South, for 2030 and 2035. (With any information on how and why these predictions may have changed over the last few years.)
- CAMPO planned upgrades to the above referenced roadways.
- Any land use and growth predictions/assumptions for the 1626 corridor (and how these have changed and may change further with purchase of aquifer protection lands).
- Existing, planned and potential alternative transportation efforts for residents living in northern Hays County and working in Austin.
- Current status, timing, and contents of all environmental and endangered species studies for the proposed project.
- Current proposed designs and any alternative designs considered (together with cost-estimated and identified access points as per the TxDOT/BSEACD Agreed Judgment).

I recognize that your office indicated that some of this information would be presented by TxDOT and/or CTRMA representatives at our initial meetings, but if the documents could be made available sooner for prior review it would be extremely helpful to everyone.

Thank you for your assistance in this matter. I look forward to working with you and the Committee members.

Sincerely,

Dick Kallerman

Cc: Judge Sam Biscoe, SH 45 SW Committee Chair
Bob Daigh, District Engineer, TxDOT
Karen Huber, County Commissioner

**SH 45 SW Committee
Response to Data Request from Mr. Kallerman**

1. 2030 Planned Improvements to Roadway in and around the SH 45 SW Corridor

Roadway	Segment	2005	2030	In TIP?
FM 1626 *	IH 35 (S) - Manchaca Rd.	MAU 2/MAD 4	MAD 4	N
	Manchaca Rd. - Travis County Line	MAU 2	MAD 4	Y*
	Travis County Line - FM 967	MAU 2	MAD 4	Y
	FM 967 - FM 2770	MAU 2	MAD 4	Y
	FM 2770 - IH 35	MAU 2	MAD 4	N
FM 2304/Manchaca Rd.	S. Lamar Blvd. - US 290 (W)	MAU 4	MAU 4	N
	US 290 (W) - Stassney Ln.	MAU 4	MAU 4	N
	William Cannon Dr. - Shiloh	MAD 4	MAD 6	N
	Shiloh - Slaughter Ln	MAD 4	MAD 6	N
	Slaughter Ln. - Slaughter Creek	MAD 4	MAD 4	N
	Slaughter Creek - FM 1626	MAU 2	MAD 4	N
Brodie Ln.	US 290 (W) - William Cannon Dr.	MAD 4	MAD 4	N
	William Cannon Dr. - Davis Ln.	MAD 4	MAD 4	N**
	Davis Ln. - Slaughter Ln.	MAD 4	MAD 4	N**
	Slaughter Ln. - Squirrel Hollow	MNR 2	MAU 2	N
	Squirrel Hollow - Frate Barker Rd.	MNR 2	MAU 2	N
	Frate Barker Rd. - FM 1626	MNR 2	MAU 2	N
	US 290 (W) - William Cannon Dr.	MAD 4	MAD 4	N
	William Cannon Dr. - Davis Ln.	MAD 4	MAD 4	N
SH 45 (S)	FM 1826 - Loop 1	MAD 4	MAD 4	N
Loop 1/MoPac	At La Crosse	MAD 4	PKWY 6	N

**** Design and Install 6' and 5' bike lanes (2009 project for YOE Cost of \$9,156)**

2. Existing, planned and potential alternative transportation efforts for residents living in northern Hays County and working in Austin.

Capital Area Rural Transportation System (CARTS)

CARTS provides community transportation services to the rural portions of this area. Rides are scheduled Monday – Friday from 8:00 a.m. to 4:00 p.m. Fares range from \$4:00 - \$6:00, depending on origination and destination. Services must be requested at least 24 hours ahead.

CARTS has no immediate plans to institute commuter services in northern Hays County connecting to central Austin.

Capital Metro

Currently Capital Metro operates 3 RideShare vanpools from Kyle and 2 from Dripping Springs. There are residents from those cities and others in that county who are listed in the Capital Metro database for vanpool and carpool matching.

In the CAMPO FY 2008-2011 Transportation Improvement Program there are two Capital Metro projects that could service northern Hays County:

- Expansion of the Oak Hill Line bus service
- Construction of the Oak Hill Park & Ride

Capital Metro is working with Hays County Commissioner Barton and the cities of Buda and Kyle to negotiate future Capital Metro service in those areas.

Austin San Antonio Commuter Rail District

The Austin San Antonio Commuter Rail district is analyzing alternatives for their proposed 110-mile commuter rail system. One alternative would be to use the existing Union Pacific right-of-way that parallels IH 35. This rail service would run from Georgetown to San Antonio with additional stations in Round Rock, Austin, Buda/Kyle, San Marcos and New Braunfels. The commuter rail stop in Buda/Kyle would service northern Hays County residents.

Texas State University's Bobcat Tram

Texas State provides weekday service to and from Kyle and Austin. Service stops in Austin connect with Capital Metro to bus stops at Highland Mall, Greyhound and Waterloo Park; there are proximate connections to Capital Metro at Southpark Meadows, (including the 1L route two blocks away). Service connections to Capital Metro at Highland Mall include direct service to ABIA via route 350.

Since there is considerable density and flow between Kyle and Austin along the Kyle Parkway to IH 35, TSU has investigated moving their Kyle stop north to the HEB retail property. The problem encountered is not reluctance on the part of HEB to allow TSU to create a stop at this location, but the inability to serve an Express timetable. Attempts to stop at this intersection would add 10-15 minutes to each direction of travel between San Marcos and Austin, depending on the time of day. Until the flow at this intersection can be better managed, TSU will continue to serve Kyle at their current downtown Kyle location.

The Bobcat Tram commuter services coincide with Texas State University's class schedules, with reduced service during the summers and no service on weekends.

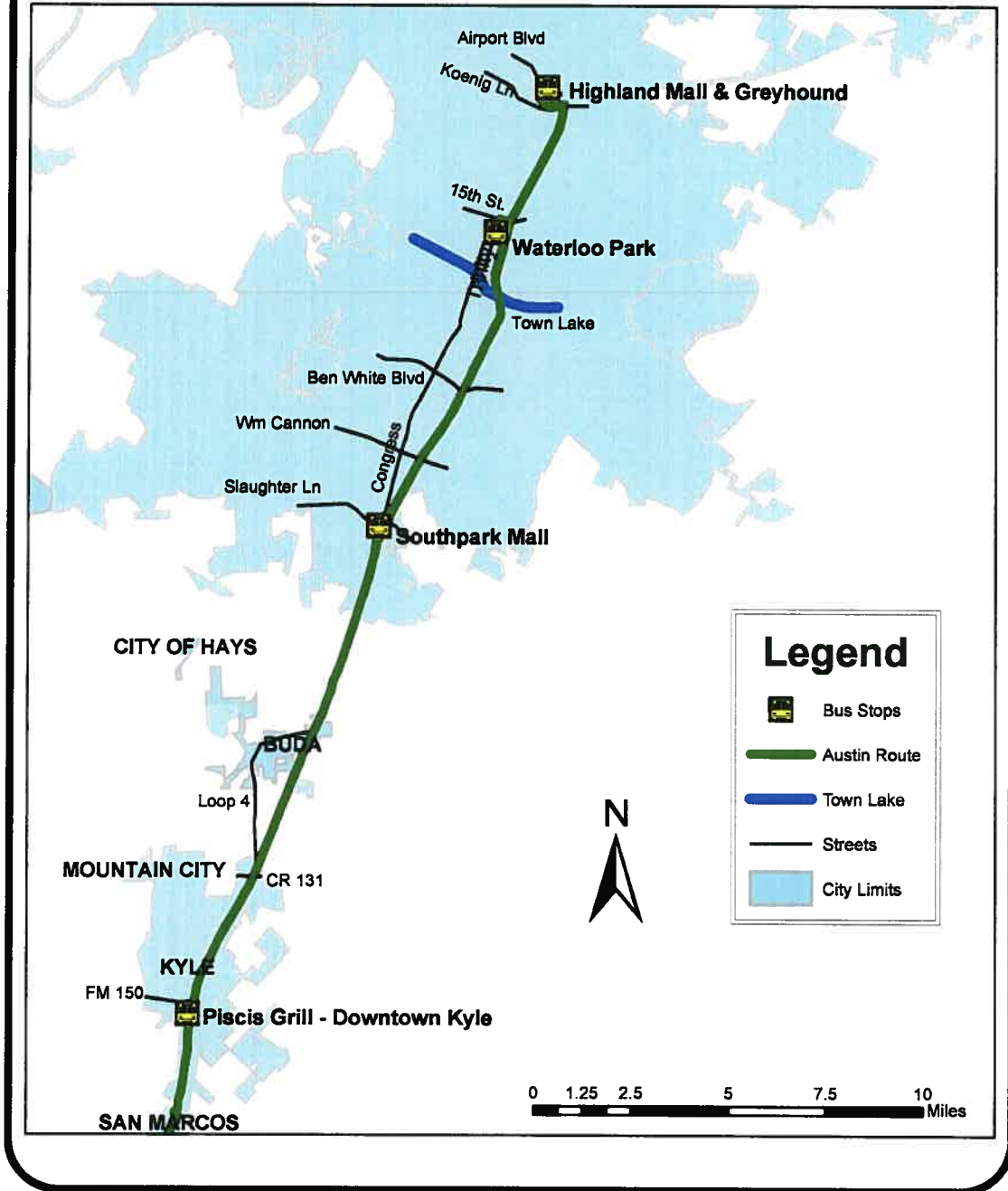
CAMPO

CAMPO's Commute Solutions Program manages the River Cities Rideshare Program. The website (www.rcride.com) provides rideshare matching and information on commuter services for the 22 counties in the Austin/San Antonio corridor. The service is free.

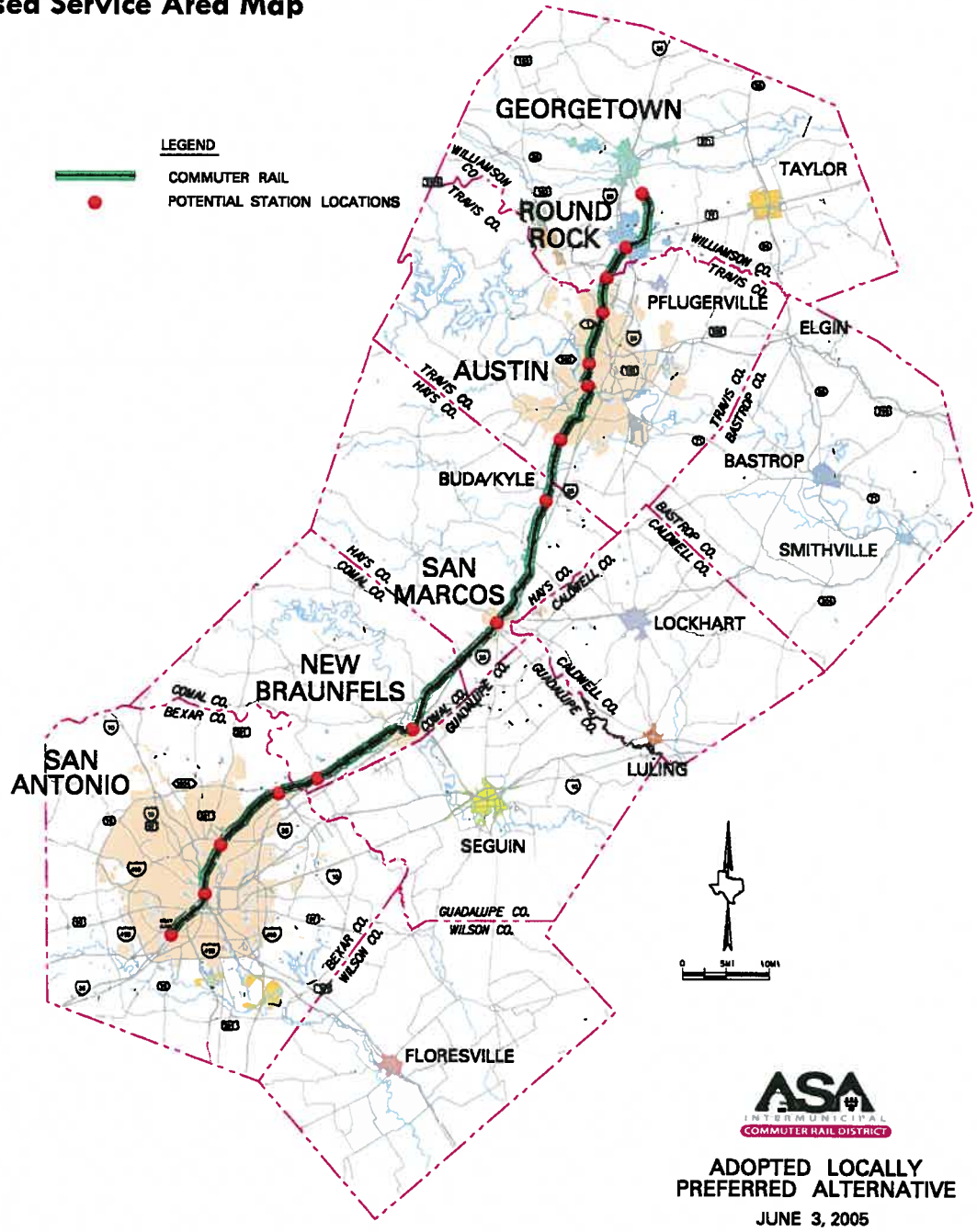
The TPB passed a policy to allocate at least 15 percent of available Federal Surface Transportation Program-Metropolitan Mobility dollars to bicycle and pedestrian projects through the CAMPO TIP process. Additionally, new or reconstructed urban and suburban roadways must include bicycle accommodations, such as bike lanes, shoulders or wide outer lanes within the right of way, or shared use paths, if feasible.

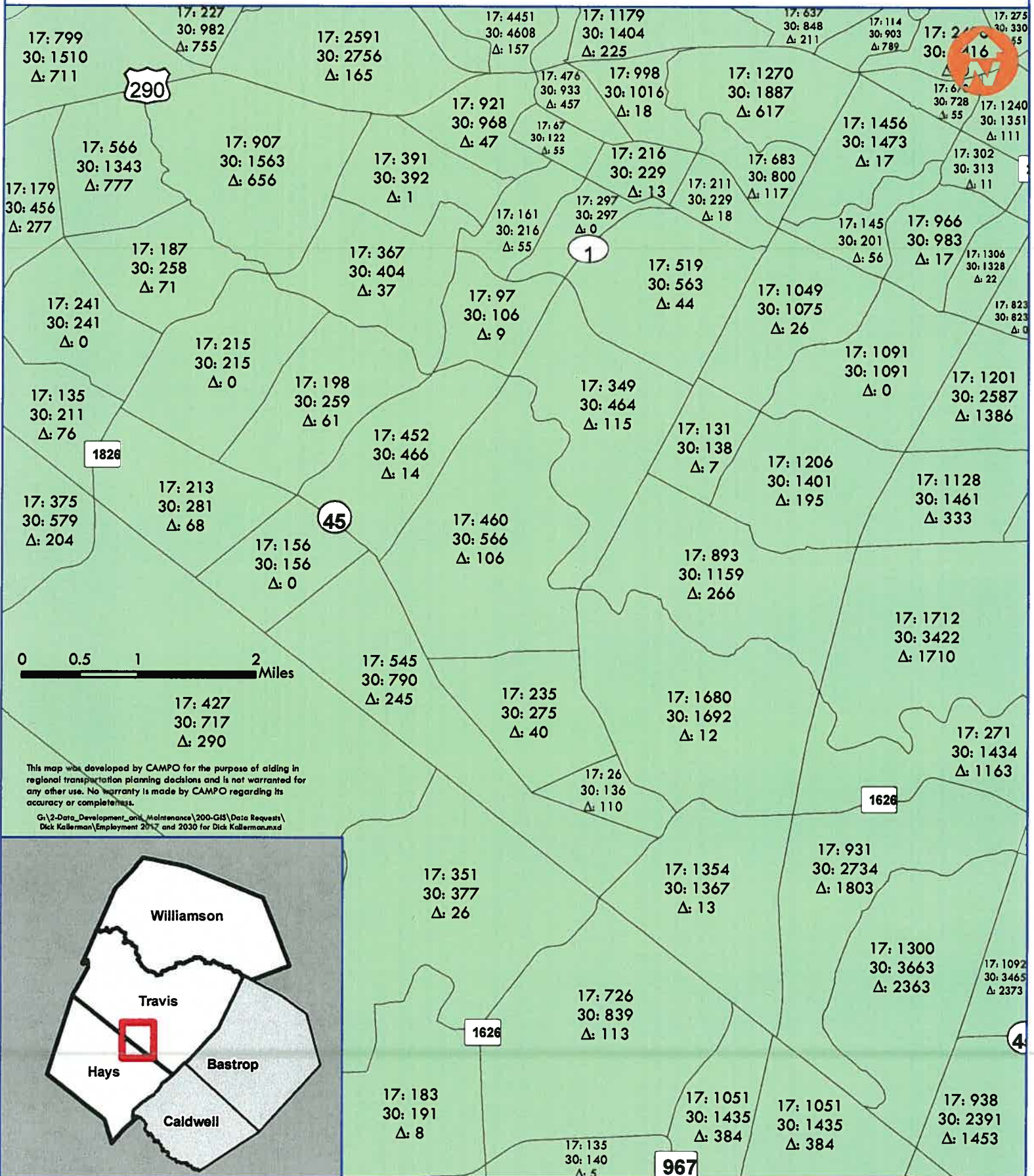
Bobcat Tram Interurban Corridor Route

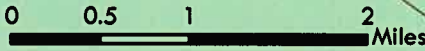
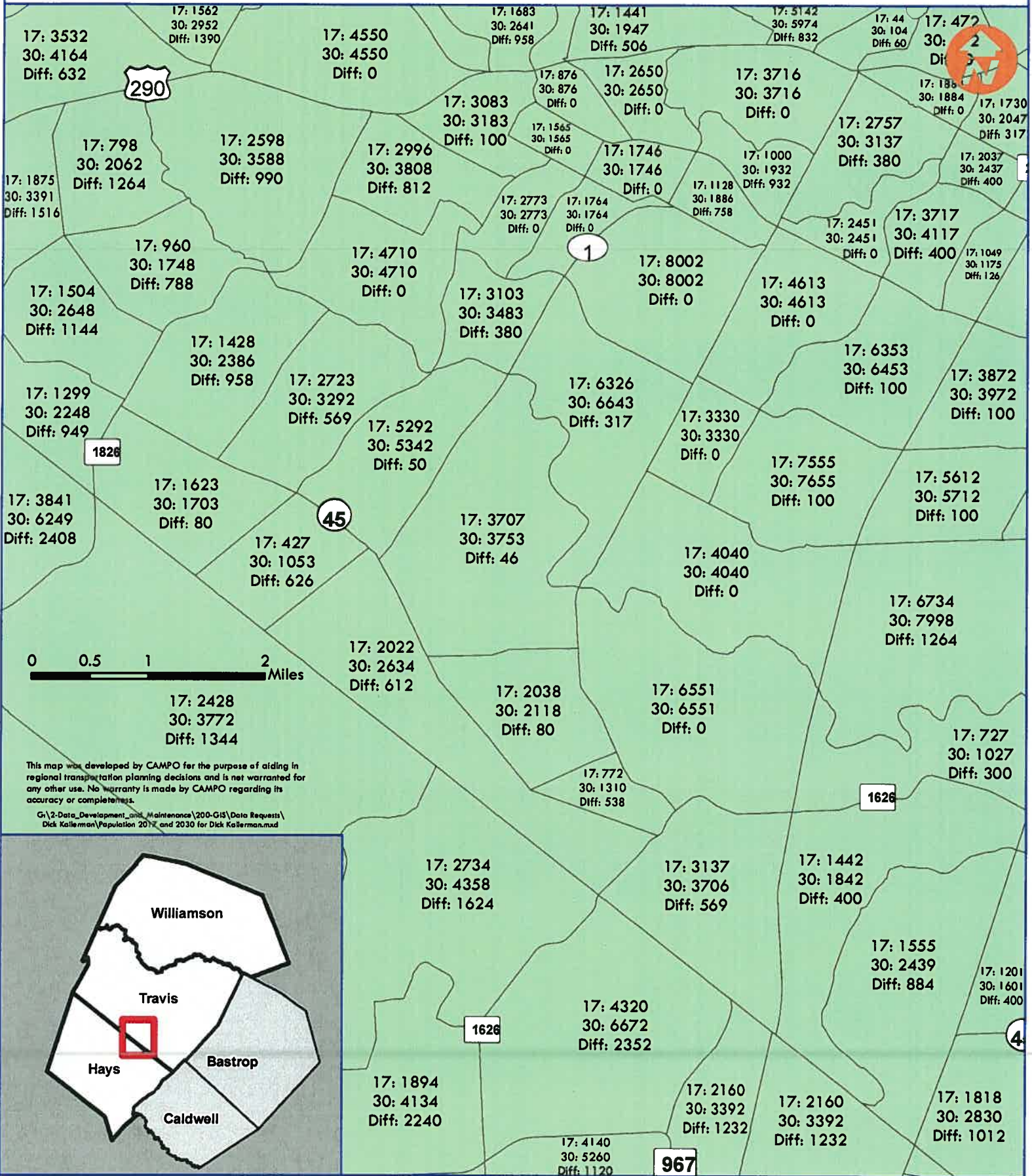
Austin - San Marcos - Austin 2009 BT Interurban corrdior



Austin San Antonio Commuter Rail District Proposed Service Area Map

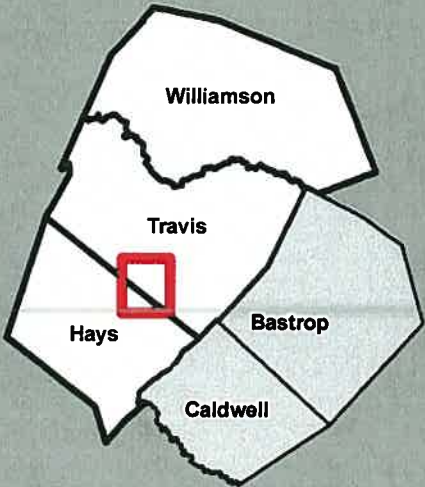




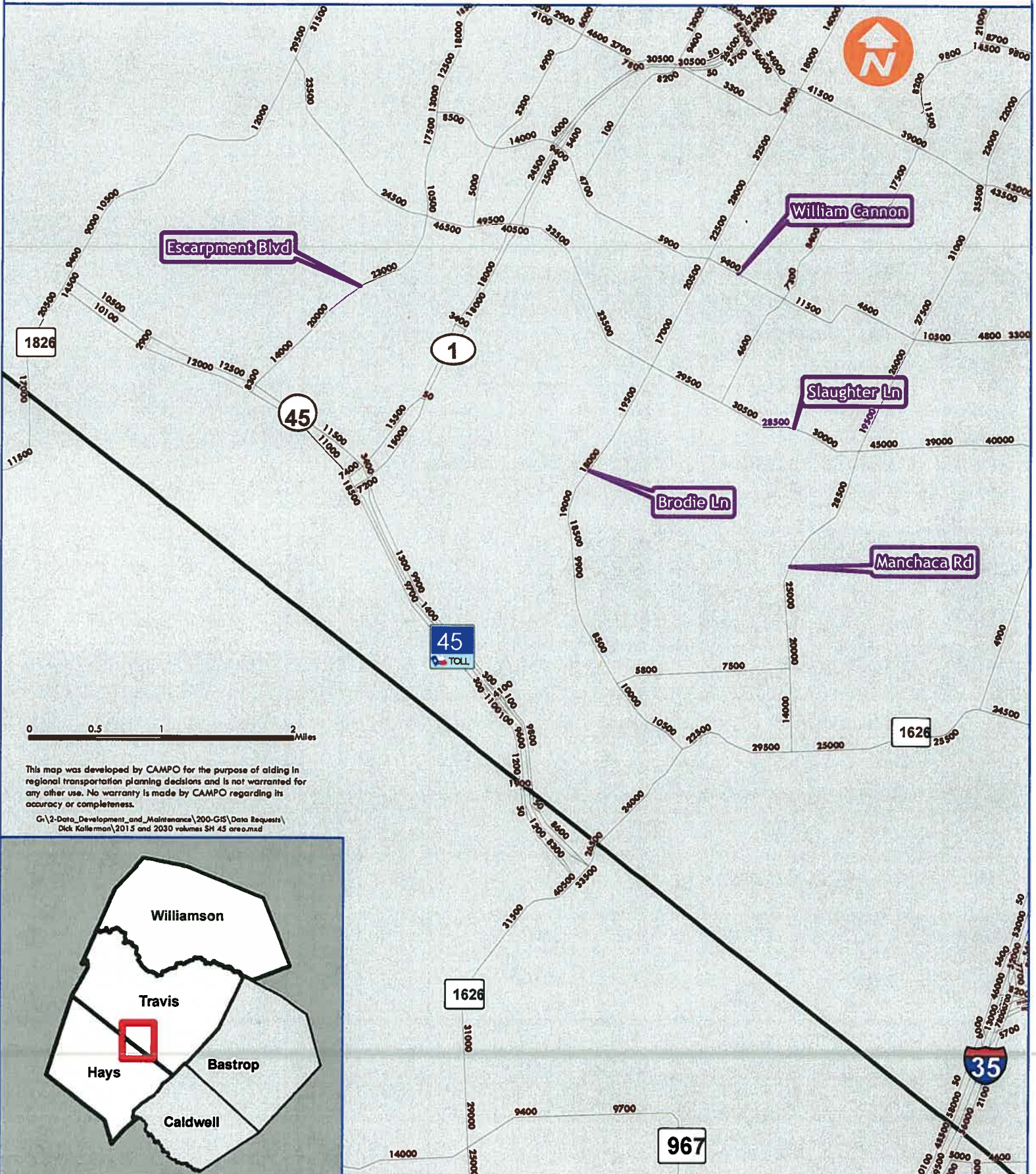


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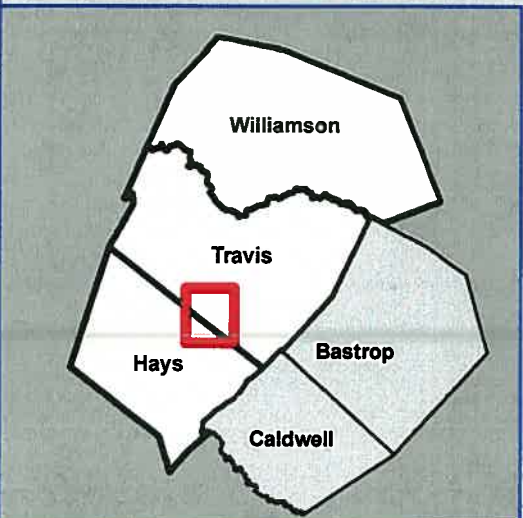


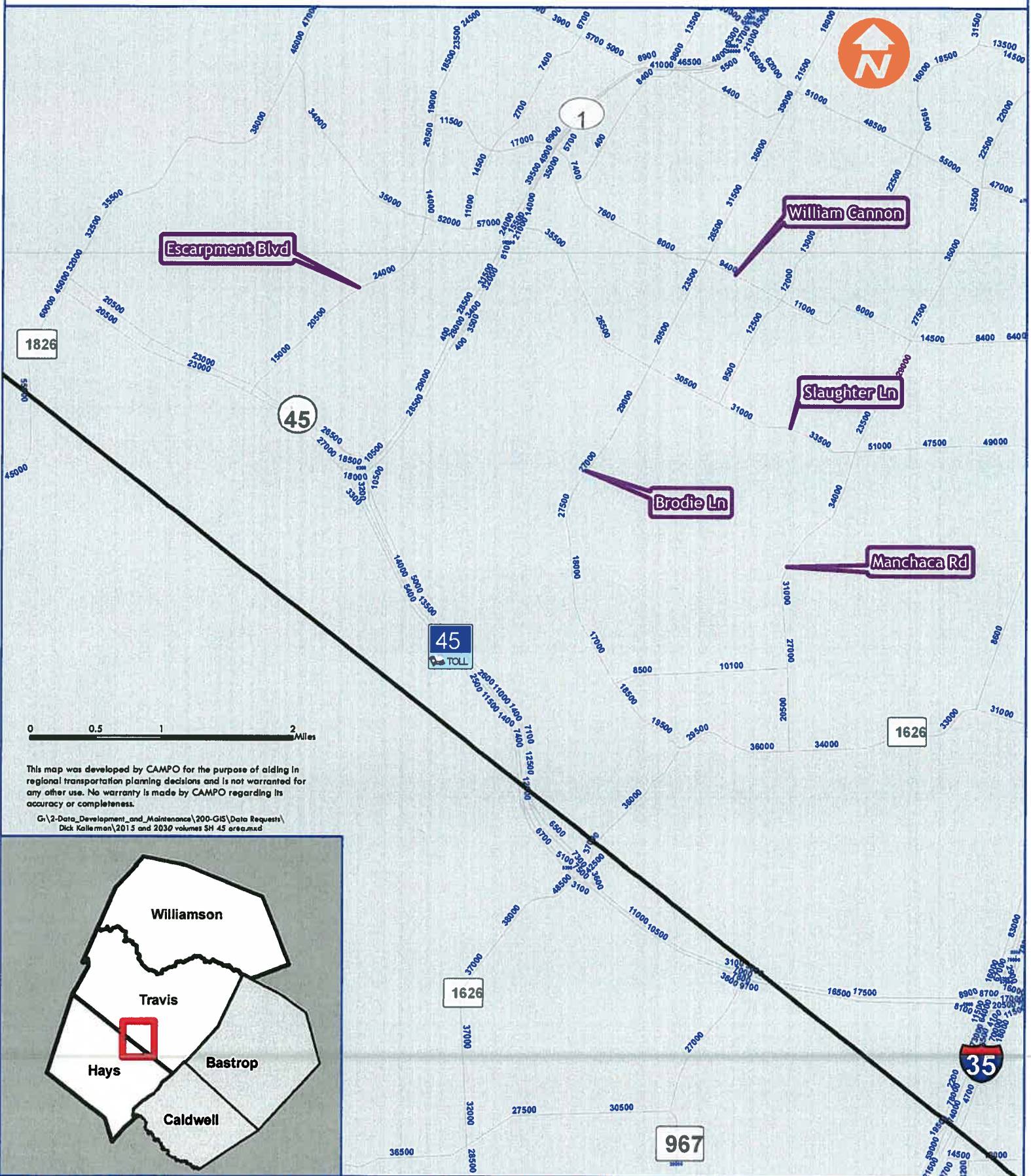
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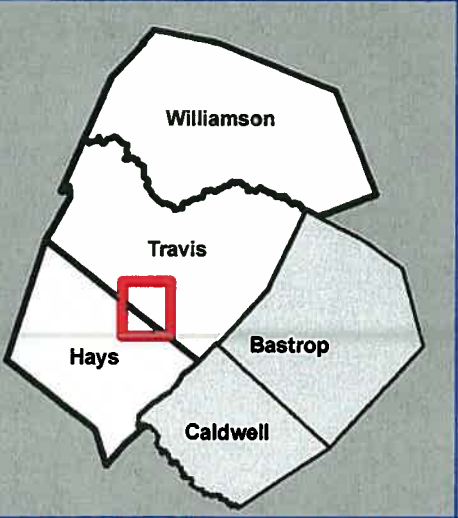
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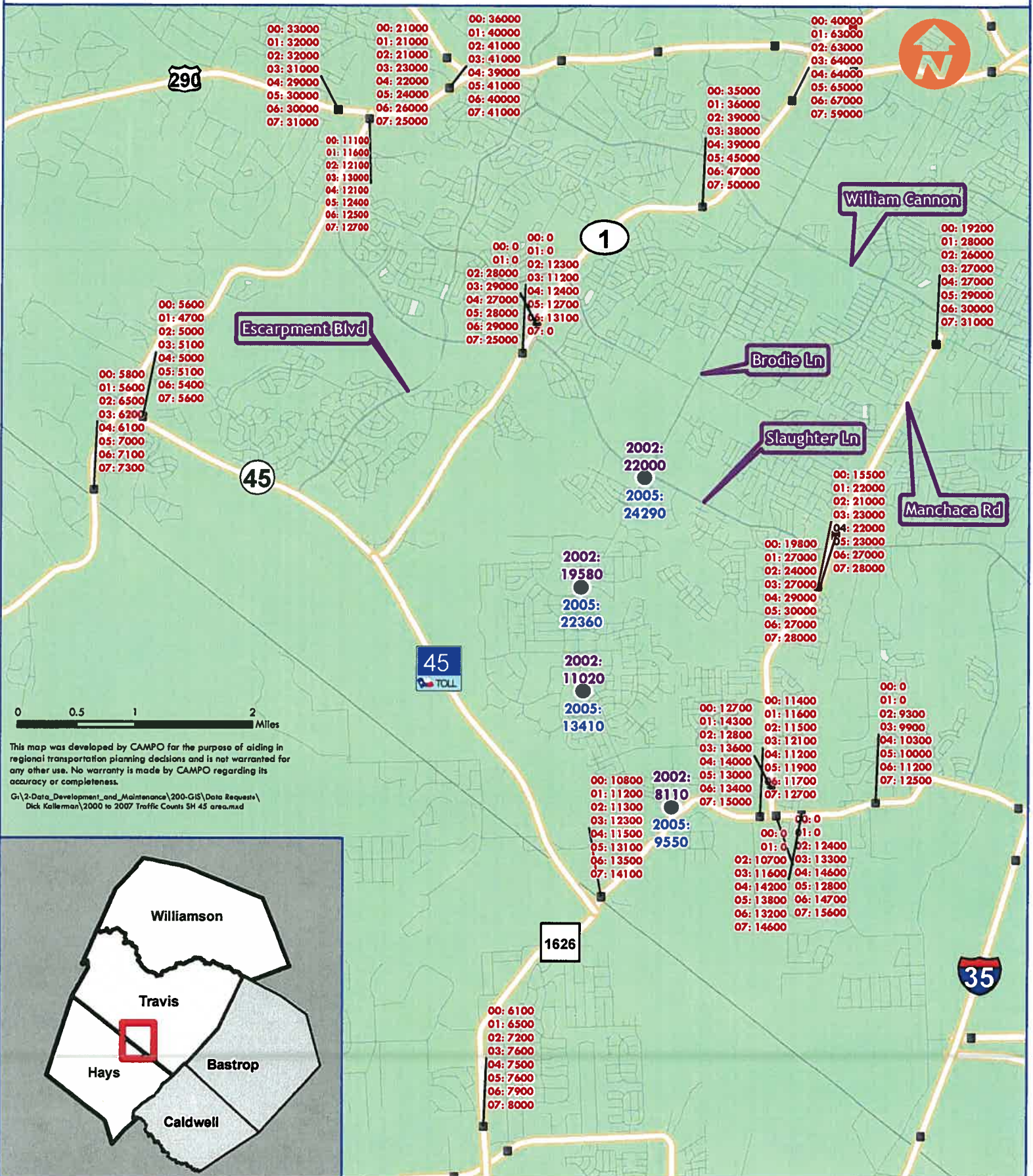




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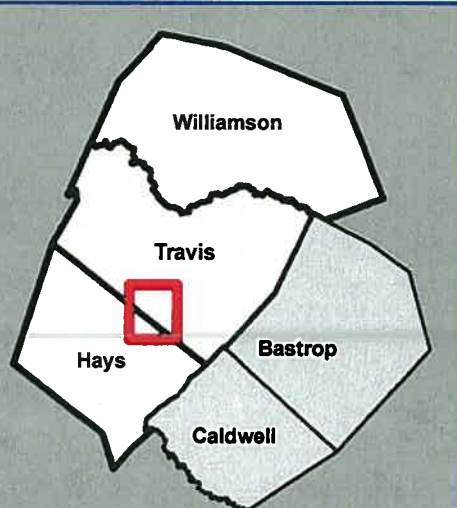
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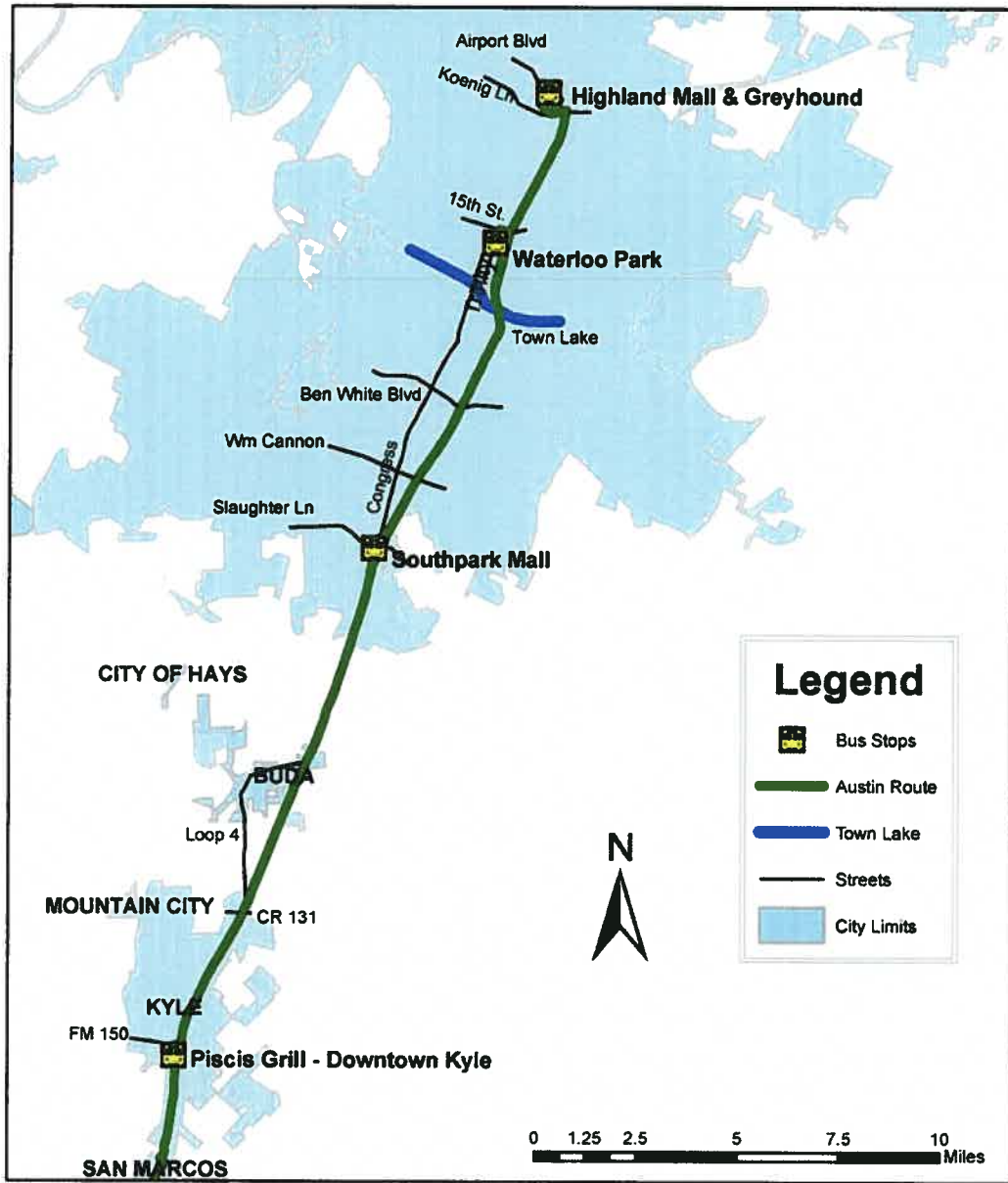
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Bobcat Tram Interurban Corridor Route

Austin - San Marcos - Austin 2009 BT Interurban corrdior



Austin San Antonio Commuter Rail District Proposed Service Area Map

