CAMPO 2035 Regional Transportation Plan

As Adopted May 24, 2010

www.CAMPOTexas.org

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
Bastrop • Caldwell • Hays • Travis • Williamson

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DISCLAIMER

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Part 1: Introduction

Part 1: Introduction

"Develop a comprehensive multimodal regional transportation system that safely and efficiently addresses mobility needs over time, is economically and environmentally sustainable, and supports regional quality of life."

– CAMPO 2035 Vision Statement

VISION AND GOALS OF THE CAMPO 2035 REGIONAL TRANSPORTATION PLAN

The Austin region's transportation system is about more than simply moving people and things from one place to another. Our transportation system is about economic opportunity, quality of life and environmental stewardship. Well planned and coordinated, our regional transportation system can be a catalyst for collaboration and opportunity. It is the responsibility of the Capital Area Metropolitan Planning Organization (CAMPO) to ensure that the time, talent and resources we invest in transportation infrastructure delivers the kind of system and the kind of community we desire and need.

CAMPO has produced the CAMPO 2035 Regional Transportation Plan to ensure that our transportation system is coordinated throughout the region and serves our current needs while contributing to the future we all desire. Wise investment in our future demands a foresighted plan that balances transportation, land use and natural resources. CAMPO worked with business and civic leaders, public officials and area residents to define a vision for the CAMPO 2035 Regional Transportation Plan. This vision seeks to align future transportation needs with policy to preserve the area's civic, cultural and environmental resources.

How this Document is Organized

This document is organized into four sections supported by a detailed technical appendix.

Part I articulates the considerations, vision and goals that influenced the development of the CAMPO 2035 Regional Transportation Plan.

Part II explains in greater detail the purpose of the plan.

Part III describes the multimodal transportation system envisioned by the Plan.

Part IV sets forth the specific strategies and steps required to achieve the transportation goals and implement the transportation system envisioned by the region.

Finally, the **appendices** includes the detailed technical reports that were used to support informed and forward-looking decision-making in the development of this document.

Overall, this document includes professional, technical analysis of the region combined with on-the-ground observations and practical concerns provided through public outreach and various governmental agencies.

What is the CAMPO 2035 Regional Transportation Plan?

Federal law requires CAMPO to update its transportation plan every five years. The 2035 Regional Transportation Plan complies with this law while allowing communities in the region to work together to ensure that their transportation investments respond to their evolving needs and expectations.

The 2035 Regional Transportation Plan is designed to assess the future needs of the five-county Capital Area region and then guide the development of a comprehensive multimodal regional transportation system by:

- Advising member jurisdictions on work that can be done at the local level to move toward this vision;
- Providing information about emerging regional trends that impact transportation;
- Providing parameters for allocating federal transportation dollars during CAMPO's Transportation Improvement Program project selection process;
- Providing direction to various agencies about initiating or continuing transportation actions and programs in the region;
- Guiding CAMPO's organizational mission and future work program;
- Providing a status report on work that has been completed since the 2030 Plan.

This Plan is a critical tool as the region works to ensure transportation investments are effectively coordinated and efficiently implemented.

STRIKING A BALANCED APPROACH TO TRANSPORTATION

As we worked with communities and agencies to develop this Plan, we were reminded that our ultimate goal was to create a plan that improved the overall livability of our region by balancing the need to move traffic with our need to build quality communities. In order to achieve this balance, we considered not only the movement of vehicles but the mobility of people, the sustainability of the system and impact of our future investments on land use and growth patterns.

The four main elements of a balanced transportation system include:

Move Goods and People by providing:
- A safe and efficient network of roads and highways, and railways
- Transit options
- Bicycle and pedestrian facilities
- Managed lanes, including HOV and HOT lanes

Improve Quality of Travel by providing:
- Context-sensitive design solutions
- Personal security and safety
- Improved reliability

Manage demand on the system by providing:
- A connected road network
- Coordinating land use policy
- Policies that encourage telecommuting/e-commerce

Build a Sustainable System by:
- Recognizing that we cannot build our way out of congestion
- Reducing environmental impacts
- Minimizing cost

Considering the Impact of Transportation on our Lives and Landscape

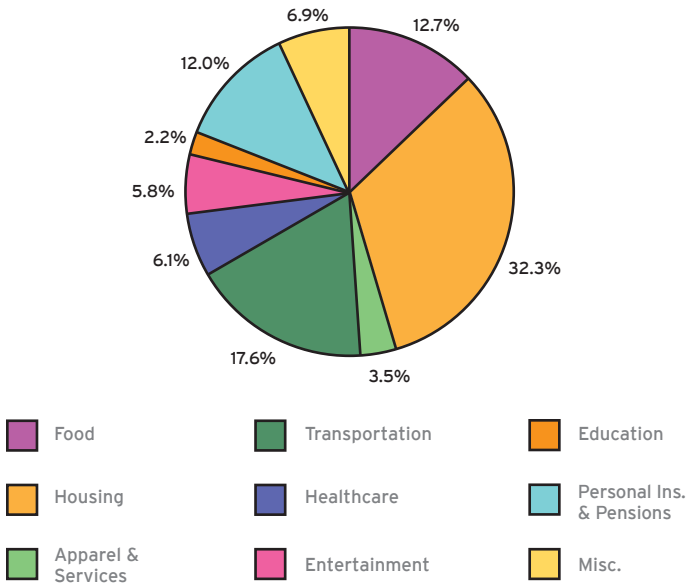
Throughout this process, we also kept in mind the significant impact that transportation infrastructure has in our lives and landscapes.

Transportation systems and investments have a profound impact on our region. They do more than simply respond to growth. They are, in fact, primary determinants to the patterns of growth and land use in a community. Where we focus our transportation investments, and the types of transportation investments we make, goes a long way toward determining where and how we live. For this reason, we considered carefully the direct and indirect impacts of our transportation decisions.

On a more local level, streets have a tremendous impact on the quality of our communities. They comprise the majority of our public spaces. In most of our communities, roads and related infrastructure occupy more land than our parks, our playgrounds and our public places. For this reason, we must plan and design our transportation system with consideration for those who live with it as well as those who use it.

Finally, we must consider the real impact of transportation decisions on our pocketbooks. Steady increases in fuel costs have lead to the average family spending more that 17 percent of their total income on transportation, an amount almost equal to the total amount spent on healthcare and food. Given this cost, and the likelihood that construction and fuel costs will continue to rise, we must constantly seek ever more efficient solutions to our transportation needs.

Fig. 1 2008 Household Spending



Source: Bureau of Labor Statistics, www.bls.gov, 2008

"Everything is bigger in Texas, and our transportation challenges are no different. Moving forward, we must work together as a region to ensure that prosperity touches the lives of current and future Central Texans."

– Kirk Watson, State Senator

Goals that move us forward

CAMPO's 2035 Regional Transportation Plan must comply with certain regulations set forth by federal law. Specifically, the federal legislation known as "Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users," SAFETEA-LU for short, requires agencies like CAMPO to development and implement strategies and projects that:

- Support the economic vitality of the metro area.
- Increase safety, security and accessibility of the transportation system for all users.
- Protect and enhance the environment, promote energy conservation and improve quality of life.
- Integrate all transportation systems for all modes and users.
- Promote efficiency.
- Preserve the existing transportation system.

The following 12 goals were developed to align our vision with SAFETEA-LU's guidelines.

1. Safety: Increase the safety of the transportation system.

2. Mobility and Access: Maintain and enhance mobility and access of goods and people within the region.

3. Connectivity: Improve connectivity within and between the various transportation modes for goods and for people of all ages and abilities.

4. Efficiency: Improve the efficiency and performance of the transportation system.

5. System Preservation: Ensure that the transportation system can be maintained and operated over time.

6. Economy: Maximize the economic competitiveness of the region.

7. Land Use and Economic Development: Support economic development and efficient use of land.

8. Cost Effectiveness: Maximize the affordability of the transportation system.

9. Air Quality, Climate Protection, and Energy: Minimize air pollution, greenhouse gas emissions and energy consumption related to the transportation system.

10. Environment, Noise, and Neighborhood Character: Minimize negative impacts to environmental resources, noise, and neighborhood character.

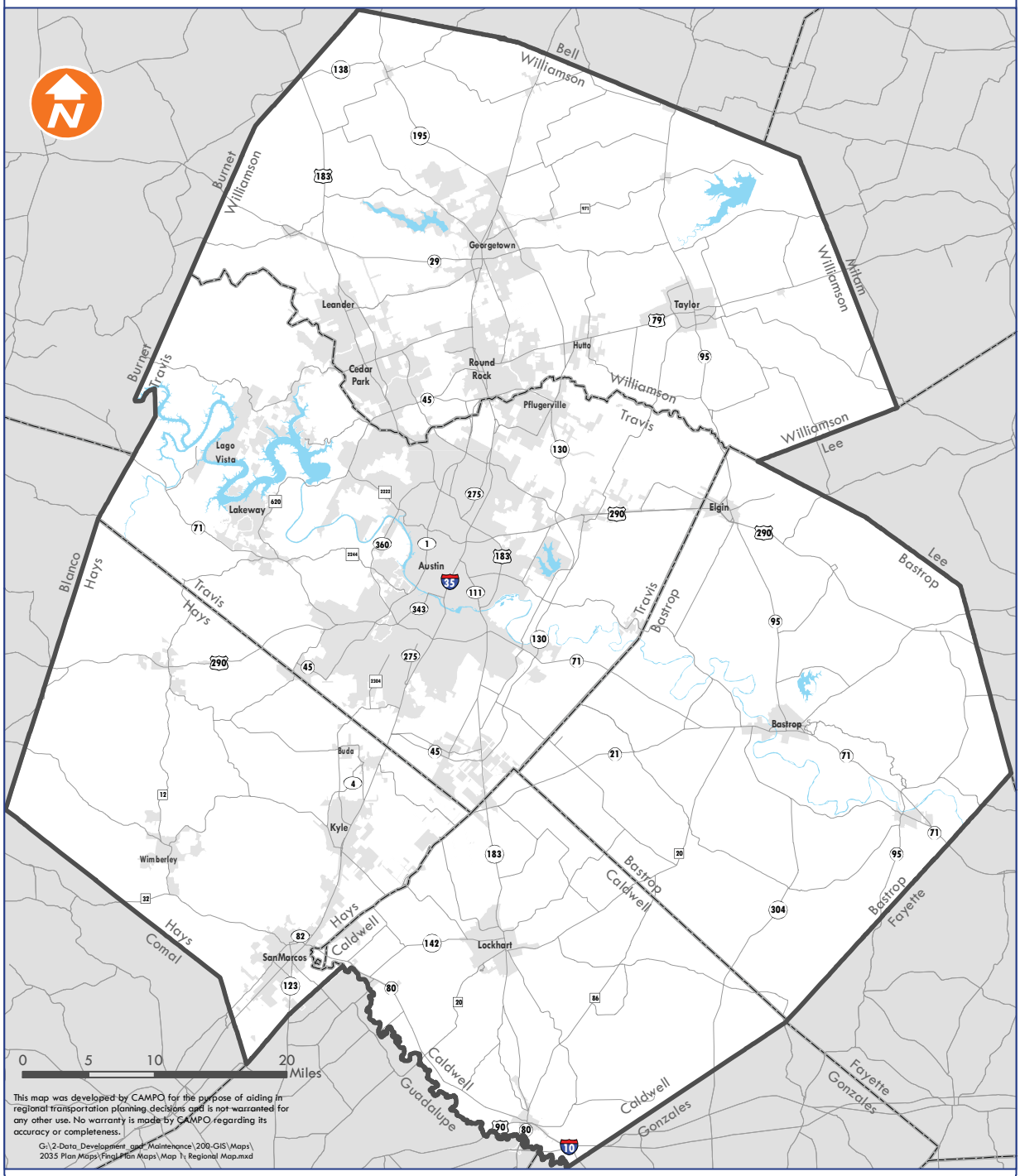
11. Social Equity: Ensure that the benefits and impacts of the transportation system are equitably distributed regardless of income, age, race, or ethnicity.

12. Security: Increase the security of the transportation system and the region.

Map 1: Regional Map

CAMPO Region

May 24, 2010



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\2035 Plan Maps\Final Plan Maps\Map 1- Regional Map.mxd

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

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COMMUNITY OUTREACH: HIGH TECH AND HIGH TOUCH

The CAMPO 2035 Regional Transportation Plan represents the voice of the people and the public officials who will be instrumental in implementing the Plan and living with its outcome. Recognizing how important it was that the plan respond to the core interests of its many constituencies, we implemented a comprehensive and consistent outreach program. The objectives of the public involvement process were two-fold:

- To disseminate information so that the public is aware of the 2035 CAMPO planning process and has the opportunity to participate in the development of the Plan, and
- To obtain input from a diverse cross section of the population within the CAMPO planning area.

Our approach, using high tech and high touch techniques, increased the diversity, quantity and knowledge of persons involved in the 2035 Transportation Planning process.

High Tech

To engage a generation that relies on and is most comfortable with the Internet for information, a high tech approach was developed that included:

- A **website** with the ability to send **e-blasts** to disseminate information about community meetings and **online** surveys to elicit responses on overall priorities, preferences and prioritization of projects.
- **Social media** outlets that included Twitter, Facebook, and YouTube.

High Touch

Not everyone has access to or an aptitude for the Internet. Even for those who do, some residents prefer one-on-one engagement. The high touch techniques encouraged interested parties to become engaged in the process through:

- Community workshops that introduced the planning process and solicited feedback with interactive mapping exercises.
- Targeted outreach, specifically to Environmental Justice populations.
- Display booths staffed by public involvement team members and CAMPO staff members to answer questions in a one-on-one format.
- Two public hearings held in the Austin Convention Center provided direct access between the public and the Transportation Policy Board.

By the Numbers

36
Number of display booths

4
The number of media outlets who attended the Round 2 Public Kick-off

18
The number of booths set up to engage environmental justice populations

160
Number of workshop attendees

5
The number of interactive workshops

213
Number of times the 'Plan Launch' video was viewed on YouTube

193
Member of the "CAMPO 2035" Facebook group

157
Number of Twitter followers

4
The number of newspapers with the highest circulation that advertised display booths and the on-line survey

6,014
Number of on-line survey responses

WHAT WE HEARD

The following is a summary of several key public engagement findings.

Survey Results:

- **65%** of respondents agreed with the challenges listed by CAMPO which include: population growth, economic instability, energy and fuel costs, and quality of life.
- **79%** agreed with the draft vision statement.
- **44%** of respondents think transportation improvements should be spent on improving and increasing transit options and constructing bicycle lanes and sidewalks;
- **27%** who advocate increasing roadway lanes and building freeways.
- **80%** of respondents indicated mobility as very important in the development of a regional transportation plan followed by land use, the regional economy, safety, environmental impacts, safety and distribution of transportation projects and impacts.
- Over **40%** of people support the existing trends concept followed closely by the centers concept.
- **68%** of those surveyed drive alone.

Top Concerns Expressed During One-on-One Stakeholder Meetings:

Bicycle and Pedestrian

- Need for bike lanes and designated bicycle routes
- Sidewalk improvements in central Austin
- Improve pedestrian and bicycle access to the downtown areas

Congestion

- I-35 Corridor
- Springdale Road
- Western portion of downtown Austin and along University of Texas edge
- Need to reduce Vehicle Miles Travel

Transit

- Need for Bus Service along 71 corridor
- Need for connections between Austin and surrounding cities
- Increase reliability of express bus service

Safety

- Improve safety along I-35, SH21, SH-71
- Look at using roundabouts
- Improve surface conditions of roads

Resource Protection

- Protect natural resources from development
- Protect area around the Blackland Prairie
- Implement environmental protection measures along major roads

Roadways

- Construct a by-pass at SH-29
- Extension Parmer Lane
- Connect I-35 to US 290 and US 281

The nine-month public outreach process helped create the framework for the plan and demonstrated that the public is extremely interested in how future transportation decisions will impact the quality of life. Ultimately, the CAMPO 2035 Regional Transportation Plan represents a great collaboration between regional transportation policy-makers and stakeholders with an interest in where and how we invest our transportation dollars.

Part 2:
How the Plan Works for You

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How the Plan Works for You

"Implementation of the CAMPO 2035 Plan will allow us to come together as a region to leverage federal, state, and local resources."

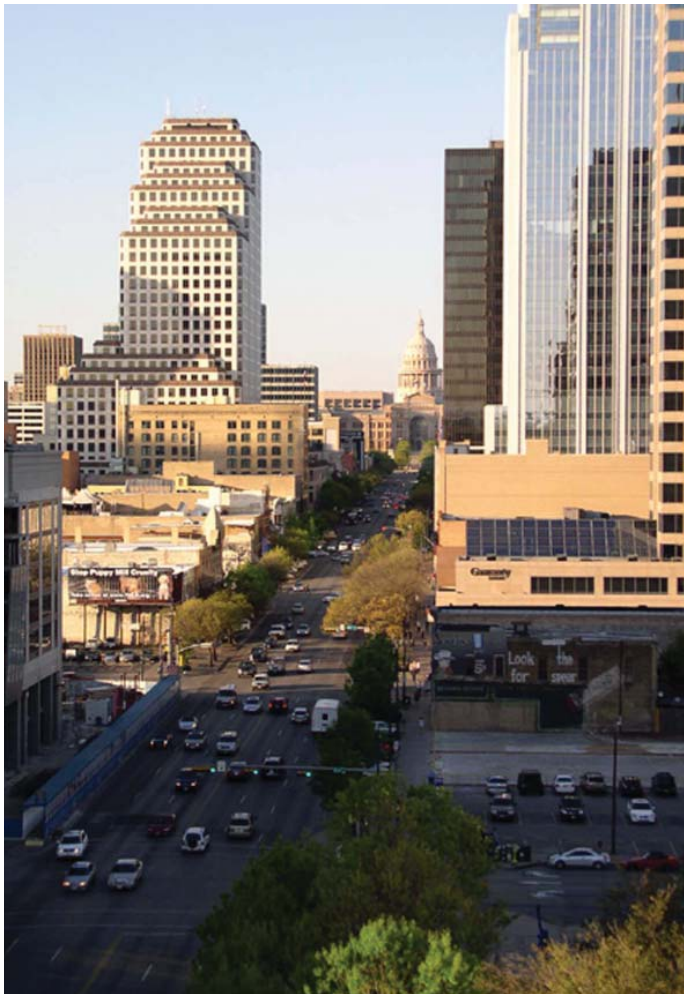
– Judge Sam Biscoe, CAMPO Chair

As the military axiom goes, amateurs talk strategy, professionals talk logistics. The best strategy is toothless if sound planning and the right delivery systems do not support it. The CAMPO 2035 Regional Transportation Plan is intended not only to set forth the strategies to be employed to achieve the region's goals and vision but also the tactics, including specific projects, that will be used to actually achieve our desired objectives.

The CAMPO 2035 Regional Transportation Plan is designed to be an **action-oriented tool** for creating the future we desire. It has been developed with the participation of those key to its implementation and has been written in a way to allow sufficient flexibility to respond to future change while establishing specific steps to be taken in the interim.

The intended users of this Plan are the institutional partners who will implement the various projects identified and the interested public, who will be critical in holding public agencies, like CAMPO, accountable for their performance in executing the plan.

This section explains how the Plan will be implemented and how interested parties can monitor and amend the Plan as appropriate.



ADOPTION OF THE PLAN

The CAMPO 2035 Regional Transportation Plan was adopted by the CAMPO Transportation Policy Board on May 24, 2010.

Amendments

Amendments to the Plan can be considered between major plan updates. Requests should be submitted in writing to the CAMPO Executive Director and include:

1. A complete description of the amendment. The description should identify the implementing jurisdiction, where the item appears in the Plan, and fully describe the change being proposed and why it is necessary.

2. Detailed maps showing the location and effect of the amendment.

3. Any technical information needed to show that the amendment will not have an adverse impact on regional travel.

CAMPO staff will review the request and forward it to the Transportation Policy Board for their consideration if it meets all qualifying criteria. Amendment requests will be forwarded to the Transportation Policy Board on a semi-annual basis.

Administrative Amendments

These amendments do not require action by the Transportation Policy Board (TPB). If an Administrative Amendment is approved by the Executive Director, the amendment shall be provided online for the benefit of the public and to the TPB for informational purposes before the next meeting of the TPB.

The following are classified as Administrative Amendments under the Plan:

1. Decreases to year of expenditure cost of projects.

2. Increases to the year of expenditure cost of projects, where the cost increase will be offset by decrease in the cost of another project, or by an increase in reasonably assumed revenues.

3. Changes in anticipated let year or open year of projects where these changes do not cause a regionally significant project to move across an air quality analysis year.

4. Modifications to the project list to allow for construction of interim improvements to a larger project, as long as the modifications do not materially change the project's intended function, nature, costs or environmental impact.

5. Corrections to typographical errors.

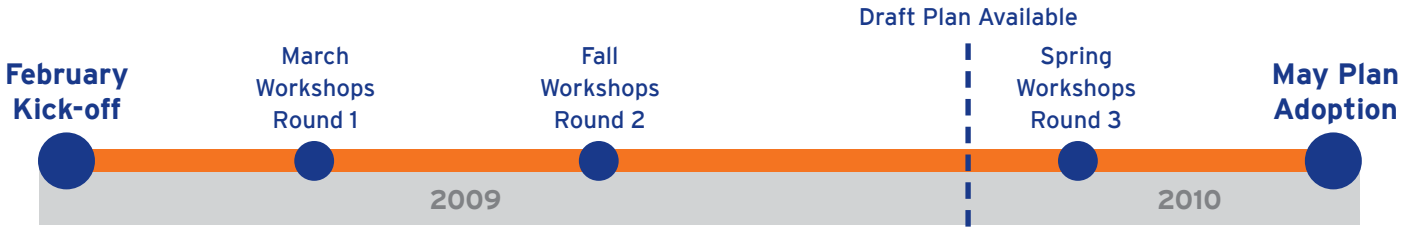
Components of the Plan Which Do Not Require Amendment

Amendments to descriptive text, including demographic forecasts, background data, performance information and other content that is advisory or informational in nature does not require formal amendment to the CAMPO 2035 Plan. Any change to these components should be considered as part of a subsequent major plan update.

Amendments that Require a Formal Plan Amendment Process

All other plan amendments require a formal plan amendment process as described in CAMPO's Public Participation Program.

Fig. 2 Involvement Timeline



Federally Required Metropolitan Planning Process

The CAMPO 2035 Regional Transportation Plan keeps needed Federal transportation funding flowing to the region. As a condition of receiving such Federal funding, CAMPO is required to develop an updated Regional Transportation Plan every 5 years. The continuous, comprehensive, and cooperative transportation planning process used to develop the CAMPO Plan provides an opportunity for local communities to come together to set the priorities for transportation investments in the region.

CAMPO Transportation Improvement Program

The CAMPO Transportation Improvement Program (TIP) is a federally required program that includes a listing of all regionally significant projects that will be implemented in the short term with Federal, State, and other funding. For projects to be included in the TIP and receive federal or state funding, they must be consistent with the long range plan.[1]

Selection of Projects

CAMPO oversees project selection processes for several sources of state and federal funding. The policies, project list, and maps of the Plan govern these project selection processes.

Federal and State Project Development

The Plan plays an important role in the development of projects that will be funded with State or Federal funding. Generally, TxDOT and other project sponsors will not begin work to develop a project to be implemented with Federal or State funding unless the project, or an appropriate corridor study, is identified in the CAMPO Plan. The CAMPO Plan forms the basis for the statement of project purpose and need that is required during the Federal Environmental process. In addition, the modeling network and demographics that were developed as part of the plan will form the basis for corridor-level analysis, including the Alternatives Analysis process used to move major transit projects forward for Federal funding.

Local Project Development

The Plan also plays a role in local project development:

- **Regionally Significant Projects.** The Plan includes an accounting of all regionally significant projects, regardless of funding source. Should the region become a nonattainment area for air quality, regionally significant projects will not be able to move forward without being included in the Plan and accounting for their impact on regional air quality.

- **Corridor Preservation.** The plan is often used by local governments in the subdivision and development review process to help secure sufficient right of way for future regional projects. A provision in local government code allows counties to require over 120' of right of way if consistent with the MPO Plan.[2]

- **Regional Framework.** The Plan provides for coordination of investments in the regional transportation network by various entities.

[1] In general this means:
- Projects that are added to the TIP must fall within the scope of the project or a categorical listing included in the CAMPO 2035 Plan Project List.
- The cost estimate for any project added to the TIP must be within 50% of the cost shown in the CAMPO Long Range Plan.
- Projects must comply with all applicable policies of the long range plan to be included in the TIP.

For projects listed in the CAMPO 2035 Plan Project list with specific funding sources identified: The Federal contribution to the project in the TIP may not exceed the contribution indicated by the project listing.

[2] A corridor preservation map is included as Map 21 on page 97 of this Plan.

Part 3:
Building a Multi-Modal Transportation System

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Building a Multi-Modal Transportation System

INTRODUCTION

The CAMPO 2035 Regional Transportation Plan provides a vision for how the region can implement a **comprehensive multi-modal transportation system** by 2035. This system will address future transportation needs within the constraints of anticipated funding, while supporting regional air quality, preserving our natural resources, and considering social equity.

This Plan calls for the region to:

- **Prioritize** maintenance of the existing system
- **Support** livable communities and efficient use of transportation investments through better integration of land use and transportation
- **Expand** investments in regional public transportation, bicycle and pedestrian infrastructure, and other projects that support reduced demand on the region's roadway system
- **Increase** investments in state of the art operation and management of the roadway system, and
- **Leverage** local funding and innovative funding resources to support plan implementation.

The major components of the Regional Transportation Plan are all highly interrelated projects, programs, and policies that work in concert to support efficient access and movement of goods and people over the life of the plan.

A. CAMPO CENTERS CONCEPT

Historically, CAMPO has developed long-range transportation plans based on past growth trends. We have taken a different approach for the current plan. This plan has been developed with the assumption that we may no longer be able to afford to invest in major regional infrastructure as we have in the past.

Numerous national studies have shown that higher density, mixed use development oriented around public transportation can help us get more for less by reducing vehicle miles traveled on the regional roadway system and increasing transit ridership. Over the last several decades regional transportation planning bodies around the country have had success encouraging movement toward this pattern through various initiatives.

The CAMPO 2035 Regional Transportation Plan assumes that the region will work toward implementation of a network of higher density mixed use centers oriented around the transportation investments included in the Plan.

Regional Population and Employment Growth

Between 1980 and 2000, the population of the five-county region increased by 114% from 585,000 to 1,252,000. Much of the new population was accommodated in low density single family development on the fringe of the existing urban area, and analysis of satellite data shows a high rate of land being converted to urban uses over the same 20 year period. Based on satellite data, the USGS estimates a 260% increase in the amount of urban land between 1983 and 2000 in the USGS study area. This represents a tremendous loss of agricultural and rangeland in the region, and if this trend continues, the USGS study area will be almost entirely converted to urban uses by 2010. CAMPO forecasts that population in the region will continue to increase.

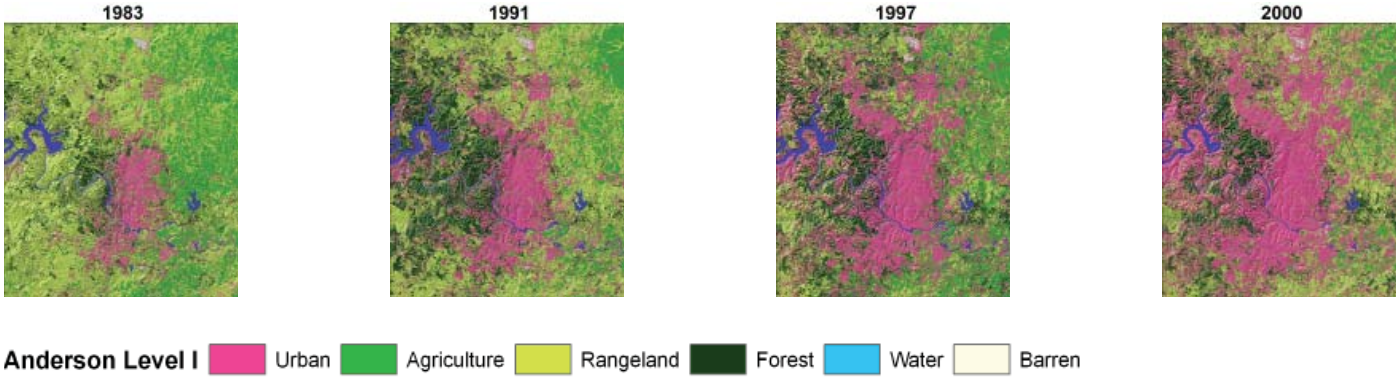


Fig. 3 CAMPO Population Forecasts by County (2005 - 2035)

	2005 Est.	2015	2025	2035
Travis	896,800	1,105,000	1,318,000	1,555,300
Williamson	330,700	473,300	702,700	1,026,500
Hays	126,200	189,200	271,600	371,200
Bastrop	69,500	102,300	149,200	215,500
Caldwell	35,400	50,100	65,300	82,100
Total	1,458,600	1,919,900	2,506,800	3,250,600

Fig. 4 CAMPO Employment Forecasts by County (2005 - 2035)

	2005 Est.	2015	2025	2035
Travis	536,900	707,200	843,500	1,026,500
Williamson	101,500	165,700	253,000	400,300
Hays	41,000	66,200	97,800	137,300
Bastrop	12,000	20,500	34,300	58,200
Caldwell	7,000	10,500	15,000	20,500
Total	698,400	970,100	1,243,600	1,642,800

Analysis of Alternative Concepts

In order to examine the possible impacts of varied approaches to transportation investment and demographic distribution in the region, CAMPO developed and analyzed three alternative concepts and presented the results of that analysis to the public in Fall 2009. Each concept included a unique combination of transportation projects and land use policies. Investments under each concept were financially constrained based on an assumption that the region will have access to approximately $9.5 billion in revenues for new transit and roadway capacity between 2010 and 2035.

No Build Concept

This No Build Concept assumed that growth trends continue in the region and current committed projects were built, but that no investments are made to add capacity to the transportation system between 2010 and 2035. Under this concept all available funding would be invested in additional operations and maintenance activities.

Trend Concept

The Trend Concept assumed that the density, location and mix of future development will be driven by a continuation of current policies and market trends. The concept also assumed that projects currently in the investment pipeline will be built. Under the Trend Concept, the remaining funding is invested to continue to build out the region's freeway system and to expand state highways and arterial roadways.

Centers Concept

The Centers Concept assumed that the region establishes policies and incentives to concentrate new growth in multiple higher density, mixed-use centers around the region[3]. The concept assumed that some of the projects currently in the investment pipeline do not move forward over the next 25 years. Under the Centers Concept, the funding available is invested to expand the region's public transit system (including buses and rail), to implement a network of high capacity roadway lanes, and to build new arterials serving the mixed use centers.

Based on the performance of the concepts and input from the public, CAMPO tested several additional scenarios that combined elements of the three concepts, before identifying the preferred concept reflected in the CAMPO 2035 Regional Transportation Plan. The process used to develop and analyze these concepts is described in more detail in Appendix 3.

[3] The location and growth targets for these centers were based on a regional dialogue that CAMPO convened with the public, regional partners, and regional experts throughout 2006 and 2007. This dialogue led to the identification of a desired network of mixed use activity centers that were embodied in the "May 2007 Draft CAMPO Growth Concept."

Centers Map and Growth Targets

The preferred concept includes a centers map and growth targets which are intended to serve as a guide for where transportation investments and planning resources could be targeted to encourage development of a connected regional network of higher density, mixed use activity centers that would allow us to get more out of our transportation system and improve regional quality of life.

What the Centers Map Is/Isn't

- The Centers Map does not require or force any community to develop in a certain way or to plan or implement any specific type of transportation project or program.
- The individual centers on the Centers map and their relative size do not lock any community into developing centers; the absence of a center on the map does not mean that one could not be added later. In cases where a community works in cooperation with the region to implement a center, the specific boundaries of that center would be established by the local community.
- The population and employment targets are intended to provide a benchmark to allow the region to monitor the effectiveness of any implementation measures, including set aside of Federal discretionary transportation funding for Centers

Implementing the Preferred Concept

CAMPO intends to create a specialized program call and set aside 50 percent of future Surface Transportation Program-Metropolitan Mobility funding for projects that support the activity centers shown on the Centers Concept map. These funds would be available to a range of project types including bicycle and pedestrian improvements, travel demand management projects, transit projects, and/or planning studies. Project selection would be based on the extent to which the transportation project would leverage local planning and investment resources to create a successful mixed use activity center over time.

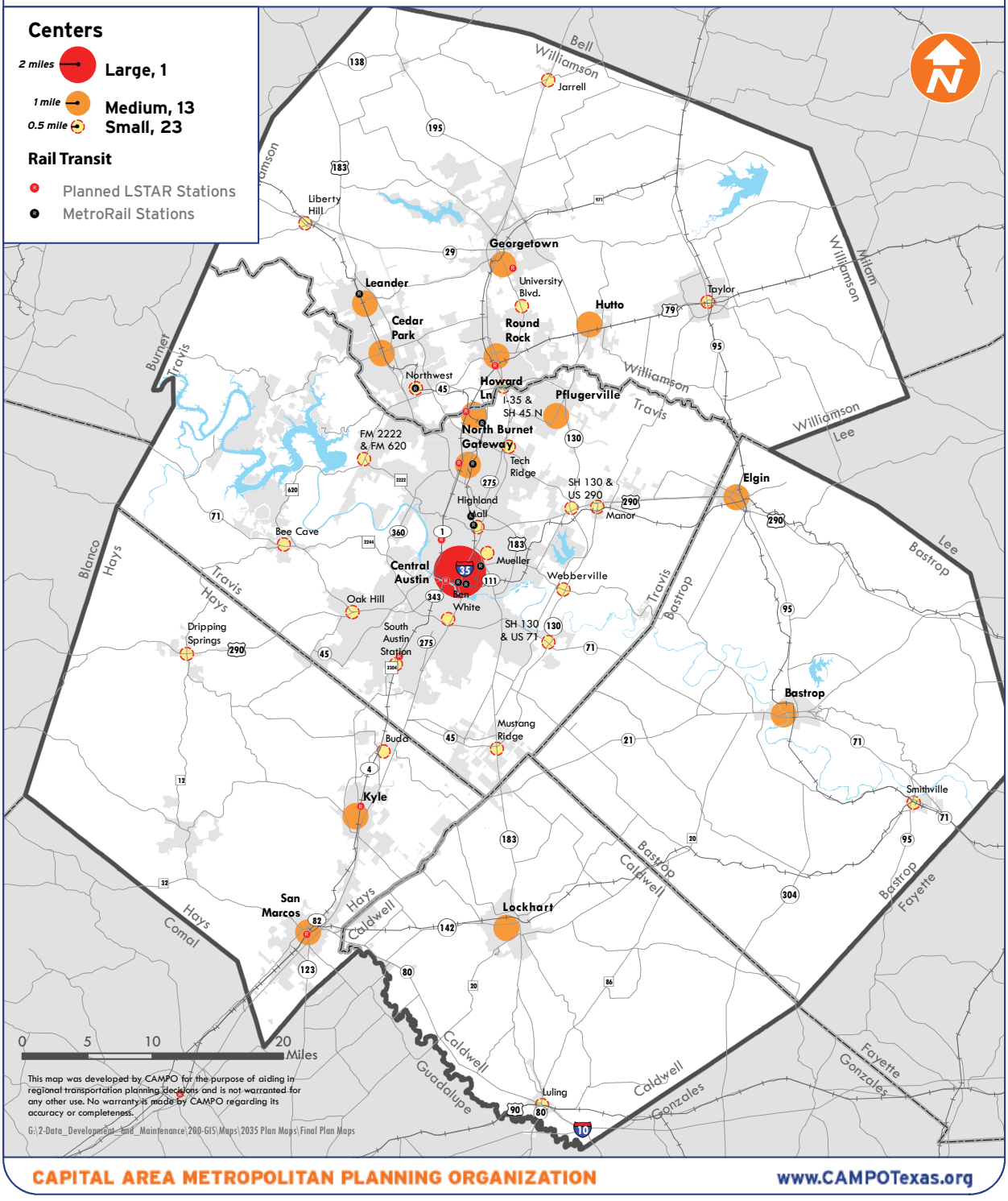
In addition to setting aside funding, CAMPO will continue to work with its regional partners to move toward implementation of a network of mixed-use activity centers through a variety of means that could include:

- Monitoring regional growth and performance of the centers;
- Developing information about best practices and implementation tools, and;
- Providing support to local and regional planning efforts.

Map 2: Centers Concept

CAMPO Region

May 24, 2010



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CAMPO 2035 Transportation Plan Demographic Forecast

The demographic scenario that forms the basis for the CAMPO 2035 Regional Transportation Plan assumes that the region will work toward implementation of the Centers map and growth accommodation targets by 2035. Based on CAMPO's significant set aside of future funding to support Centers and on recent and anticipated policy changes at the local and federal levels that emphasize development of mixed-use, livable communities, the preferred demographic scenario is reasonable. CAMPO will continue to monitor growth and make adjustments to the plan as necessary in the future.

Appendix 10 provides a detailed discussion of the demographic forecasting and scenario development process that was used as well as the preferred demographic scenario assumed by the CAMPO 2035 Regional Transportation Plan.

Fig. 5 Population and Employment Targets

	Current	2035 Target
Population Accomodation	**16%** of regional population within designated centers	**31%** of regional population within designated centers
Employment Accomodation	**36%** of regional employment within designated centers	**38%** of regional employment within designated centers

B. REGIONAL ROADWAY SYSTEM

Improvement and expansion to the current system of roadways in the region with a focus on:

- Relieving existing congestion hot-spots
- Improving safety and security
- Supporting public transportation, and
- Serving expected and desired future growth in the region.

Map 3.1 shows how the planned Regional Roadway System would look in the year 2035. The Financially Constrained Project list on page 77 of this Plan provides detailed information about the roadway projects that would be implemented.

Regional Significance and Roadway Functional Classification

The Plan prioritizes regionally significant roadways. These are roadways that have been classified as arterials or higher, or that are, in some limited cases, collectors of regional significance. Over the life of the Plan, additional improvements and expansions will also be made to the region's system of local roads and collectors which are not shown in the plan. In order for a roadway project to qualify for state or federal funding, it must be included in the CAMPO 2035 Regional Transportation Plan.

Toll Roads and Tolled Express Lanes

The existing system of regional toll roads and tolled express lanes will be expanded. In addition to implementation of the projects included in the existing Transportation Improvement Program, the CAMPO 2035 Regional Transportation Plan includes addition of tolled express lanes in several corridors. Tolled express lanes can help to defray the costs of construction and maintenance of the facility, and can be used to help manage congestion by allowing priority use by high occupancy vehicles and being priced by time of day or level of use. [4]

Local Priorities

While the focus of state and federal funding will be on regionally significant roadways, the Plan also identifies numerous projects, on and off the state roadway system, which would be paid for entirely with local funding. These projects have been prioritized for inclusion in the Plan by the potential project sponsor.

Multimodal Functionality

Federally-funded roadways in urban and suburban areas will be designed to function for multiple modes and uses. Where feasible, roads will be designed to accommodate bicycles and pedestrians. Roadways should also provide elements that are beneficial to freight and/or public transportation, including wide outer lanes and other features that support the movement of larger vehicles. In addition to planned tolled express lanes, the CAMPO 2035 Regional Transportation Plan identifies several corridors that should be evaluated for provision of priority lanes for buses and carpools.

Who is responsible for the location and design of road?

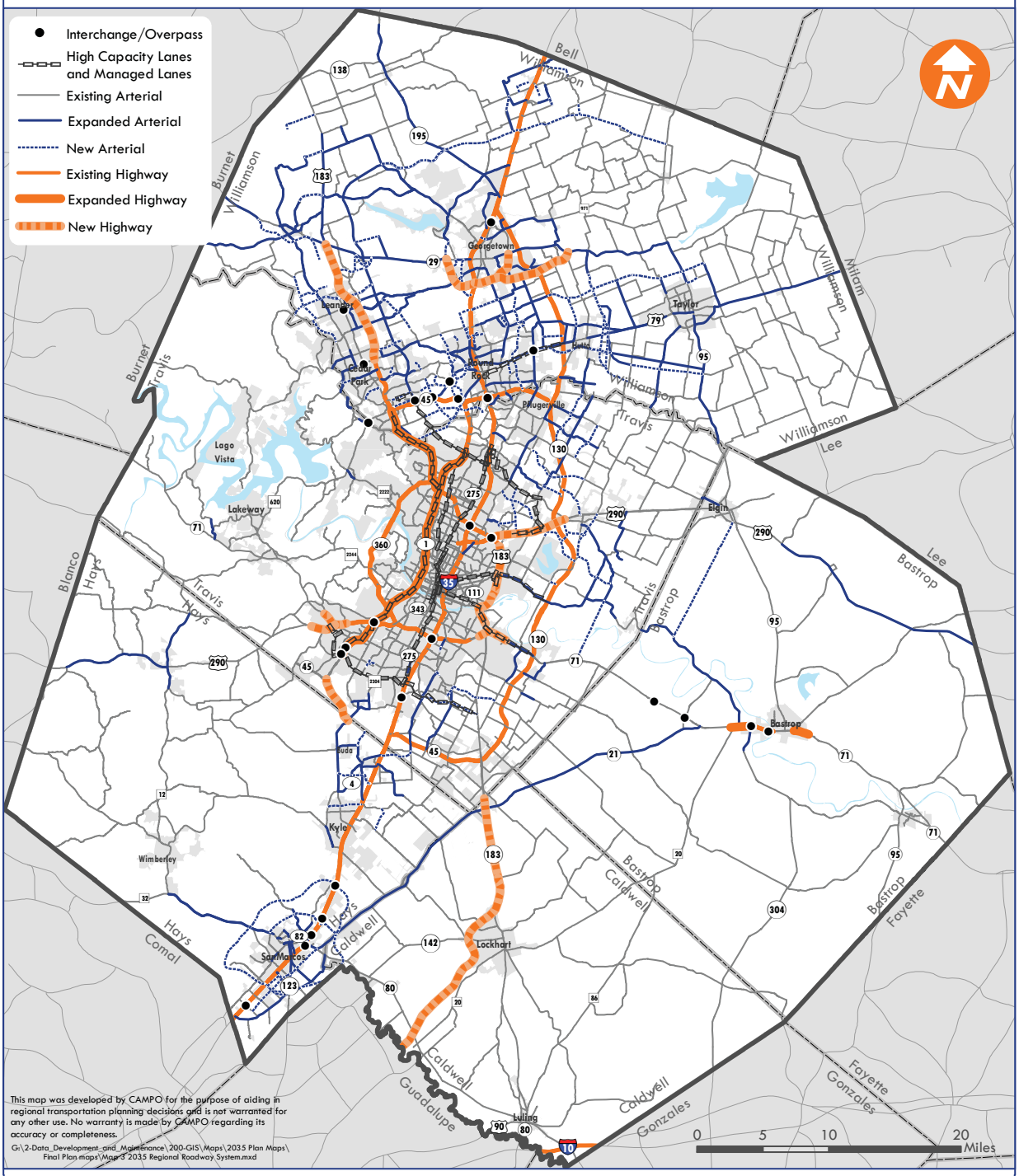
The CAMPO 2035 Regional Transportation Plan does not govern the specific design or alignment of roadways. Nor does it govern the design of interchanges or intersections. The jurisdiction responsible for upgrading or constructing the roadway has authority over all aspects related to alignment, design and connections between facilities. While the system maps included in this plan show the approximate location of roadways, these may not align with actual or planned locations.

[4] Toll Roads and Tolled Express lanes are shown on Map 9 on page 49 of this Plan

Map 3.1: 2035 Regional Roadway System

CAMPO Region

May 24, 2010



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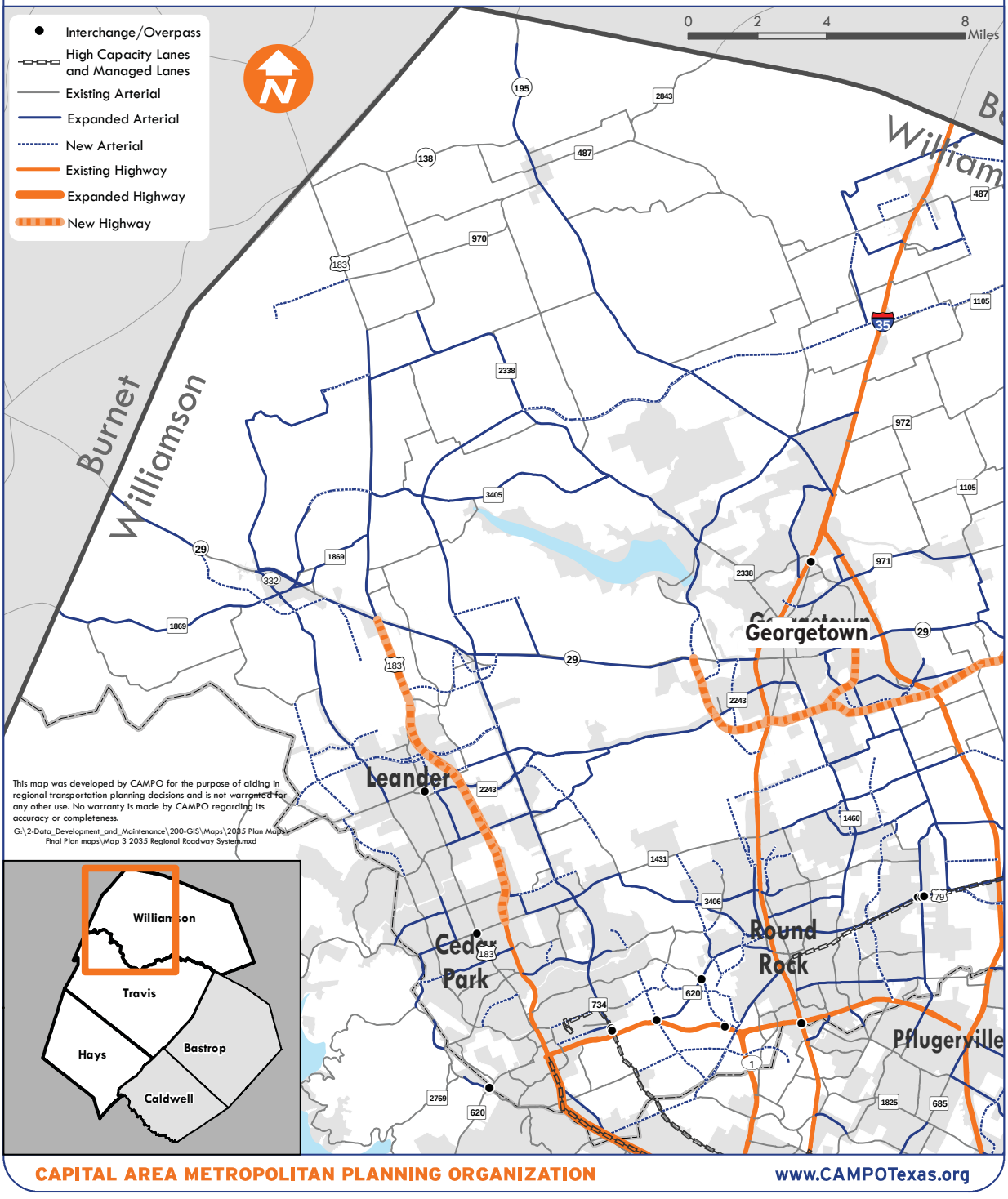
Map 3.2: 2035 Regional Roadway System

West Williamson

May 24, 2010



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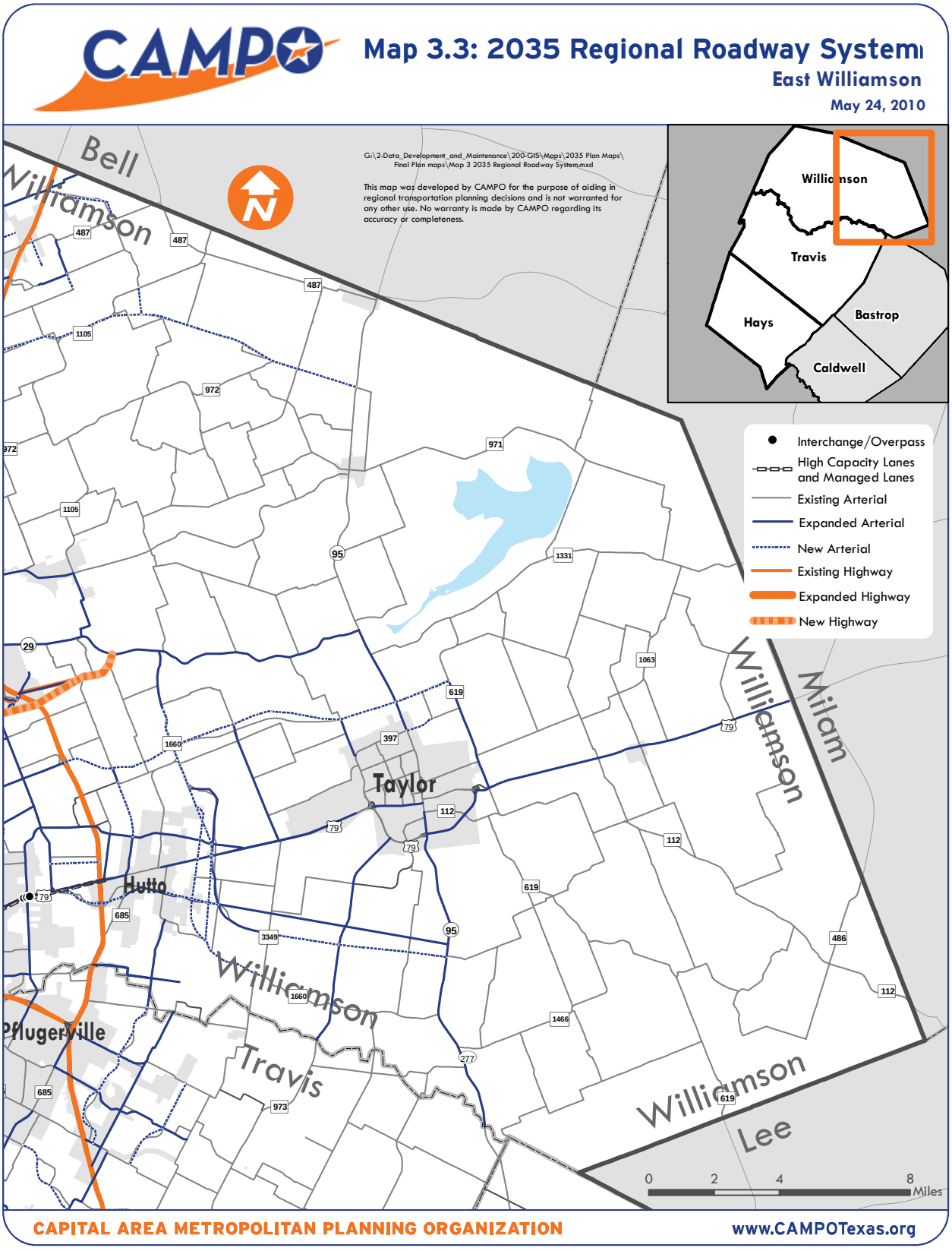
CAMPO
Map 3.3: 2035 Regional Roadway System
East Williamson
May 24, 2010
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Williamson
Travis
Hays
Bastrop
Caldwell
Interchange/Overpass
High Capacity Lanes and Managed Lanes
Existing Arterial
Expanded Arterial
New Arterial
Existing Highway
Expanded Highway
New Highway
Bell
Williamson
Milam
Taylor
Hutto
Pflugerville
Travis
Williamson
Williamson
Lee
0 2 4 8 Miles
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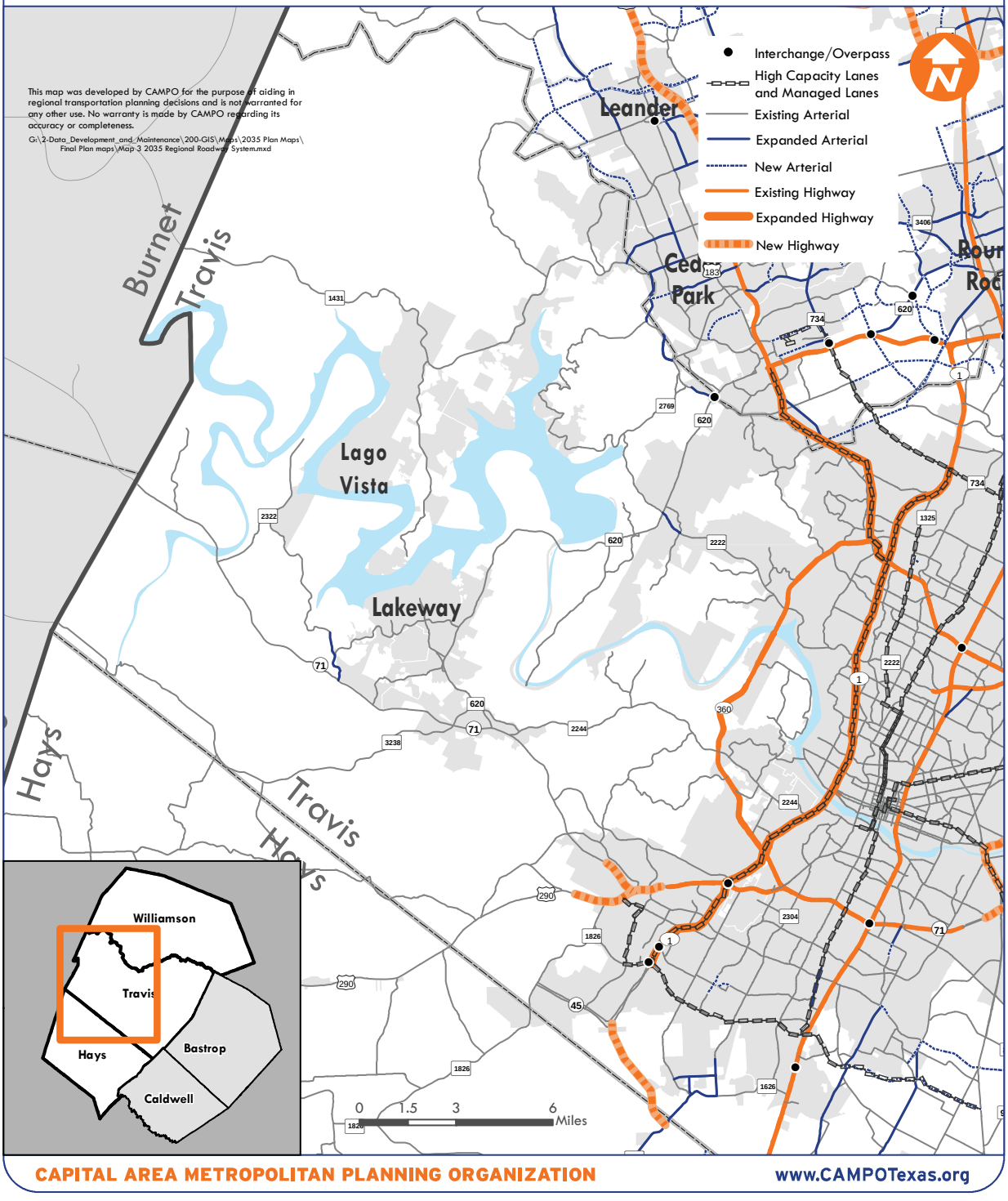
Map 3.4: 2035 Regional Roadway System

West Travis

May 24, 2010



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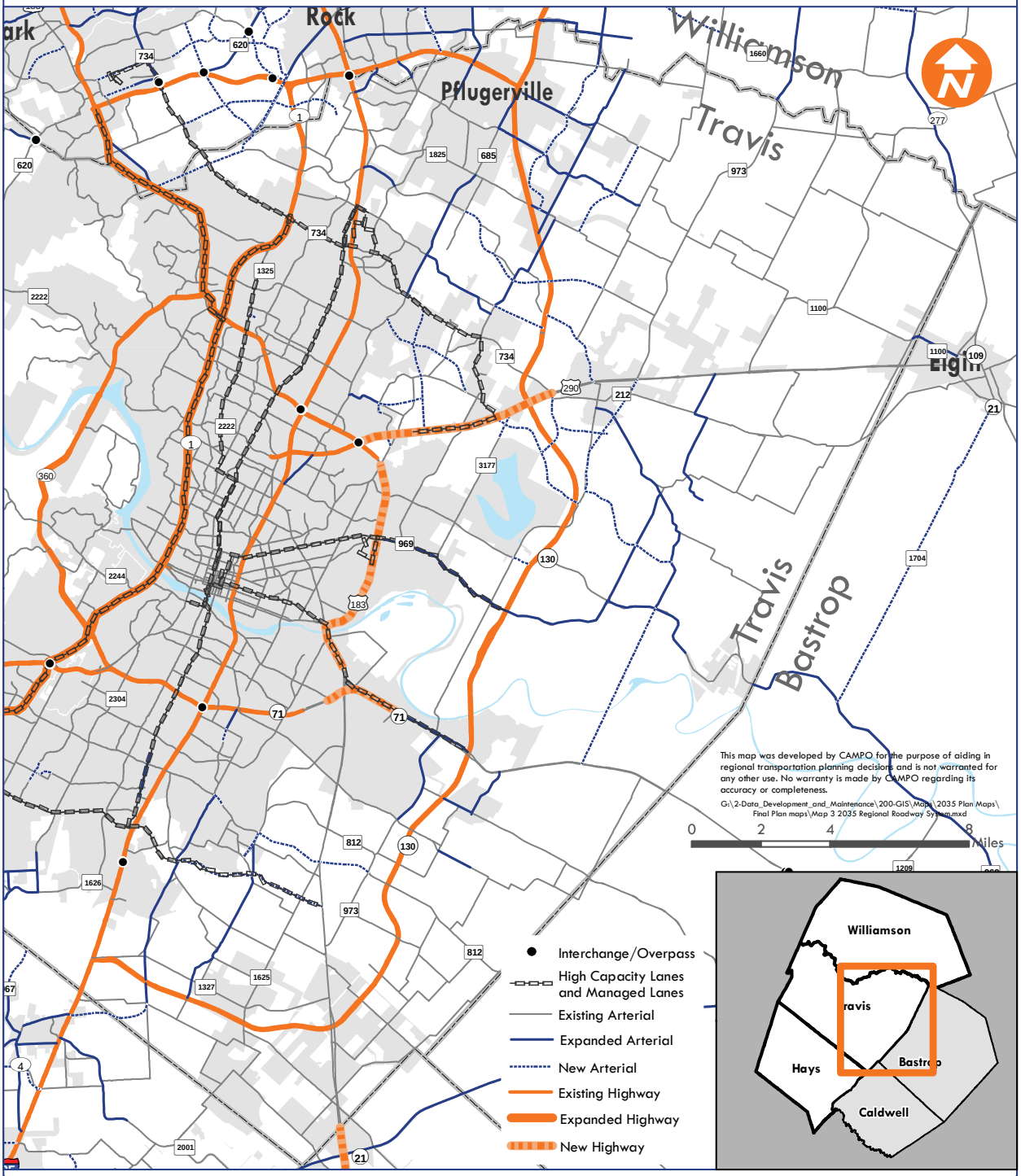
Map 3.5: 2035 Regional Roadway System

East Travis

May 24, 2010



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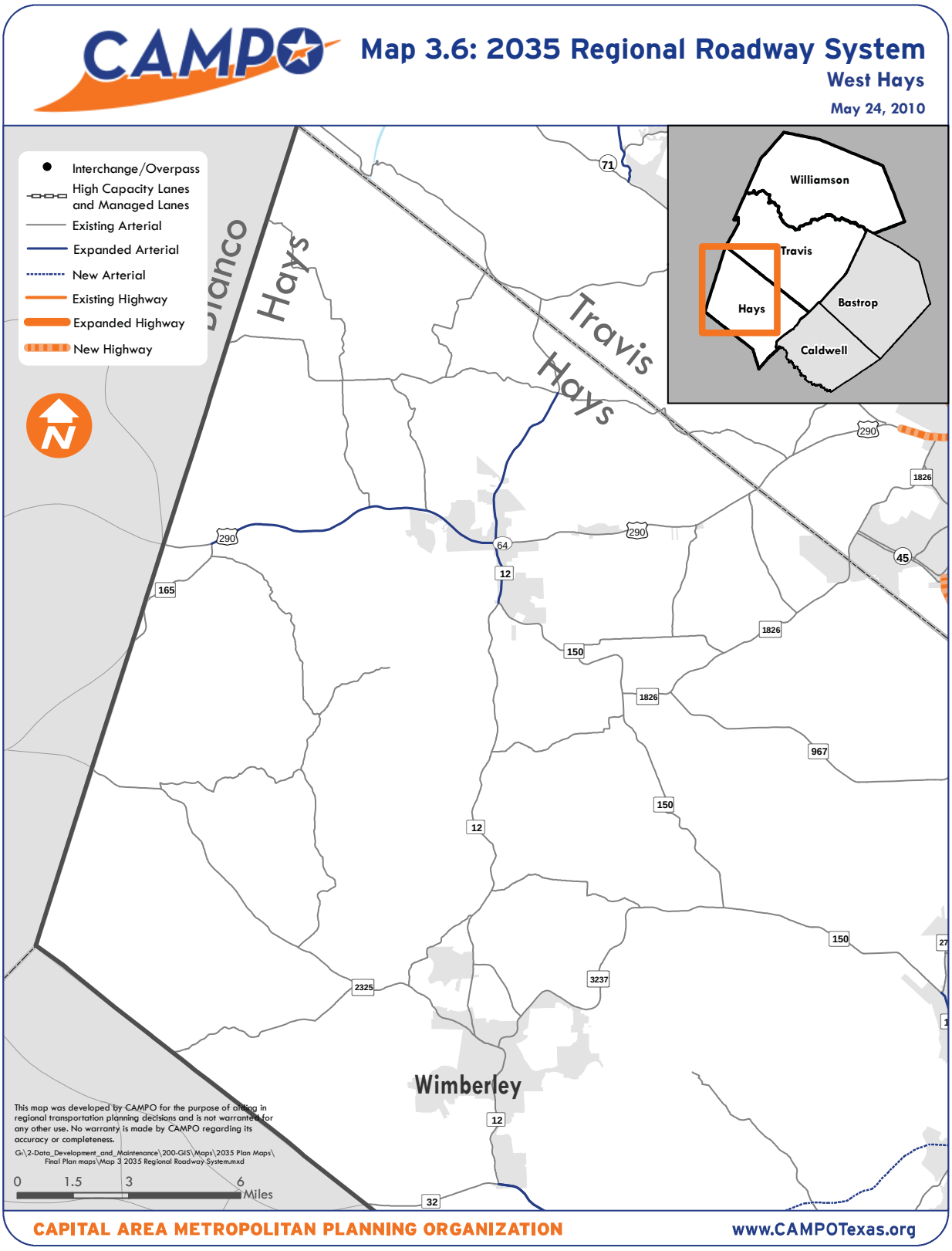
CAMPO
Map 3.6: 2035 Regional Roadway System
West Hays
May 24, 2010
Interchange/Overpass
High Capacity Lanes and Managed Lanes
Existing Arterial
Expanded Arterial
New Arterial
Existing Highway
Expanded Highway
New Highway
Blanco
Hays
Travis
Hays
Williamson
Travis
Hays
Bastrop
Caldwell
Wimberley
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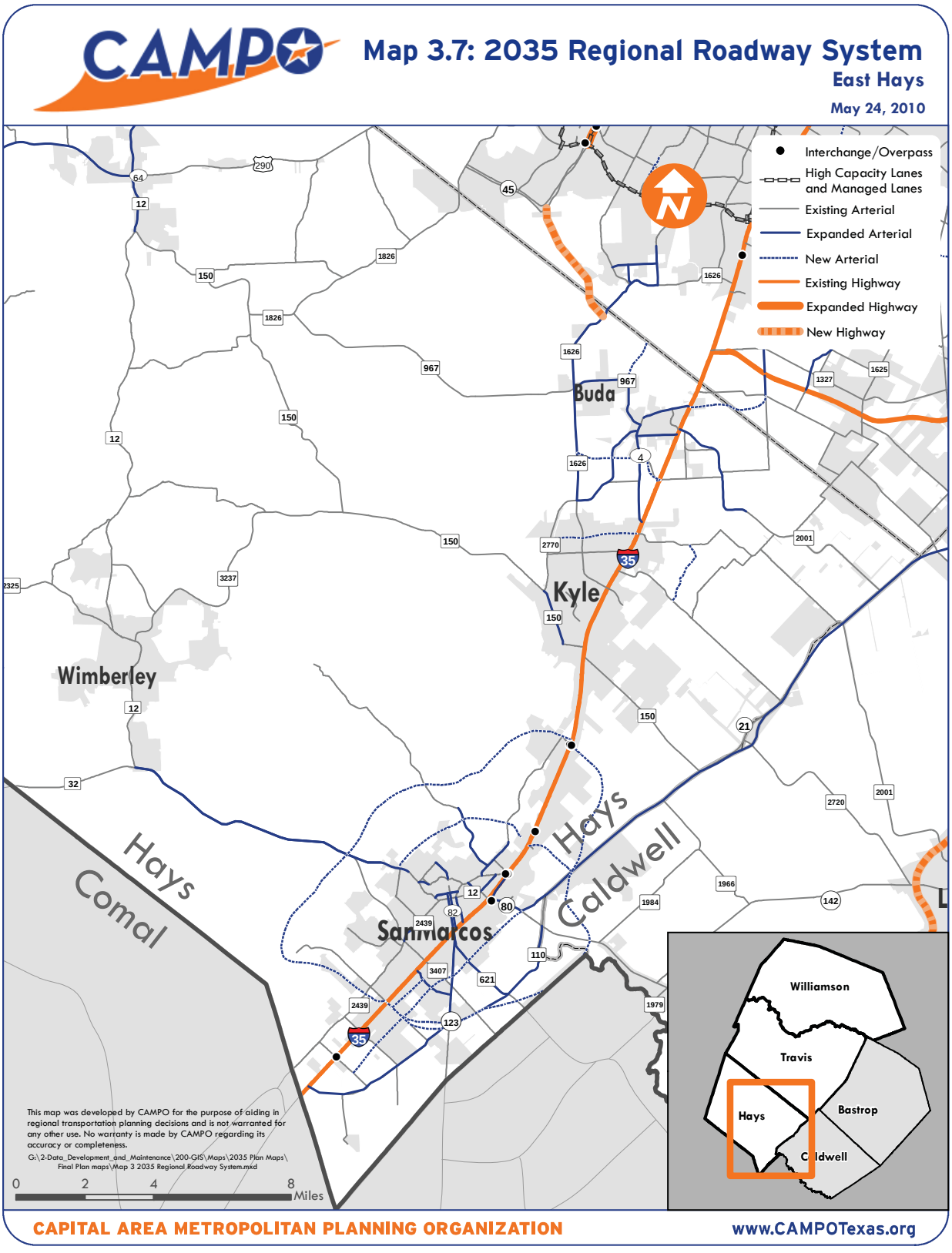
CAMPO
Map 3.7: 2035 Regional Roadway System
East Hays
May 24, 2010
Interchange/Overpass
High Capacity Lanes and Managed Lanes
Existing Arterial
Expanded Arterial
New Arterial
Existing Highway
Expanded Highway
New Highway
N
Buda
Kyle
Wimberley
Sanmarcos
Hays
Comal
Hays
Caldwell
Williamson
Travis
Hays
Bastrop
Caldwell
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.
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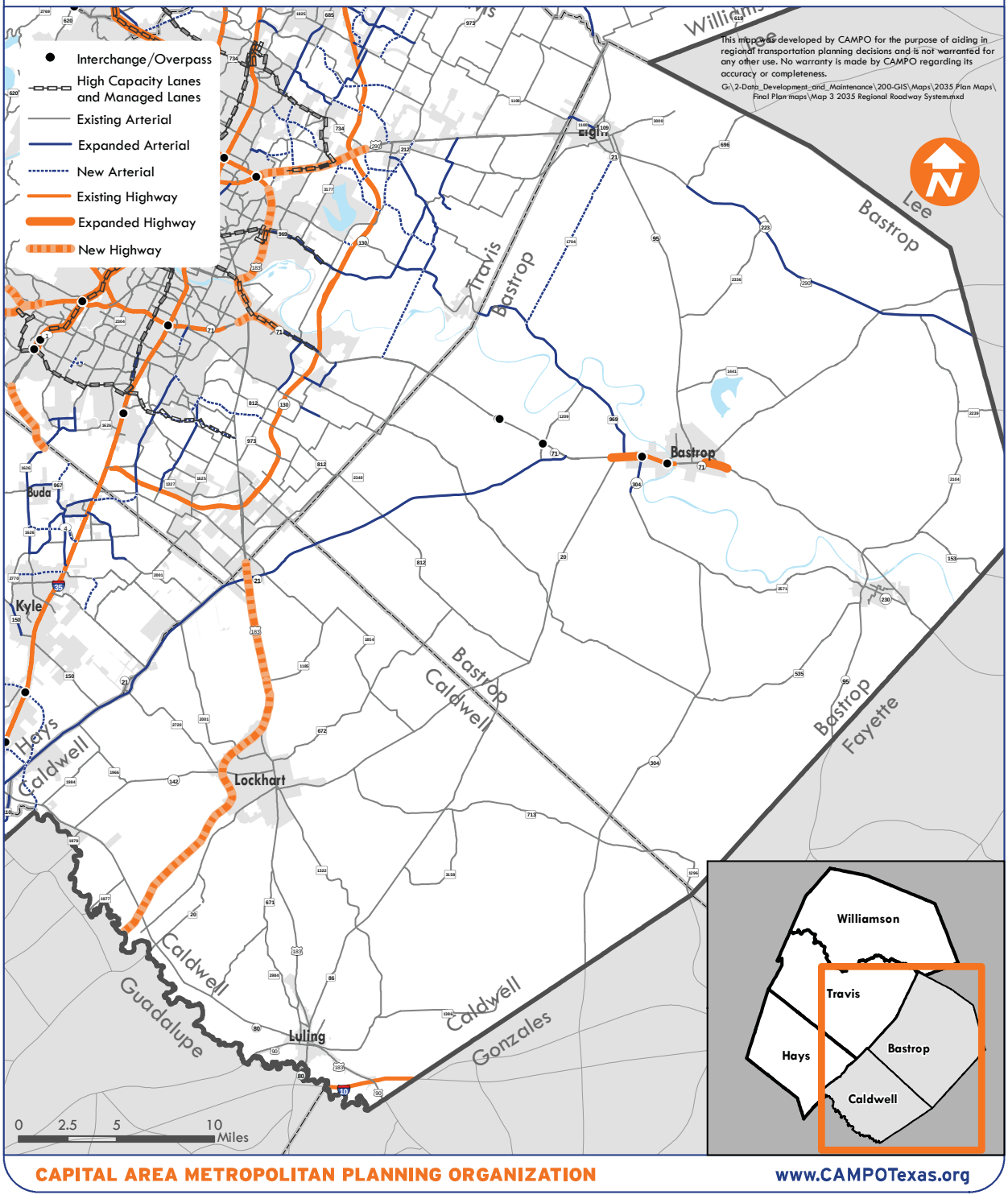
Map 3.8: 2035 Regional Roadway System

Bastrop and Caldwell

May 24, 2010



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C. REGIONAL PUBLIC TRANSPORTATION

Public transportation is critical to the region's productivity and economic development. It can reduce congestion, improve environmental quality and encourage a more sustainable pattern of development. Today, the region has several challenges to its public transportation, including:

- **Increasing demand and costs** which strain existing public transportation resources;
- **Multiple jurisdictional and service provider boundaries as well as funding barriers** which increase cost and complexity of coordination and leave some communities with limited or no service;
- **Lack of regional funding mechanisms and flexibility** for implementation of projects which transcend political and administrative boundaries;
- **Land use patterns and existing roadway designs** that do not support fixed route public transit.

Existing Conditions and Trends

Public transportation providers and a number of other agencies in the region currently provide general and/or client-based public transportation services. While coverage is extensive, Map 4 illustrates that there are currently portions of the urbanized area which fall outside the service area of the region's Metropolitan Transportation Authority (MTA). These communities are not included within the MTA service area because they have not opted to contribute a 1 percent sales tax to Capital Metro.

Existing agencies providing public transportation

- Capital Metropolitan Transportation Authority
- Capital Area Rural Transportation System (CARTS)
- Texas State University
- Lone Star Rail District (Service Proposed)
- City of Round Rock (Service Planned)
- Central Texas Regional Mobility Authority (Statutory Authority)
- Client-Based Transportation Providers and Providers of Shared Ride Transportation

Modes of Public Transportation

The CAMPO region has a variety of transit modes currently in service or proposed, including:

- **Urban Commuter Rail.** High capacity regional transit provided by rail between a central city, its suburbs and/or another central city that typically takes advantage of existing freight rail tracks. Capital Metro's Leander Commuter Rail Line began service in March 2010.

- **Streetcar.** A tram or light rail vehicle, usually a single car, but also attached together operating on city streets. A trolley car. Streetcars are typically smaller, lighter vehicles, with lower operating speeds than traditional light rail, and usually operate in shared lanes with traffic. The streetcar service being proposed by the City of Austin is anticipated to operate at higher operating speeds in exclusive right of way along some portions of its route.

- **Intercity Rail.** Lone Star Rail District is in the project development phase for an intercity passenger rail system between the Austin and San Antonio metropolitan areas. The passenger service, LSTAR, will connect the cities of Georgetown, Round Rock, Austin, Kyle/Buda, San Marcos, New Braunfels, Schertz, and San Antonio. Lone Star Rail District launched environmental clearance and preliminary engineering on the 120-mile project in January 2010.

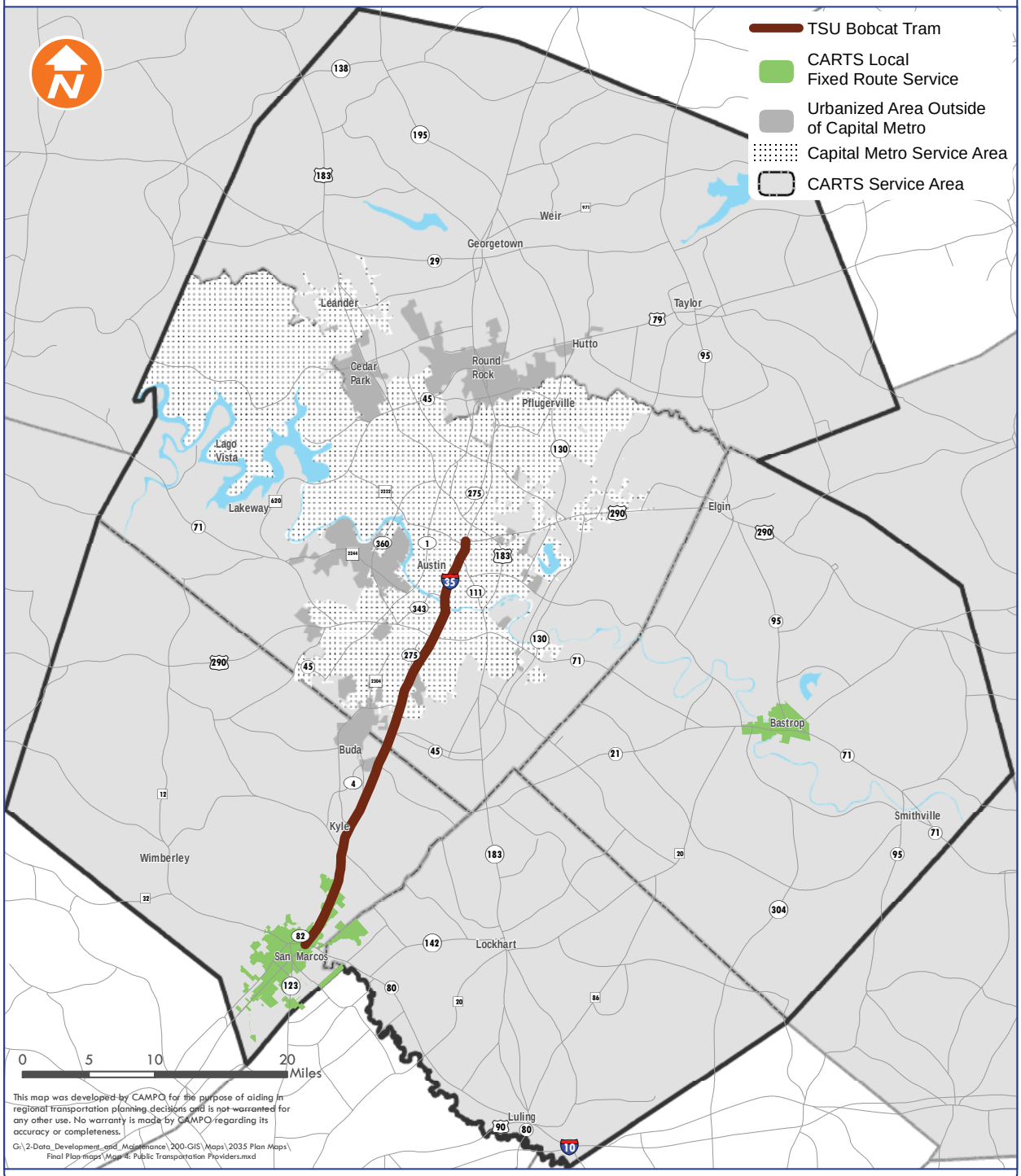
- **Intercity Bus Service.** Regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not close in proximity. CARTS currently operates several intercity bus routes in the region which tie in with the national intercity network.

- **Express Bus and Commuter Bus.** Express buses and commuter buses provide high-speed, non-stop service between suburban or rural communities and the central business district or a regional intermodal station. Capital Metro, CARTS, and Texas State University currently operate express bus and/or commuter bus service. Round Rock is likely to initiate commuter bus service.

Map 4: Public Transportation Providers

CAMPO Region

May 24, 2010



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• **Rapid Bus**. A form of semi-rapid, limited stop service using rubber-tired vehicles on existing city streets in combination with intelligent transportation system (ITS) to speed up buses through congested locations and provide real time trip information and better amenities at bus stops. Funding has been committed toward Capital Metro Rapid Line that would serve North Lamar/South Congress.

• **Local Fixed Route Bus.** The dominant mode of public transportation in urban transit service areas. Capital Metro and CARTS currently operate local fixed route bus services in the region.

• **Demand-Responsive Paratransit.** Demand-responsive paratransit is characterized by flexible routing and scheduling of small/medium vehicles which provide shared-rides between pick-up and drop-off locations according to passenger needs. The Americans With Disabilities Act requires public transit providers to provide complementary demand-responsive paratransit services to individuals with disabilities. Capital Metro and CARTS currently operate demand responsive paratransit services in the region.

• **Van Pools and Car Pools.** Transportation services provided by public or private entities, or arranged by a group of individuals.

Capital Metro currently operates a van pool program in the region. CAMPO and other partners coordinate a River City Ride Share program which provides an on-line ride matching service for private carpools in the region.

Futures Needs and Potential Solutions

As the region continues to mature, our needs will evolve. While our region relies on a transportation system today that is dominated by the private automobile, the future may be a very different place. Travel patterns, increasing congestion, environmental concerns, as well as the age and diversity of our population, will mean that by 2035 we will need to implement a robust network of public transportation. Locations of commuter airports and heliports are also important considerations as access points for transit.

The public transportation system envisioned builds on several extensive planning efforts.

• **Capital Metro All Systems Go Plan:** In 2004, Capital Metro developed a long-range transit plan known as All Systems Go! The All Systems Go! Plan includes a 25 year plan for transit investment by Capital Metro and reflects plans for several related regional services which would be operated by other providers. The Leander-Austin Commuter Rail Line called for by the plan began operations in March 2010. In addition, several planned park-and-rides and transit centers have been constructed. Capital Metro has also received funding to launch its first rapid bus line along North Lamar and South Congress.

• **Regional Transit Vision:** CAMPO has worked to develop a regional vision for major transit investments that goes beyond the existing Capital Metro Service area. The vision incorporates the major regional transit corridors identified in All Systems Go! while creating a broader geographic framework for a comprehensive network of high capacity regional transit lines serving the five-county area.

• **CAMPO Centers Concept:** Land use and growth patterns can pose major challenges to the effective delivery of public transportation services. Factors such as low density development and poor street connectivity strain the already stretched resources of most public transportation providers. The CAMPO Centers Concept envisioned by this plan would support development of high density centers throughout the region that can better support efficient regional transit service.

Expansion and Coordination of Demand-Responsive Paratransit

Capital Metro, CARTS and other client-based entities provide demand-responsive public transportation services that are supported by public funding. These services fill a variety of specialized needs in the region, including:

- Rural Community Transit
- Medicaid Transportation through CARTS
- ADA Paratransit (compliance with the Americans with Disabilities Act);
- Client-Based Transportation.

The region has worked toward increasing the efficiency of existing paratransit resources through development and implementation of a coordinated Public Transit and Health and Human Services transportation plan. Noteworthy examples of methods for increasing efficiency in the region include:

Regional Transit Vision

This image provides a vision of what that service could look like, to start a regional conversation about what the region's best options might be in the year 2035. We will continue the conversation as CAMPO coordinates ideas from throughout the region in developing the region's long-range transportation plan.

Land Use

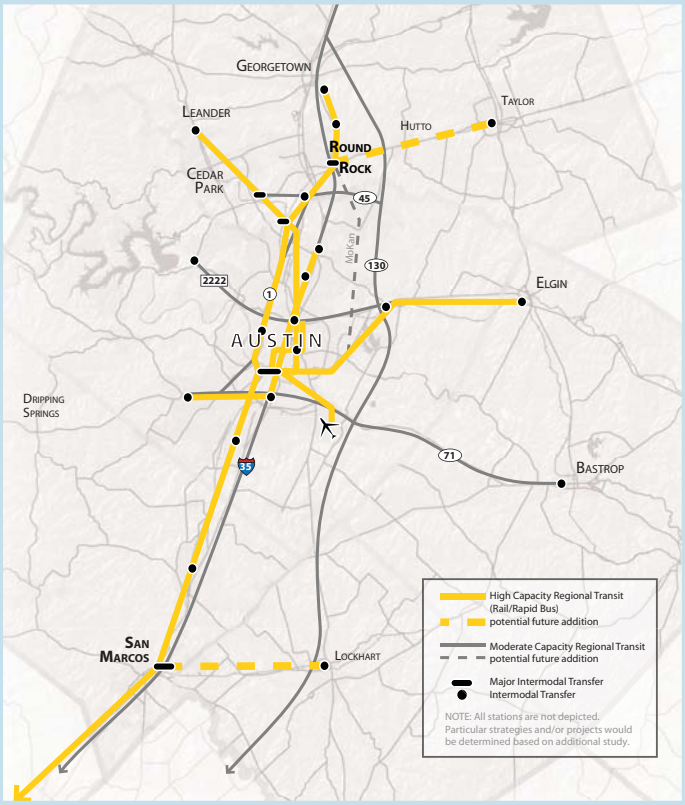
- Connects existing and planned centers of population and employment in a manner consistent with citizen visioning
- Provides a much-needed transit connection to the ABIA
- Maximizes the percentage of regional jobs and housing that are within a quarter mile of a bus line or rail station, promoting sustainability
- Supports and is supported by local land use planning trends
- Reducing VMT and regional trips will contribute to avoiding air quality non-attainment

System Efficiency

- Provides east-west connectivity via Elgin and Bastrop corridors
- Increases efficiency by connecting existing bus systems and future bus rapid transit with rail
- Supports downtown circulation and regional connectivity along the ASA rail corridor
- Utilizes planned HOV and managed lanes to promote connectivity
- Regional approach extends beyond existing Capital Metro Service Area, acknowledging the reality of regional trip data

Implementation

- Takes advantage of existing rail resources and corridors
- Accommodates existing and committed projects
- Relies on innovative funding partnerships, can be phased over time
- Includes various modes of transit, and allows for seamless mode shift
- Can be implemented without near-term relocation of through freight to the east



- Exploration of additional opportunities for shared stops with CARTS and commuter and community transit vehicles at the edge of the Capital Metro system.
- Coordination with area health and human service agencies to identify opportunities for increasing efficiency through partnership based approaches.
- Introduction of a RideCARTS fare card that allows multiple agency-funded trips to be accounted for on one fare medium.

Funding and Governance

As the region continues to urbanize and additional communities see demand for urban transit service increase over time, it will become more challenging to rely on the existing framework of funding and governance. Issues related to transit funding and governance include:

• Distribution of Federal Transit Administration URBANIZED Area Formula Funding

Currently Capital Metro is the sole designated recipient for FTA **Urbanized Area** Formula funding in the region. This funding is allocated to our region based on the population of Austin's urbanized area as well as levels of transit service within the urbanized area, among other factors. In spite of its designation as the sole recipient of FTA funding, however, Capital Metro does not currently provide transit service to the entirety of the urbanized area as a result of these areas not being within the Capital Metro service area. While expanding funding or services outside of Capital Metro's current service area would have the benefit of expanding

urban transit service in line with federal funding allocations, it would also result in a reduction in the services that can be provided to areas currently served. Capital Metro currently provides funding outside their service area to the City of Round Rock based on population. (The City of Round Rock receives 5307 funds as a subrecipient to Capital Metro based on population and provision of transit service.) Capital Metro has continued to work with other communities outside of the service area to determine potential ways to equitably utilize this funding in the future.

• Distribution of Federal Transit Administration RURAL Area Formula Funding

The Capital Region receives additional transit funding from the FTA through its **Rural** Formula funding program. However, as the region urbanizes, we may see a reduction in this funding source. CARTS currently receives this rural funding as a subrecipient under TxDOT. Without a replacement of funding, loss of those grant proceeds would result in a reduction in service in CARTS current area of service.

• Proposed Funding Sources

The urban public transportation service provided by Capital Metro is funded primarily through a one-cent local option sales tax levied in each of the communities Capital Metro serves. Several communities within the urbanized area have elected to opt out of this sales tax or have committed local sales tax revenue to alternate priorities. Also, a statewide cap on local sales tax prevents many of these communities from committing the one-cent sales tax to Capital Metro in the future. There has been discussion in the region and in other regions throughout the state of identifying additional sources of transit funding at the local or regional level. Some examples of innovative funding for regional transit could include:

- Increased transit fares
- New local option sales tax
- Surplus toll revenues/congestion pricing
- Tax Increment Finance Districts
- Business fees
- Vehicle registration fees
- Property Tax and General Fund-backed Bonds
- Public-Private Partnerships

• Contract for Service

The Capital Metro Board recently approved a policy allowing communities outside of the Capital Metro Service area to negotiate for specific services. CARTS existing policy allows this approach and numerous communities have entered into agreements with CARTS for specific services.

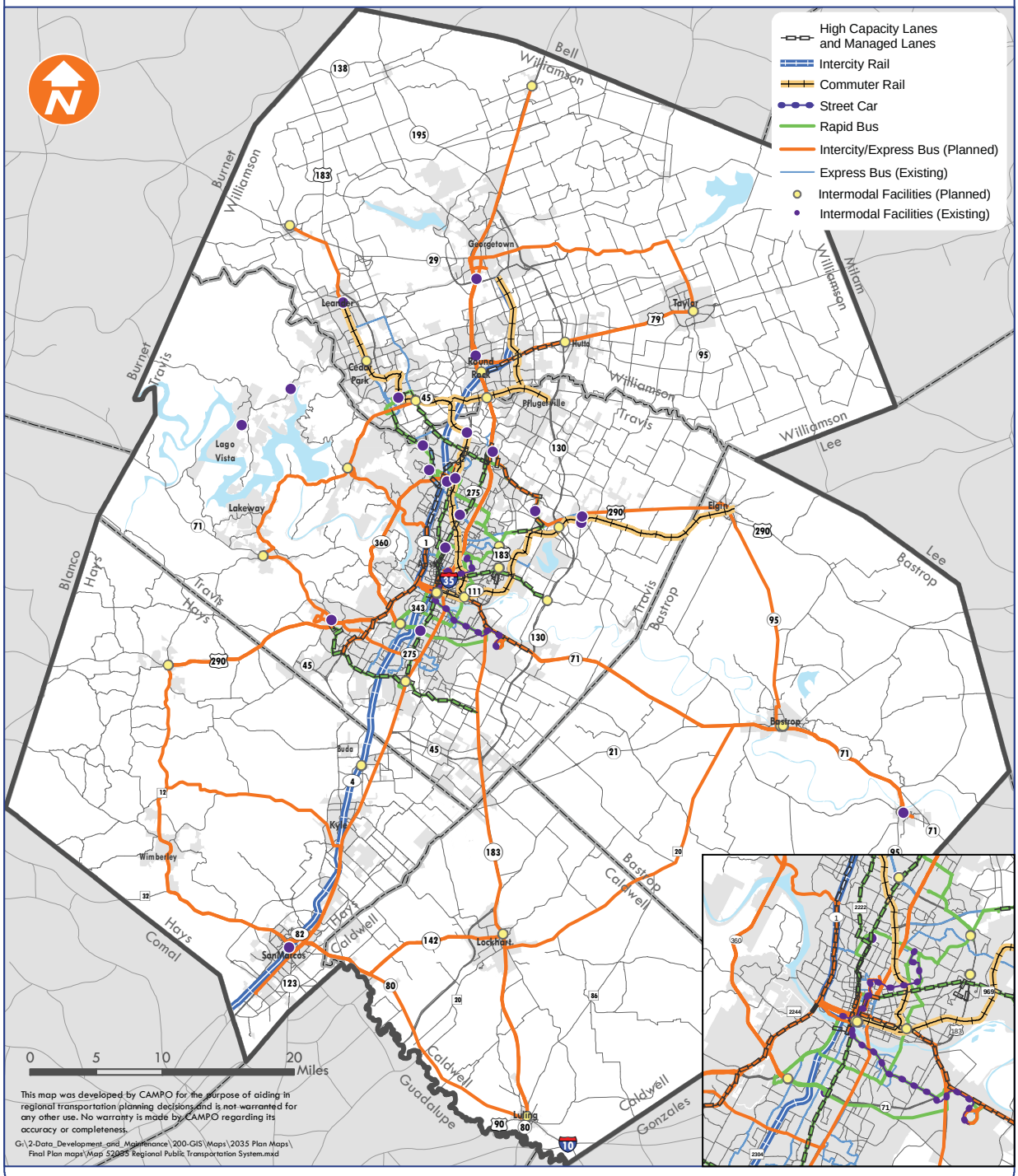
• New Service Providers

New transit service providers have recently emerged to fill particular market niches, and it is possible that additional providers will emerge in the future. New providers include Texas State University who has opened their BobCat Tram service to the general public, as well as the City of Round Rock which is working toward near term implementation of commuter bus service connecting Round Rock into the Capital Metro system.

Map 5: 2035 Regional Public Transportation System

CAMPO Region

May 24, 2010



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D. BICYCLE AND PEDESTRIAN ACCOMMODATION

Planners, health advocates, and others are seeking solutions to promote bicycling and walking as active transportation choices that offer "savings in fuel costs, a smaller carbon footprint, and a practical way to achieve recommended levels of physical activity..." [5] Well-planned facilities for bicycle and pedestrian travel have been shown to have positive impacts on accessibility of destinations, air quality, congestion, health, local economies, personal savings, road maintenance and safety. Given the growing consensus of the benefits of active transportation improvements, the principal issue is crafting a system of connected and enhanced facilities that work for Central Texas. In addition to programmatic improvements in education, encouragement and enforcement, these benefits are addressed by focusing on regional facility improvements in the following areas:

- New and expanded arterial facilities as complete streets with bicycle and pedestrian infrastructure
- Intermodal transit facilities connected to the roadway system
- Connecting to recreation facilities and open space
- Enhancing facilities in mixed-use areas

Existing Conditions and Trends

All roadways in the region currently serve as bicycle and pedestrian facilities, except those expressly forbidding access,[6] such as the upper deck of Interstate 35 in Austin. Most of the regional pedestrian system is served by locally-developed sidewalks along arterials. This system is not simply an "add on" to the overall transportation system but a fundamental component and contributor to mobility since almost all trips include a pedestrian element. Funding and expertise at all levels are needed to continue filling pedestrian access gaps throughout the region.

Bicycle access is primarily provided by interconnected, low-volume streets, and shoulders or bicycle lanes on higher volume streets. Despite a developing network of bicycle facilities, many gaps still exist in the regional system. See appendix 11 for more details.

[5] Gotschi, Thomas, and Kevin Mills. 2008. Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Washington, D.C.: Rails-to-Trails Conservancy. Accessed July 28, 2009, from www.railstotrails.org/resources/documents/whatwedo/atfa/ATFA_20081020.pdf

[6] Texas Transportation Code ch. 7, section 551.101.

Best Practices

The planning needs of effective bicycle and pedestrian facilities are similar, though scaled down in size and cost, to those of automobiles. Routes must be as continuous as possible, meeting projected origins and destinations of a wide range of users. Specific facilities that meet the needs of bicyclists include bike lanes, shoulders, and wide outside lanes. Each facility serves a range of needs, but the best choice is dependent on individual site factors.

Innovative Bicycle Design

Colored bike lane treatment can be used to alert drivers of the presence of bicyclists and draw attention to bicycle lanes. This treatment may be particularly useful at high-speed and/or confusing intersections.

Photo Courtesy of UT Center for Transportation Research

• Connect with Transit

The Central Texas region has recently completed several major transit investments and has plans for many more. Accessing the individual stops by bicycle or walking may be a significant challenge if not addressed soon. Facilities are needed to access transit sites safely and also improvements at the individual stations. Bicycle parking at major transit facilities and transfer centers is one obvious need. Showers and bicycle lockers provide amenities that can help transform major centers into true regional intermodal hubs.

• Connect Recreation and Transportation Bicycle Facilities

Active and passive recreation facilities such as athletic fields, neighborhood parks, nature preserves and challenge trails are important destination facilities that need to be connected into the bicycle system. Development of master

"Promote improvements in bicycling and pedestrian mode choice for all persons in the region by sharing ideas and bridging disciplines between regional bicycling and pedestrian leaders engaged in planning, advocacy and implementation."

– Vision developed during the Capital Area Bicycle and Pedestrian Summit

Bike lockers at transit facilities

Enhanced bike facilities in mixed-use areas

trail plans that assure robust connectivity with other transportation modes and population centers is encouraged. Support development of master trail plans that assure robust connectivity with other transportation modes and population centers.

• Enhance Facilities in Mixed-Use Areas
Areas that are more densely developed with a mix of jobs, housing and amenities often serve as hubs of intermodal activity, and enhancing facilities serves a range of purposes in these areas.

• Expanding trails as transportation facilities
Expanding regional trails provides an enhanced transportation facility, as well as recreational facility, for bicycles and pedestrians. Regional trails also provide an opportunity for multiple jurisdictions to leverage limited local funding, which results in transportation and health benefits to the region.

Future Needs

Policy

• Maintain existing bicycle and pedestrian facilities.
Sometimes minor bottleneck improvements or intersection expansions can inadvertently reduce or eliminate bicycle and pedestrian access. Additionally, limited access highway projects can limit crossing access for other modes, but this impact can be mitigated with pedestrian grade separations or other techniques.

• Ensure bicycle and pedestrian facilities are developed in conjunction with roadway projects in populated areas. Except for areas planned to be rural in 2035, roads should at least have facilities such as shoulders and sidewalks with connecting infrastructure to provide access for bicyclists and pedestrians in the future. To ensure adequate right-of-way is available to construct the facilities, jurisdictions should continue to acquire enough right-of-way for planned bicycle and pedestrian improvements.

• Use discretionary funds at the regional level, such as Surface Transportation Program funding to focus on filling gaps in urban areas, and funding special projects with limited local funding sources available.

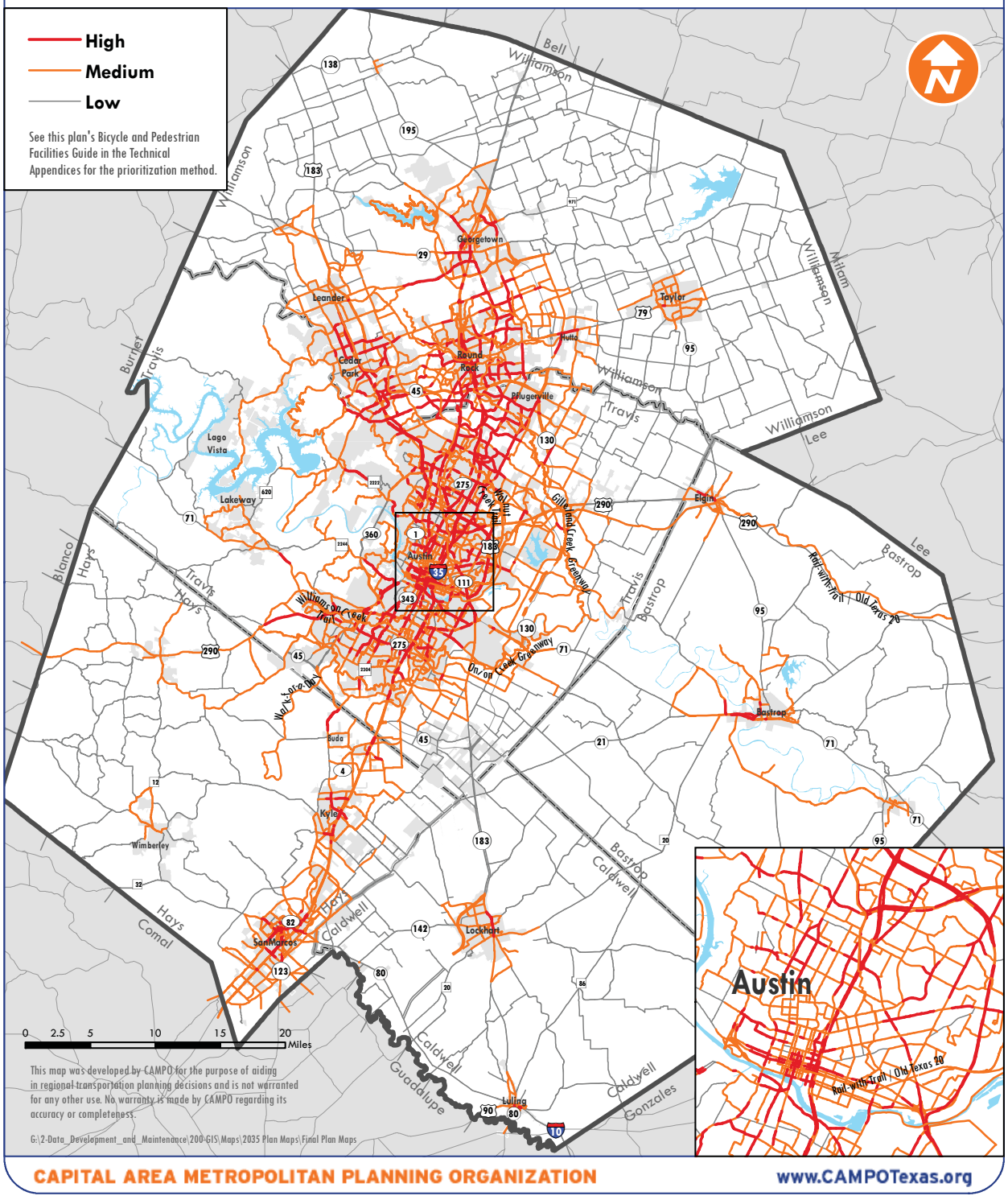
Infrastructure

As with any transportation mode, supply is often outpaced by demand. Pedestrian infrastructure is needed throughout

Map 6: 2035 Priority Bicycle Corridors

CAMPO Region

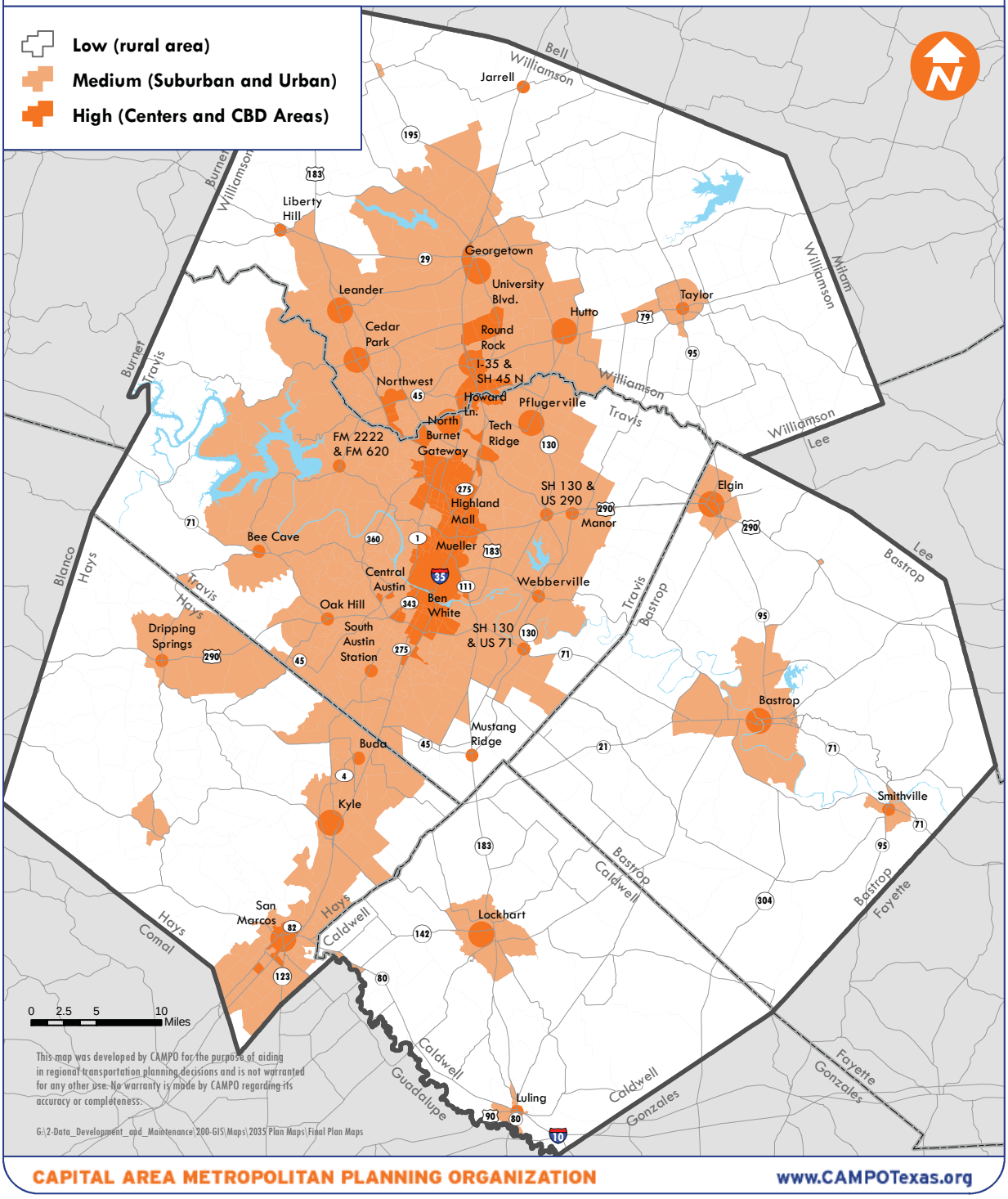
May 24, 2010



Map 7: 2035 Priority Pedestrian Districts

CAMPO Region

May 24, 2010



the region, but investments in existing urban and suburban areas may provide more impact by serving more potential users. The 2035 Priority Pedestrian Districts map looks to more densely populated areas to focus pedestrian investments, including geography from the Centers Concept.

Bicycle infrastructure has similar needs. The 2035 Priority Bicycle Corridors map highlights corridors with anticipated high demand for facilities, with limited infrastructure provisions. The off-street network also plays an important role in connecting our region's communities.

E. FREIGHT

The movement of goods using a variety of modes is extremely important to the economic development and growth opportunities of any metropolitan area. Properly planned accommodations for freight movement can drive economic opportunity in a region without undermining quality of life and environmental considerations. The CAMPO 2035 Regional Transportation Plan recognizes the importance of freight to the regional economy.

Existing Conditions

Rail – Central Texas has Class I rail lines traversing the area on a north-south axis. However, no Class I rail yards are located in the five-county region. Local rail service is provided in two ways:

1) Class I service at intermodal rail yards located in San Antonio, Fort Worth and Houston where rail transit goods are loaded to truck for final transit to/from Austin.

2) Via local short-line transit to these same yards.

Information provided for existing and projected rail facilities is based on the best available data to the public. However, most information is limited by the proprietary nature of a highly competitive rail industry. Rail traffic between the United States and Mexico has steadily increased since the 1990's without the benefit of increased infrastructure. This has resulted in an increase in usage of local rail lines within this region.

Truck – Nearly 93% of the freight by tonnage moved in 2003 within the study area moved by truck.[7] Truck freight can be classified as pass through, inter-region or intra-region. The majority of pass-through freight movement is via Interstate 35. Inter-region freight moves via the Interstate and US highway systems to destinations outside the Austin metropolitan region. Both pass-through and inter-region traffic is typically via tractor trailer transport. Intra-region freight moves via the local road network via units ranging from tractor trailers to panel vans. Figure 6 shows a summary of 2003 estimated intra-regional truck movements in the CAMPO study area. This data accounts for the full truck loads and less-than-truckload cargo volumes. Williamson County's heavy volumes are partially due to major gravel

industries with high weights. According to the Transearch database, 18.2 million tons of freight moved within the CAMPO region by truck.

Air – Regional airports, including smaller and emerging regional airports will continue to be important to CAMPO's planning and travel demand modeling. There are a number of general aviation airports throughout the study area. The four (4) primary airports identified are: (1) Austin-Bergstrom International Airport (ABIA); (2) Georgetown Municipal Airport; (3) Taylor Municipal Airport; and (4) San Marcos Municipal Airport. ABIA is the only international airport in the region and carries a majority of the region's air freight.

The demand for air service in a region is affected by a range of local issues, national considerations and international factors. Air cargo has been decreasing locally every year since 2000. However, total enplaned air cargos at the ABIA is expected to increase from 83,600 tons in 2000 to almost 323,000 tons by 2020, an average increase of seven percent per year.[8] Goods movement through ABIA is primarily package shipping, either via belly cargo for commercial airlines or dedicated shippers with terminal facilities at the airport. Local air freight is also moved via intermodal shipment to air facilities in Houston and Dallas/Ft. Worth.

Best Practices

As part of the planning process for this report, CAMPO commissioned a study focused on freight movement and opportunities in the region. The peer review conducted as part of that study resulted in significant recommendations, some of which are directed toward state and federal agencies. A subset of those recommendations applicable to the regional and local levels follow:

Policy

- Incorporate the existing base of freight staging facilities into planning documents and zoning codes
- Encourage development of "Freight Villages" (clusters of freight related land uses)
- Encourage the clustering of warehouse activities around specific areas (i.e., near airports and rail nodes) by using the Warehousing and Logistics (WL) zoning mechanism during the comprehensive planning process.

Fig. 6 CAMPO Study Area's 2003 Intra-Regional Truck Patterns (Tons of Freight)

Destination \ Origin	Bastrop	Caldwell	Hays	Travis	Williamson	Total
Bastrop	25,534	37,842	5,797	224,385	16,017	309,575
Caldwell	10,343	30,273	14,221	80,388	6,619	141,844
Hays	4,167	35,786	80,873	477,759	316,167	916,752
Travis	321,278	39,628	156,133	9,401,036	5,411,341	15,329,416
Williamson	1,317	1,925	62,689	291,011	1,227,940	1,584,882
Total	362,639	145,454	319,713	10,474,579	6,980,084	18,282,469

[7] Global Insight (2003) Transearch database, as reported by MACTEC Engineering and Consulting, Inc. and Alliance Transportation Group, Inc. in Austin Area Freight Transportation Study (2009), available at http://www.campotexas.org/2035plan.php

[8] Austin-Bergstrom International Airport Master Plan Update (2003) Available from http://www.ci.austin.tx.us/austinairport/finalmasterplan.htm

- Prevent Encroachment on WL areas to prevent migration and preserve infrastructure investment
- Improve parking in central business districts
- Enlarge curbside parking spaces
- Employ peak hour pricing mechanisms to regulate parking behavior.

Technology

- Coordinate traffic signaling in appropriate districts to facilitate critical early morning truck delivery patterns.
- Use transponders for truck fleets to affect the duration of signals when approached at certain times of day.
- Improve freeway management system technology so that it is capable of providing travel time information in real-time.
- Complete installation of fiber optic cable networks along I-35 corridor.
- Integrate regional ITS (intelligent transportation systems) with freight management and movement.
- Traffic Surveillance Technologies
- Automatic Vehicle Identification
- Automatic Equipment Identification
- Weigh In Motion
- Utilize ITS to keep drivers informed of traffic conditions, including construction delays.
- Expand use of electronic toll collection (ETC)
- Encourage shippers to utilize satellite and bar-code tracking systems

- Use Smart Cards to improve security and automate data transfer and cargo profiling

Future Needs

Though several other major intermodal freight hubs in Texas exist or are being expanded, opportunities to expand or build new facilities exist to better serve growing freight needs. Development of freight villages in the region can cluster industries with similar logistic needs in an area with suitable infrastructure, while minimizing impact on existing and future communities. Though illustrative, the 2035 Major Freight System map shows how these locations could be guided by local officials to meet the shared needs of intermodal freight industries for economic growth.

Freight Rail

The main north-south Union Pacific rail line in the region is highly congested with freight traffic and is under more pressure by passenger rail needs along the corridor. Development of a new rail line is under consideration for funding to relieve the freight rail congestion, allow significant passenger rail increases and possibly increase the safety of rail crossings. If a new rail line is built, connections to other rail lines and roadways will need to be included. There may be an opportunity for an intermodal freight hub to be considered at a major freight nexus. Such a hub would have to compete with other major hubs in Texas.

Growth of freight rail movement in the region is constrained by the limited capacity of through-lines and the lack of a major intermodal rail yard in the region. Public and private-sector costs and benefits from a major investment of any kind will need to be weighed with the competition from neighboring major freight hubs in Houston, San Antonio, and Fort Worth.

The potential Austin Rail Bypass concept included on Map 8: 2035 Freight System is generally taken from TxDOT's 'Central Texas Rail Relocation Study', and is not currently funded nor included as a project in this Plan. It is included as an illustrative concept to facilitate future planning, should the region choose to pursue a major rail bypass project. Potential benefits to the public cited in the relocation study include:

- Reductions in public exposure at roadway-rail crossings (vehicular delay, accidents, horn noise) by moving the route outside of the Austin and San Antonio metro areas and other communities including Taylor, Elgin, Bastrop, Lockhart, and San Marcos,
- Reductions in hazardous materials movements within urban areas,
- Improvements to air quality from reductions in vehicular idling and reduced locomotive operations,
- Reductions in fuel usage for vehicular traffic,
- Improvements in economic development opportunities, and
- Possible implementation of commuter rail services in the existing corridor.

Potential benefits to Union Pacific could include:

- Reductions in train accident exposure at highway-rail grade crossings,
- Possible increases in freight rail capacity,
- Improvements in train operating efficiency along the new route,
- Possibility of the railroad to "grow business" due to possible increases in capacity,
- Short term reductions in maintenance expenses on the newly constructed alignments, and
- Reductions in Total Central Curve Angle which may correlate to reductions in wear and tear on locomotives, rolling stock, roadbed, track and structures. Despite its benefits to the public and Union Pacific, inclusion of this project in the regional transportation plan will require identification of funding, and may require additional feasibility study. Source: Texas Department of Transportation. (2008) Central Texas Rail Relocation Study. Transportation Planning & Programming Division, Multimodal Section. Downloaded from: ftp://ftp.dot.state.tx.us/pub/txdot-info/tpp/ctr_rail_study.pdf

Motor Freight

Results from the Austin Area Freight Transportation Study[9] identified roadway deficiencies specific to motor carrier goods movement and recommended a number of relatively small 'quick-action' projects as well as about 60 segments of roadway needing larger investments. These improvements targeted to motor carriers could reduce congestion for other roadway users as well.

"Valuable cargo caught in congestion increases costs to freight shippers and carriers."

– CAMPO Needs Assessment Report

Air Freight

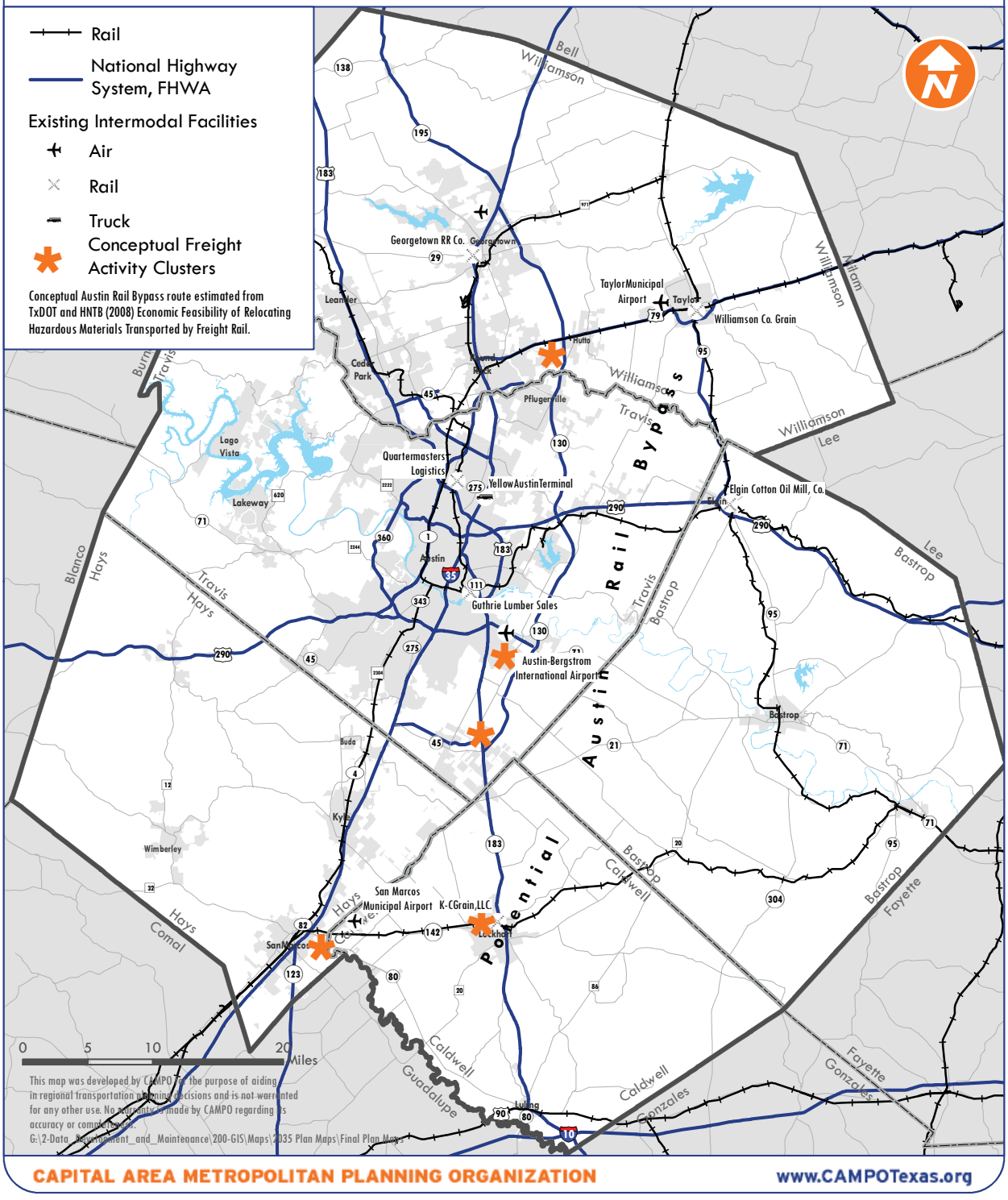
Specific recommendations for major investments in air cargo facilities have not been identified in the Austin Area Freight Transportation Study, however the possibility of air cargo demand in the region exceeding the capacity of its current airports may exist. Since freight throughput is often a matter of multi-modal coordination, key roadway system improvements will have significant benefit to supply chains within the Central Texas region.

[9] MACTEC and Alliance Transportation Group (2009) Technical Report #7: Austin Area Freight Transportation Study (2009), available at http://www.campotexas.org/2035plan.php

Map 8: 2035 Freight System

CAMPO Region

May 24, 2010



F. OPERATIONS, SAFETY AND SECURITY

Congestion in the CAMPO region has become an increasing concern in recent years. The region has been challenged with the realization that adding capacity to the system may not always provide the needed solution and that the transportation network must run more efficiently in order to provide a safe, secure, and reliable system. As a result, CAMPO has created an integrated program to optimize operation of the network with a focus on preserving capacity and improving the security, safety and reliability of the transportation system. Programs such as Intelligent Transportation Systems (ITS), safety, and security provide data and focus for ongoing management of the transportation network.

Tolling and Managed Lanes

Managed lanes and toll facilities are newly available tools for the region to employ as it addresses planning requirements for congestion mitigation, safety, and system efficiency. Figure 7 and Map 9 illustrate the planned toll and managed lane network in Central Texas.

A **toll road** is a road for which a driver pays a fee to use. Traditionally, tolls are placed on roads to generate funds for repayment of bonds that were used to finance construction and/or operation. There are currently two toll providers in the region, the Texas Turnpike Authority (TTA) which manages SH 130, SH 45 North, SH 45 Southeast, and Loop 1 N and the Central Texas Regional Mobility Authority (CTRMA) which manages US 183A. Map 9 identifies current and future tolled facilities in the region. Future planned toll facilities include: SH 45 SW, US 290 E, US 183 N, US 183 S, US 290 W (Y at Oak Hill), SH 130 Segments 5 and 6, and US 183A-2 and 3 N extension.

Whereas traditional toll roads use toll revenue to finance the construction, maintenance or operation of a roadway, managed lanes use such fees as well as certain policies to maximize efficiency. Examples of **managed lanes** include high-occupancy vehicle (HOV) lanes, which allow vehicles with multiple passengers to travel in restricted lanes, as well as high-occupancy toll lanes, which allow single passenger vehicles to pay a fee to use lanes that would otherwise be restricted to cars carrying multiple passengers. Other managed lane applications include bus or truck only lanes and reversible lanes. Managed lanes can employ one or more strategies to meet regional goals related to congestion relief, maximizing capacity, enhancing freight or transit operations or generating revenue.

Although there are no managed lanes currently in operation in the region, several are in the planning stage. As part of the planning process, CAMPO participates in a multi-agency regional working group that provides support to decisions and planning related to managed lanes in the region. The working group has been involved in preparing draft managed lane policies for the region and consulting on operational needs. Figure 7 lists the managed lane and toll road facilities that are planned in the region.

Congestion Pricing

Congestion pricing, also called value pricing, is another approach to managed lanes. Simply put, this approach varies the fee applied to toll lane use based on traffic volumes. During rush hour, when demand is at its highest, the cost of using a tolled facility increases. During off-peak hours, when demand has decreased, the cost of using toll lanes also decreases. Based on the theory of supply-and-demand, peak or rush hour users are motivated to use other modes, such as transit, or to shift their travel time to off-peak hours. By removing a fraction of the vehicles from a congested roadway, pricing enables the system to flow much more efficiently. Congestion pricing may represent a viable and sustainable approach to reducing traffic congestion for the region.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) enhance the safety and efficiency of transportation networks through the application of technology. ITS can reduce driver frustration by providing timely information related to traffic congestion caused by heavy volume or incidents. ITS can also provide alternative route recommendations or lane guidance. In addition, ITS can provide additional data collection capabilities to assist planners in analyzing and mediating regional congestion.

The CAMPO region employs several ITS technologies to increase system efficiency. On some freeways, ITS cameras, dynamic message systems, lane control signs and electronic toll collection is used. Map 9 illustrates the existing and planned highways that employ these technologies. Additionally, CAMPO uses ITS technologies on arterial streets. These

Fig. 7 Planned Toll Roads and Managed Lanes

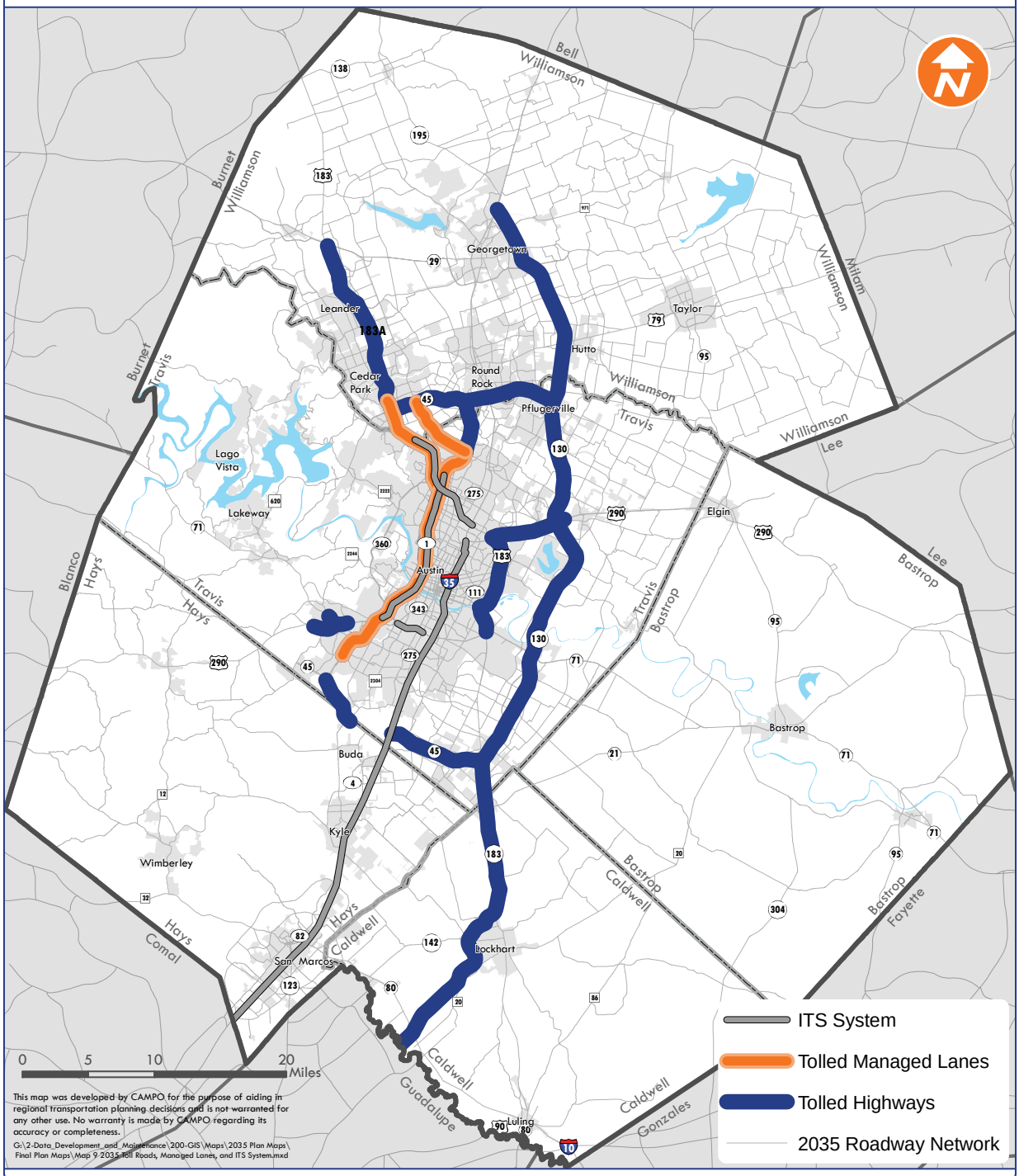
Planned Toll Roads and Managed Lanes

Funding/Sponsor	Project	Limits	Open Year	Description
Toll Roads and Toll Express Lanes				
Regional/ CTRMA	183A North Extension Project: 183A-2	0.1 miles N of FM 1431 to 1.5 miles N of RM 2243	2012	Engineering and construction of six tolled mainlanes, access ramps, and a shared-use path. Existing continuous non-tolled frontage roads will be maintained.
Regional/ CTRMA	183A North Extension Project: 183A-3	1.5 miles N of RM 2243 to 0.4 miles S of S San Gabriel River	2013	Engineering and construction of six tolled mainlanes, access ramps, and a shared-use path. Existing continuous non-tolled frontage roads will be maintained.
Regional/ TXDOT/CTRMA	US 183 (S)	Springdale Road - N. of Boggy Creek (segment 1)	2017	Engineering, ROW acquisition, utility relocation, and construction of ultimate 6 lane turnpike with 3 lane non-tolled frontage roads in each direction. Project may be phased.
Regional/ TXDOT/CTRMA	US 183 (S)	Boggy Creek to Patton Ave (segment 2)	2020-2025	Engineering, ROW acquisition, utility relocation, and construction of ultimate 6 lane turnpike with 3 lane non-tolled frontage roads in each direction. Project may be phased.
Regional/ TXDOT/CTRMA	US 290 (W) ("Y" at Oak Hill)	Circle Drive to Joe Tanner Lane	2019	Engineering, ROW acquisition, utility relocation, and construction of ultimate 6 lane turnpike with 2 lane non-tolled frontage roads in each direction. Project may be phased.
Regional/ TXDOT/CTRMA	US 290 (E)	East of US 183 to east of FM 734 (Parmer Lane)	2015	Engineering, ROW acquisition, utility relocation and construction of 6 tolled mainlanes and 6 continuous, non-tolled access road lanes.
Regional/ CTRMA	Loop 1 Managed Lanes (Phase I)	FM 734 to Cesar Chavez interchange	2015	Phase I: Construct northbound and southbound managed lanes
Regional/ TXDOT/CTRMA	Loop 1 Managed Lanes (Phase II)	Cesar Chavez - Slaughter	2017	Cosntruct 1 managed lane in each direction.
Regional TXDOT/CTRMA	SH 45 (SW)	Loop 1 - FM 1626	2020-2025	Construct 4 lane toll freeway.
Regional/ TXDOT/CTRMA	SH 71 (W) ("Y" at Oak Hill)	Silvermine to US 290 W	2017	Engineering, ROW acquisition, and construction of 2 tolled direct connector bridges from US 290 (W) and continuous non-tolled access road lanes
Regional/ TXDOT-TTA	SH 130, Segment 5	SH 45 SE - FM 1185	2012	Construct 4 lane toll freeway with intermittant frontage roads.
Regional/ TXDOT-TTA	SH 130, Segment 6	FM 1185 - IH 10	2012	Construct 4 lane toll freeway with intermittant frontage roads
Local/ Williamson County/CTRMA	US 183 (N)	SH 29 to 183 A	2026-2035	Construct 4 tolled mainlanes
Local/ Williamson County	Parmer Ln/FM 734 Express Lanes	RM 620 - Loop 1	2017	Add toll express lanes (1 in each direction) in median
Non-Tolled Managed Lanes				
Regional (Unsponsored)	US 79/Northeast Bus only lanes	IH 35 to SH 130	2026-2035	Provide priority lanes for buses or implement other strategy to increase person throughput in the US 79 corridor.
Regional (Unsponsored)	FM 969/Central Bus Only Lanes	Lamar/US290 to SH130/969	2026-2035	Provide a priority lane for buses or implement other strategy to increase person throughput in the South Lamar/MLK corridor.
Regional (Unsponsored)	N Burnet/S Congress Bus only lanes	Burnet at Loop 1 to Slaughter	2026-2035	Provide a priority lane for buses or implement other strategy to increase person throughput in the corridor.
Regional (Unsponsored)	N Lamar Bus only lanes	Tech Ridge Park and Ride to Downtown Austin	2026-2035	Provide a priority lane for buses or implement other strategy to increase person throughput in the corridor.
Regional (Unsponsored)	Parmer Bus Only Lanes	Lakeline to US 290	2026-2035	Provide a priority lane for buses or implement other strategy to increase person throughput in the corridor.
Regional (Unsponsored)	Slaughter Bus Only Lanes	US290/Convict Hill - US 183	2026-2035	Provide a priority lane for buses or implement other strategy to increase person throughput in the Slaughter corridor.
Regional (Unsponsored)	Southeast Bus only lanes	Brazos to SH 130	2026-2035	Provide priority lanes for buses or implement other strategy to increase person throughput in the East Seventh/US 183 S/SH 71 E corridor.

Map 9: Toll Roads, Managed Lanes, and ITS System

CAMPO Region

May 24, 2010



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G:\2-Data_Development_and_Maintenance\200-GIS\Maps\2035 Plan Maps\Final Plan Maps\Map 9 2035 Toll Roads, Managed Lanes, and ITS System.mxd

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technologies include closed circuit television cameras, dynamic message systems, radio systems, flood detectors, and signal systems.

A comprehensive list of future ITS projects is located in the Regional ITS Architecture and Deployment Plan, which provides a framework for implementing projects, encouraging interoperability and resource sharing among agencies, identifying standards to apply to projects, and allowing for cohesive long-range planning among stakeholders. CAMPO is part of a regional working group to develop the plan and is the responsible agency for tracking changes to the architecture.

In order to streamline and increase the interoperability of various intelligent transportation systems, CAMPO has developed a set of standard ITS requirements for transportation projects. In order to include an ITS project or a project with an ITS component in the adopted CAMPO TIP, the implementing agency must document and certify how the project will comply with regional ITS requirements.

Additionally, CAMPO is researching ways to use ITS sensor data to identify congested areas. CAMPO worked with the Texas Transportation Institute to produce a report of data from 2007 and is working on a report of 2008 data. This report will supplement the Congestion Management Process with another layer of analysis.

Other Operations Improvements:

Congestion Management

The Congestion Management Process (CMP) is a federally required process that provides a systematic framework for analyzing and managing congestion and for incorporating congestion management into the planning process. The CAMPO CMP draws data from The Roadway Congestion Analysis: Performance Report and Information System. This study is performed every two years and determines congestion through a travel time analysis. The results of the 2008-2009 study are shown in Appendix 4: Congestion Management Process.

Incident Management

According to the Federal Highway Administration, traffic incidents cause approximately 25 percent of all delays. Efficient management of these incidents is key to reducing the congestion that results. In an effort to coordinate ongoing incident management, CAMPO participates in the Austin Area Incident Management for Highways (AIMHigh) Team. The team was formed in an effort to improve cooperation and coordination between response agencies and to implement various strategies to enhance traffic incident management efforts in Austin and Travis County. The team boundaries have been expanded to include agencies in Williamson and Hays counties. Team members include representatives from police, fire, emergency medical services, communications, ITS and planners.

Service patrols have also proven to be a useful tool in incident management. A service patrol program that will be underway in the Austin region is the CTRMA sponsored Highway Emergency Response Operator (HERO) Patrol Services. The HERO patrol is a service patrol along a 32 mile segment of the IH-35 corridor from Round Rock to Buda. The goal of the patrol is to minimize traffic congestion and improve highway safety by clearing damaged or disabled vehicles from the roadway lanes or shoulders and to provide traffic control and scene protection at any incident.

Corridor Traffic Management

Proactively managing and coordinating the control of traffic is an effective strategy to improve the safety, efficiency and reliability of traffic on and between freeways and surface streets within urban corridors. Achieving these results requires an aggressive traffic operations program, strong partnerships between agencies, commitment of necessary resources and support, deployment of technology and traffic control systems, development of operational strategies and control plans, and proactive management and control of traffic within freeway corridors in metropolitan areas.

In the past two years, CAMPO has made efforts to increase the use of operational strategies to manage traffic. As part of this effort, CAMPO has partnered with TxDOT to re-establish the regional Bottleneck Committee. The committee is composed of planners and engineers from the CAMPO jurisdictions. The group is tasked with analyzing data and prioritizing low-cost operational projects, such as re-striping and signal timing, on some of the region's most congested routes.

In addition to the managed lane projects described in this chapter, CAMPO continues to develop traffic management

[10] Source: Traffic Safety Facts 2003-2007, U.S. Department of Transportation – National Highway Traffic Safety Administration

options that can be used in the region. For example, employing corridor traffic management in the IH 35 and SH 130 corridor could provide the region with a significant reduction in congestion along IH 35. CAMPO staff is exploring options, such as providing incentives to freight trucks to utilize SH 130 instead of IH 35.

Other corridor traffic management options that have the potential to achieve significantly greater use of the existing roadway capacity include: alternate routing of traffic, operational strategies, coordinated control plans, proactive management and control of traffic, and coordinated response to changing conditions.

Safety

The safety of the transportation system is a growing concern in the CAMPO region and throughout the United States. Safety is an important consideration for the transportation planning process which should work to resolve existing safety deficiencies while planning for a system that will perform safely in the future.

Data on locations, causes, and numbers of crashes is important in the transportation planning process. The data allows transportation planners to focus on changing the causes of the crashes, whether human behavior or the transportation system, to ultimately reduce the number of crashes. CAMPO and its member jurisdictions use crash data to plan and prioritize safety improvements.

Existing Conditions and Trends

Vehicle Crashes [10]

Safety in transportation can be attributed to human factors and the existing transportation system. In the years 2003 - 2007 speeding and alcohol were contributing factors to the highest number of fatal crashes in all five counties in the CAMPO region. In the same timeframe, fatal crashes at intersections were highest in Travis County. Fatal crashes involving only one vehicle were also extremely high in all five counties, meaning that other cars were not involved and the cause of the crash could be attributed to either human behavior or the transportation system. Map 10 provides a breakdown of crashes by county between 2006 and 2008.

Railroad and Vehicle Crashes

Texas has the highest number of railroad crossings in the country. The road-rail grade crossing is a unique location within the transportation system, where two distinctly different transportation modes – roadway users and railroads – cross each other. Grade separation between these two modes is the optimal design to address safety concerns, but it is also the most expensive measure and funding is limited. Usually, railroads provide a standard crossbuck sign at each public crossing and federal funds are available at the state level for automatic grade crossing warning devices.

Safety Planning Considerations

Safety Conscious Planning

Safety Conscious Planning (SCP) is a proactive approach aimed at preventing accidents and unsafe conditions on the transportation network. Safety considerations are integrated into the transportation planning processes at all levels. In developing SCP, the region should strive to minimize exposure, minimize risk and minimize the consequences of crashes.

Safety Countermeasures

Safety upgrades can also be made to reduce the recurrence and severity of crashes on the existing transportation system. Effective countermeasures will depend on the nature of the crash. Examples include:

- Increase enforcement of Zero Tolerance laws for underage drinkers
- Promote better access management policies and practices by educating consultants and developers on driveway regulations and by coordinating with city,

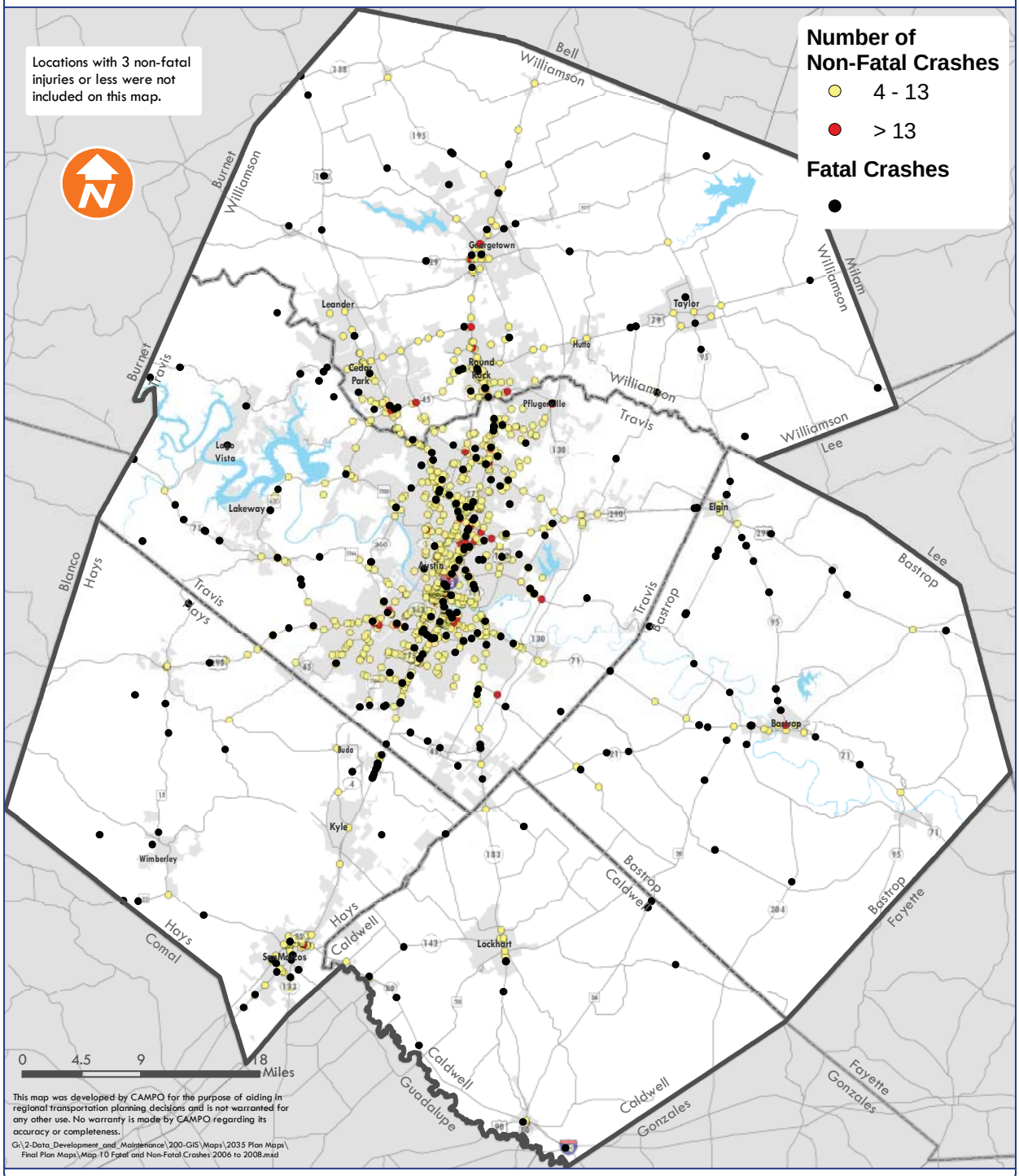
Death is 40 times more likely in a crash involving a car and a train than in a crash involving two cars. The average freight train weighs 6,000 tons, while the average passenger car weighs 1.5 tons. The weight ratio of a train to an automobile is roughly proportional to that of an automobile to a soda can.

–Operation Lifesaver

Map 10: Fatal and Non Fatal Crashes (2006 - 2008)

CAMPO Region

May 24, 2010



Map 11: At-Grade Rail Road Crossings

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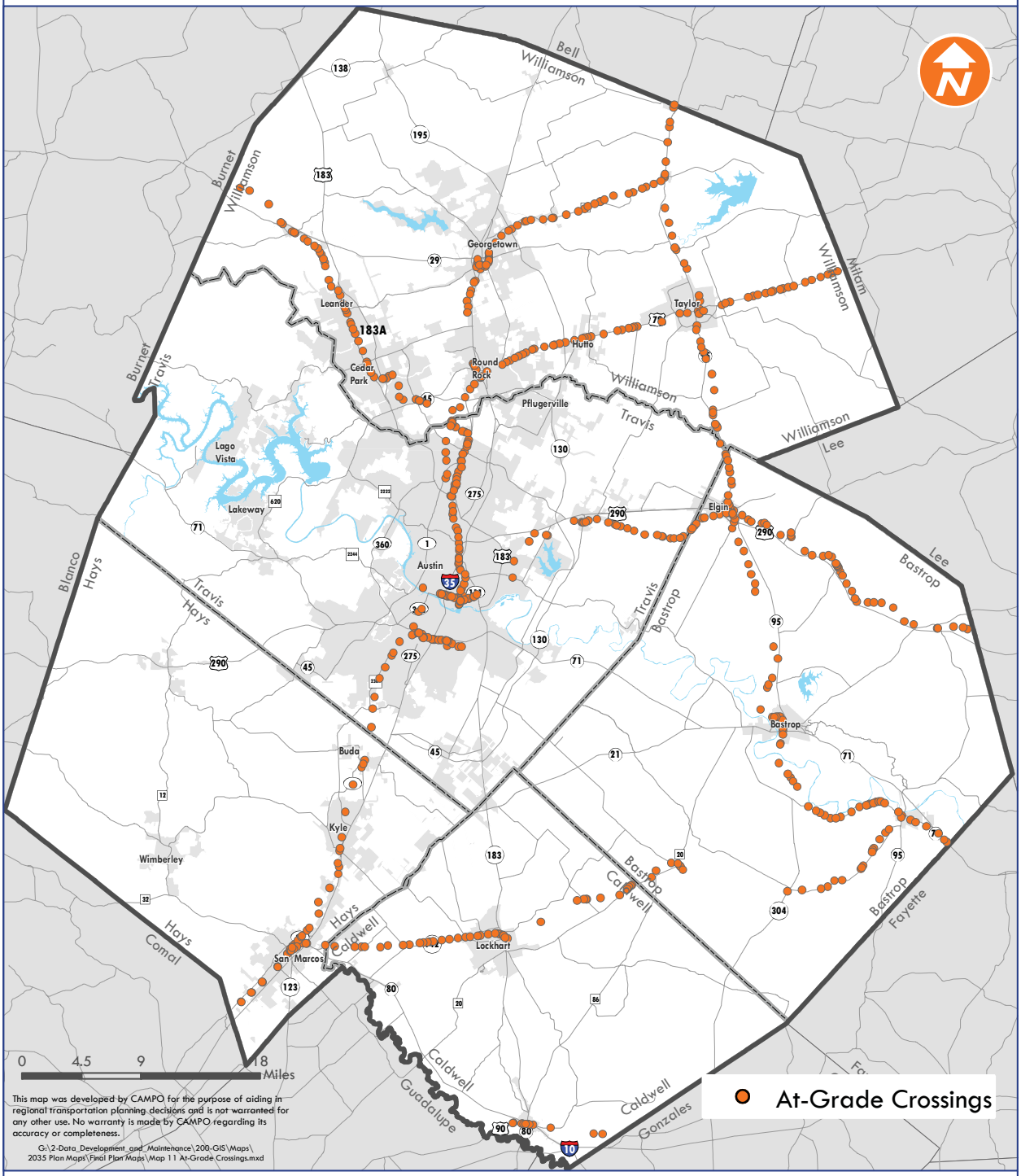
May 24, 2010



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G:\2-Data_Development_and_Maintenance\200-GIS\Maps\2035 Plan Maps\Final Plan Maps\Map 11 At-Grade Crossings.mxd

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county and state engineers

- Continue speed enforcement in school and work zones
- Encourage the use of traffic calming
- Develop programs to encourage safe walking rather than driving for appropriate trips
- Increase helmet and protective gear usage through education
- Require safety belts and child safety seats for all seating locations
- Construct overpasses or underpasses to eliminate at-grade crossings

Security

Concern over the security of the transportation system has grown as the country has responded to increasing incidents of terrorism and natural disasters. Federal regulations now require that security be addressed as a separate factor in the long range transportation planning process. The regulations also stress the importance of increasing the security of the transportation system for motorized and non-motorized users.

Existing Conditions

Coordination of security planning occurs at the federal, state, and local level. Overall, security guidance is provided by the U.S. Department of Homeland Security. The Governor's Office of Homeland Security and the Texas Homeland Security Strategic Plan provide a more detailed explanation of the type of threats that Texans are most exposed to and describes the coordination of security planning at the state level. Capital Metro and CARTS continue to take steps to ensure the security of the region's public transportation system including security patrols, on-board cameras and cameras at stations and stops.

A great deal of local security planning and operations in Central Texas occurs in coordination with city police departments, sheriff's offices, Emergency Operations Centers, CAPCOG and the Combined Transportation, Emergency and Communications Center (CTECC) for Travis County and the city of Austin. Furthermore, all five counties in the CAMPO planning region have some type of emergency management/ operations center that coordinates response to safety and security issues.

Emergency Response Coordination

Emergency response coordination between the counties is an important element of transportation safety and security in the region. Currently, the city of Austin and Travis County coordinate emergency responsibilities at the CTECC, which supports the operations of critical emergency communications and transportation management.

Emergency response in Williamson County is supported through the Williamson County Department of Emergency Communications and in Hays County by the Hays County Emergency Operations Center. Emergency response in Bastrop County is supported through the Bastrop County Office of Emergency Management, while emergency response in Caldwell County is supported by the Caldwell County Emergency Management Office.

Emergency response is also supported by the State Operations Center (SOC) located at the Texas Department of Public Safety (DPS) Headquarters in Austin. According to the DPS website, the SOC operates around the clock to monitor threats, make notification of threats and provide information on emergency incidents to local, state and federal officials, and coordinate state emergency assistance to local governments that have experienced and emergency situation that local response resources are inadequate to deal with.

Hurricane Evacuation Routes

The Texas Department of Transportation (TxDOT) has published evacuation guides for residents affected by hurricanes. Of these seven maps, only one includes the CAMPO area. The US 290 hurricane evacuation route extends from Houston to Austin. If the Plan is activated, the US 290 eastbound lanes are reversed to carry two lanes of westbound traffic. The US 290 Contraflow Plan shows that eastbound lanes will begin to close to eastbound traffic on the eastside of Giddings, Texas, which is not in the CAMPO planning area; however, should the situation dictate, the lane closures may begin in Austin.

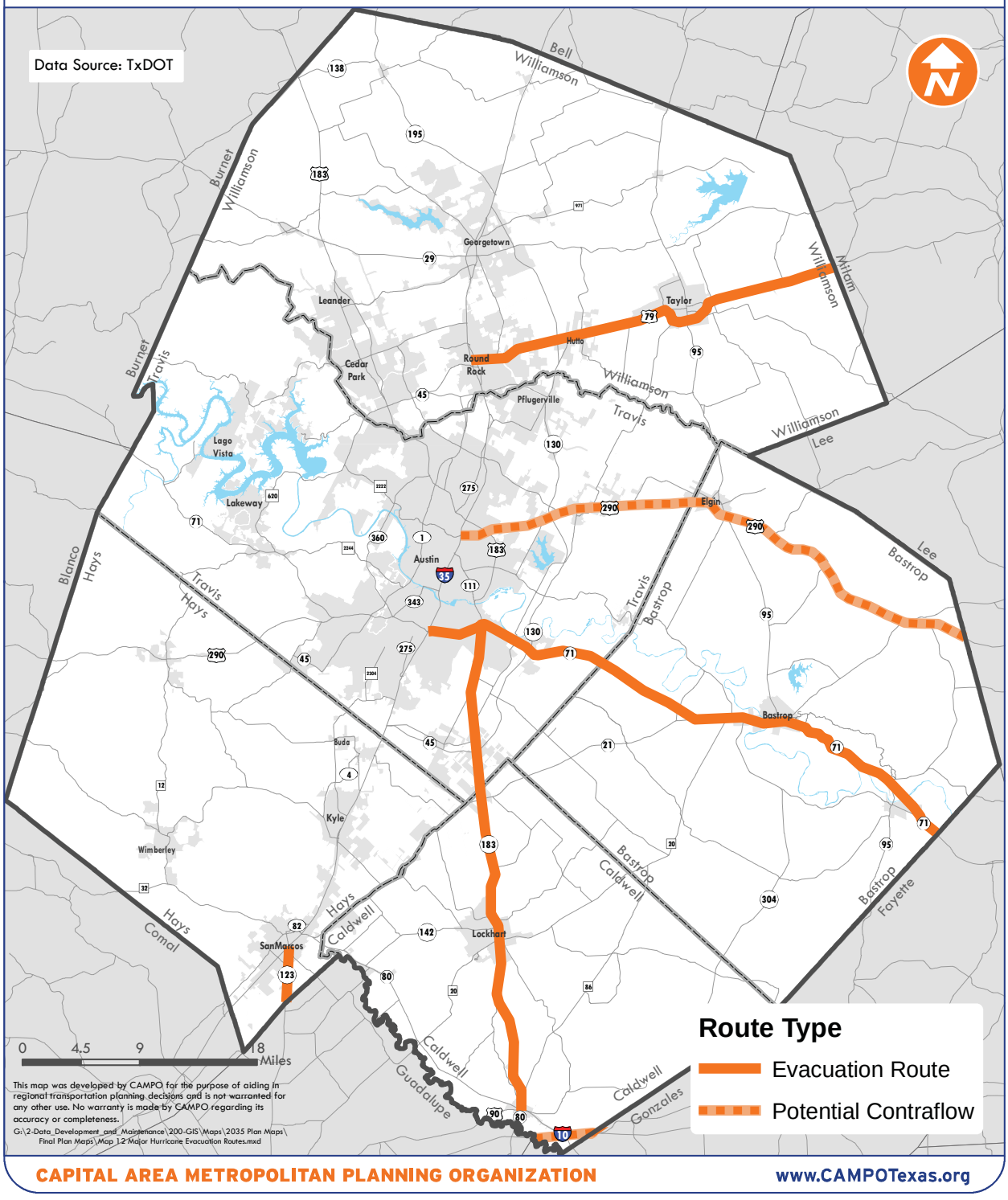
System Needs and Planning Considerations

Over the past few years, the need for more robust security planning has become increasingly important for agencies such as CAMPO. In response, CAMPO has increased its involvement in regional safety and security working groups, collected plans and reviewed relevant literature about security in the region. There are still other planning strategies that

Map 12: Major Hurricane Evacuation Routes

CAMPO Region

May 24, 2010



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G:\2-Data_Development_and_Maintenance\200-GIS\Maps\2035 Plan Maps\Final Plan Maps\Map 12-Major Hurricane Evacuation Routes.mxd

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CAMPO can participate in to strengthen transportation security. The following list provides a few examples of strategies MPOs can utilize: [11]

- Analyzing transportation network for redundancies in moving large numbers of people (e.g., modeling person and vehicle flows with major links removed or reversed, accommodating street closures, adaptive signal control strategies, impact of traveler information systems), and strategies for dealing with "choke" points such as tollbooths.
- Analyzing the transportation network for emergency route planning/strategic gaps in the network.
- Funding new strategies/technologies/projects that can help prevent events.
- Funding and perhaps coordinating regional transportation surveillance system that can identify potential danger prior to its occurring.

CAMPO Safety and Security Taskforce

This Safety and Security Taskforce was formed in 2007 and is made up of CAMPO and other agencies, such as CAPCOG, TxDOT, Capital Metro, city police departments and county sheriffs' offices. The taskforce meets as needed to discuss new data, new ideas, and to review methods of analysis for safety and security planning in CAMPO plans and programs.

Security Planning Programs:

- CAMPO Safety and Security Taskforce
- Capital Area Council of Governments (CAPCOG) Homeland Defense Programs
- Intelligent Transportation systems (ITS) Program
- Austin-area Incident Management for Highways (AIMHigh) Team

G. ENVIRONMENTAL

Energy and Fuel Conservation

As concerns about climate change, volatile fuel prices, and peak-oil capture headlines, energy conservation has become a frequently discussed topic. Transportation systems, which nationwide consume about 14.7 million barrels of oil daily [12], offer multiple opportunities for conservation. Indeed, conservation is one of our largest and least expensive energy resources.

Supply and Demand Meet Geology

Global demand for oil shows no sign of decreasing; the earth's endowment of oil is finite. Large reserves of oil remain, but will become more costly to extract. Fuel costs will rise over the long-term, with short-term fluctuation based on changes in demand and disruptions to the supply system. Limited supplies and the high cost of petroleum are especially problematic for the transportation sector because the majority of motor vehicles, aircraft, trains, and ships have no ready alternative to liquid petroleum fuels.

Many communities, including the city of Austin, have peak oil preparedness plans. The City of Portland's plan, for instance, calls for a 50 percent reduction in total oil and natural gas consumption over 25 years. Reductions of that size will rely heavily on efficiency and conservation in transportation systems, land use, and infrastructure development. Agencies such as CAMPO and plans such as the CAMPO 2035 Regional Transportation Plan will be critical to creating the kind of transportation system that supports such reductions in consumption.

Climate Protection and Greenhouse Gases

CAMPO works with our regional partners to reduce greenhouse gas emissions from area vehicles. The Austin Climate Protection Program reduces regional greenhouse gas emissions from transportation by working with regional entities, including CAMPO to:

- reduce vehicle miles traveled,
- increase anti-idling awareness,
- increase publicly accessible alternative fuel sites,
- increase alternative fuel vehicle use, and
- secure grant funding to repower and/or replace older vehicles with more fuel-efficient, cleaner burning options.

[11] "The Role of the Metropolitan Planning Organization (MPO) In Preparing for Security Incidents and Transportation System Response"

[12] Laitner, John A. "Skip." 2007. LOST – Energy Use in Our Transportation System. In Lloyd J. Dumas, editor, Growing the Economy through Global Warming Solutions. Newton, MA: Civil Society Institute.

Air Quality

Ozone is the primary local air pollutant of concern in Central Texas. It is a serious public health issue. High levels of ozone are particularly problematic for vulnerable populations such as children, seniors and people who suffer from respiratory illnesses. Even healthy adults working or exercising outdoors can be affected (ground-level Ozone is formed when volatile organic compounds (VOC) and Nitrogen Oxides (NOx) combine with sunlight and air). Emissions from motor vehicle exhaust, gasoline vapors, industrial facilities and chemical solvents are some of the major sources of NOx and VOC.

EPA and Ground-level Ozone

Under the Clean Air Act, the Environmental Protection Agency has set two National Ambient Air Quality Standards (NAAQS) for ozone: the primary standard designed to protect public health; the secondary standard designed to protect sensitive vegetation, ecosystems, and public welfare. On January 6, 2010, EPA proposed to strengthen the NAAQS for ozone and to set a distinct secondary standard that recognizes the effect of cumulative, seasonal exposure on sensitive vegetation.

Nonattainment and Conformity

The Central Texas area has long been on the near edge of nonattainment for ozone. The region has exceeded the NAAQS, but has worked hard to restore its air quality and has never been formally designated a nonattainment area by EPA. With the range of values EPA is proposing for the revised, more protective NAAQS, the area anticipates a nonattainment designation. This brings with it a strict, federally prescribed protocol and timeline for regaining compliance. A nonattainment designation would require CAMPO to work under the constraints of Federal transportation conformity requirements. (See Air Quality Appendix 5).

The Region's Response

The region has a history of highly successful, nationally recognized voluntary compliance efforts. These programs, developed in collaboration with TCEQ and EPA, have been instrumental in lowering pollution levels. Highlights include:

- vehicle inspection and maintenance;
- locally enforced heavy vehicle idling limits;
- power plant emission reductions; and
- approximately 200 measures selected and implemented by local governments.

The region is implementing its third voluntary program, the 8-hour Ozone Flex Program. It was originally developed to ensure continued attainment of EPA's earlier 80 parts per billion NAAQS and was amended to help the region comply with the 2008 revised NAAQS of 75 parts per billion.

These voluntary programs have worked. An unprecedented effort (informally called "The Big Push") for the 2009 ozone season contributed to maintaining the region's compliance with the 2008 NAAQS. The region will keep its 8-hour Ozone Flex Program commitments regardless of the pending nonattainment status. These commitments make a vital contribution to current public health without having to wait for state and federal requirements to take effect.

The region's design value is well above the range of levels proposed by the 2010 NAAQS and a nonattainment designation for all or part of the CAMPO boundary area should be the working assumption. CAMPO is collaborating with regional partners to ensure Central Texas is prepared to respond to a changing regulatory landscape.

Air Quality Plan Activities

CAMPO staff co-chair the staff-level committee that develops, under the direction of the elected officials of the Clean Air Coalition, the region's air quality plans. The current air quality plan contains a wide range of conservation and efficiency measures including:

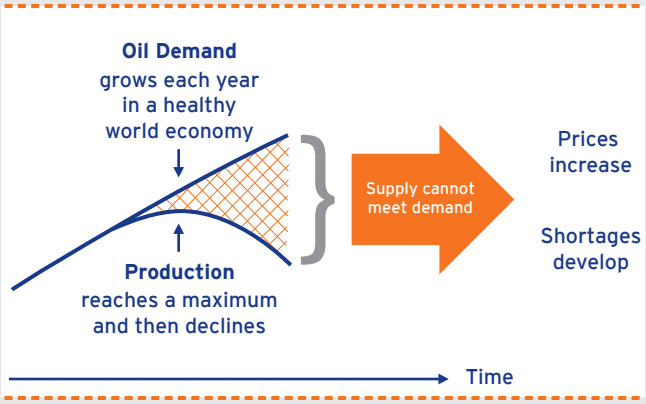
- Restrictions on heavy-duty diesel idling;
- Implementation of regional rideshare program (River Cities Rideshare);
- Support for transit-oriented development;
- Purchase of alternative fuel vehicles;
- Expansion of resource conservation programs; and
- Inclusion of more renewable energy sources in Austin Energy's portfolio.

Public Outreach and Education

CAMPO upgraded its public outreach in response to the region's "Big Push" during the 2009 ozone season. Peer Group Consulting won the contract and created the Ozone Action Hero Campaign. The campaign, which is ongoing, has been CAMPO's most widespread and highest profile outreach effort. CAMPO also contracts with the CLEAN AIR Force of

Federal law requires CAMPO's planning process include consideration and implementation of projects, strategies and services that promote energy conservation. These include efforts to:

- affect travel demand through promotion of alternative commutes;
- reduce vehicle delay and wasted energy through improved system efficiency,
- increase availability of transportation infrastructure that supports energy efficient modes of transportation, and
- support cross-jurisdictional conservation and efficiency commitments the region has made for climate protection and air quality.



Central Texas to manage Ozone Action Day notification and additional outreach activities.

Environmental Conservation and Quality of Life

In developing a transportation system, it is important to try to avoid or mitigate potential negative impacts on natural features, wildlife habitat, historic and archeological resources, neighborhood character, water quality, and other resources that contribute to the quality of life and environmental sustainability of our region.

Long-range transportation plans must include a discussion of potential environmental mitigation activities and identify potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. These plans must also be developed in consultation with federal, state, and tribal wildlife, land management and regulatory agencies. The CAMPO 2030 Plan was amended in October 2007 to comply with these requirements and the CAMPO 2035 Regional Transportation Plan continues to meet these requirements.

Coordination between Agencies

In order to coordinate the requirements of federal and state legislation, CAMPO has established a working group of federal, state, regional, and local agencies that are familiar with the environmental needs of the region. The working group has developed a comprehensive system of data that can be used to identify geographic areas in the region that may be of particular concern during the transportation planning process. CAMPO has also consulted with agencies and reviewed local land use plans and comprehensive plans in coordination with the development of its environmental analysis.

Because of this coordination, the long-range transportation plan can serve as an initial point of reference during the planning stages for park, recreation, and refuge administrators to identify potential conflicts between these resources and future and existing transportation facilities. Early coordination can also help to streamline the Section 4(f) evaluation process and the project development process by saving time and lowering costs.

Environmental Analysis Tools:

Geographical Information System Screening Tool (GISST)

The EPA has developed a screening tool called the Geographical Information System Screening Tool (GISST). GISST provides support to the assessment of potential impacts of transportation improvements by combining various environmental features into one mapped dataset with a weighted scoring structure. The data for the CAMPO region was extracted from the state dataset and applied to the CAMPO transportation network.

This data was further analyzed by combining it with the 2008 Vacant Land Inventory [13] and data from the Texas Historical Commission on the location of recognized state and national historic resources. This combined data set, called the Environmental Sensitivity Analysis, can be used to identify areas that may be of special concern when locating transportation projects or that may be candidate areas for locating mitigation activities. Map 13 illustrates the analysis.

Additional maps for each county are located in Appendix 6.

NEPAssist

In the summer of 2008, CAMPO procured a new analysis tool for environmental screening called NEPAssist. NEPAssist is an easy-to-use, web-based application that draws environmental data dynamically from EPA region Geographic Information System (GIS) databases. NEPAssist can provide preliminary data for environmental assessment of a project's "footprint" and potential environmental impacts. CAMPO has used this tool to provide baseline information on TxDOT projects that are in the NEPA process. CAMPO is also analyzing TIP projects with NEPAssist to evaluate possible environmental impacts.

Conservation Plans and Programs

An excellent source of environmental data can be found in local conservation plans and programs, such as the Hays County Habitat Conservation Plan, the Balcones Canyonlands Conservation Plan, the Lost Pines Habitat Conservation Program, and the Williamson County Regional Habitat Conservation Plan. These plans and programs provide very detailed information on the goals and tools available for development in particular areas.

Another source of local environmental information is the Greenprint. The Greenprint is an effort by the Trust for Public Land that uses state-of-the-art computer models to help communities make informed decisions about land conservation priorities. "Greenprinting" efforts in Travis, Hays, Bastrop, and Caldwell counties have been completed. The resulting maps from the Greenprint can be helpful visualization tools for project planning.

Consultation with other agencies, such as Texas Parks and Wildlife, Envision Central Texas, the Hill Country Conservancy and the Hill Country Alliance are also good resources for data in the CAMPO region.

Aquifers and FEMA Flood Plains

Aquifer zones and detailed flood plain boundaries warrant special attention during the transportation planning process.

Planning Considerations and Mitigation Strategies

There are three basic principles that can assist project planners when considering the environmental effects of a transportation project: avoid, minimize, and mitigate. Negative environmental and quality-of-life impacts can be avoided entirely by either moving a facility so that it does not affect a sensitive area or eliminating the need for the project altogether through transportation demand management or other means.

Where avoidance or elimination is not practical or possible, minimizing the effects on the environment should be considered. At times when a project must interfere with an environmentally sensitive feature, effective mitigation measures should be implemented. Appendix 6 provides an overview of possible strategies that can be considered depending on the impact of the facility.

The Edwards Aquifer, in particular, is a major source of drinking water as well as the source of many of the spring-fed tributaries that run through our region. Protecting this aquifer is of critical importance to the region as we develop transportation projects. This can be accomplished through avoidance or through mitigation activities. Particularly in already-developed areas, transportation projects can actually have a positive impact on the aquifer by incorporating water treatment features into their design.

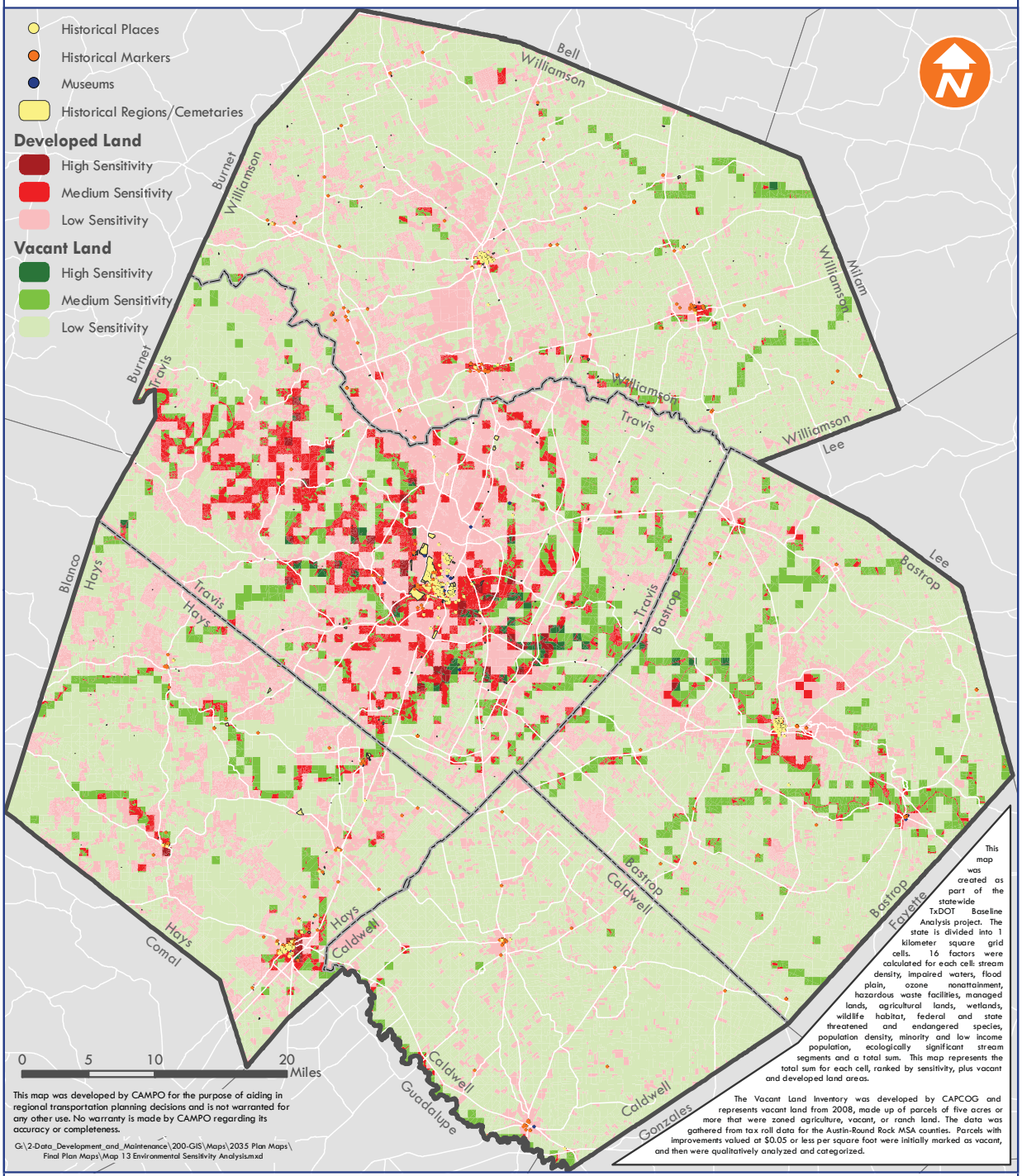
FEMA Flood Plains include areas where the risk of flooding exceeds a one percent chance in any given year ("100 year Flood Plain"). Major regional transportation projects should be located and designed to avoid adverse impacts in the event of a "100 year flood." In addition, transportation projects should be located and designed to avoid increasing the extent of flooding.

[13] The 2008 Vacant Land Inventory was developed for CAMPO by the Capital Area Council of Governments (CAPCOG) and represents vacant land from 2005, made up of parcels of five acres or more that had a Texas State Land Use classification of C,D, and E (i.e. agriculture, vacant, and ranch land). The data was gathered from tax roll data for the Austin-Round Rock MSA counties. Parcels with improvements valued at $0.05 or less per square foot were initially marked as vacant, and then were qualitatively analyzed and categorized.

Map 13: Environmental Sensitivity Analysis

CAMPO Region

May 24, 2010



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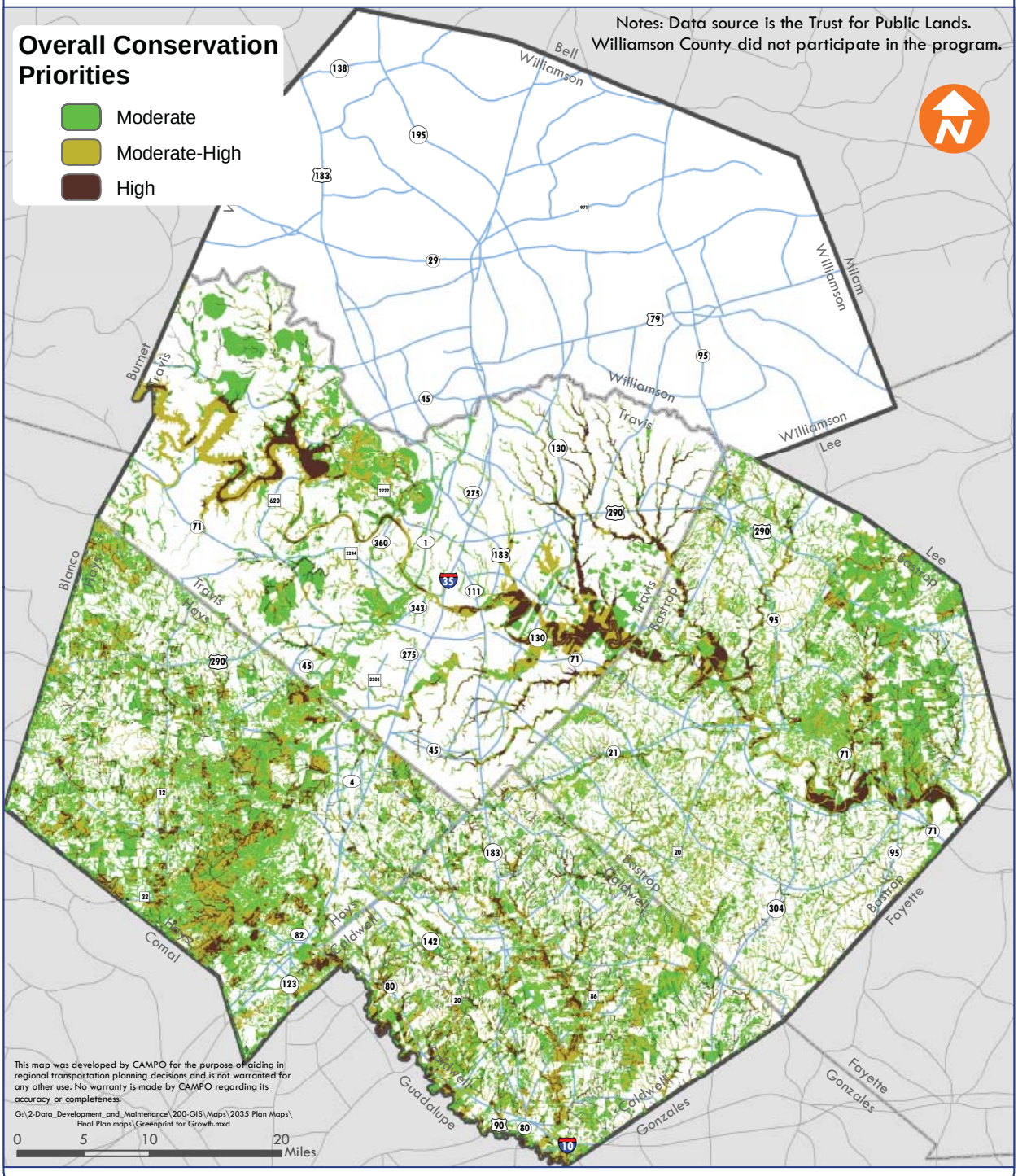
Map 14: Greenprint for Growth

Bastrop, Caldwell, Hays, and Travis Counties

May 24, 2010



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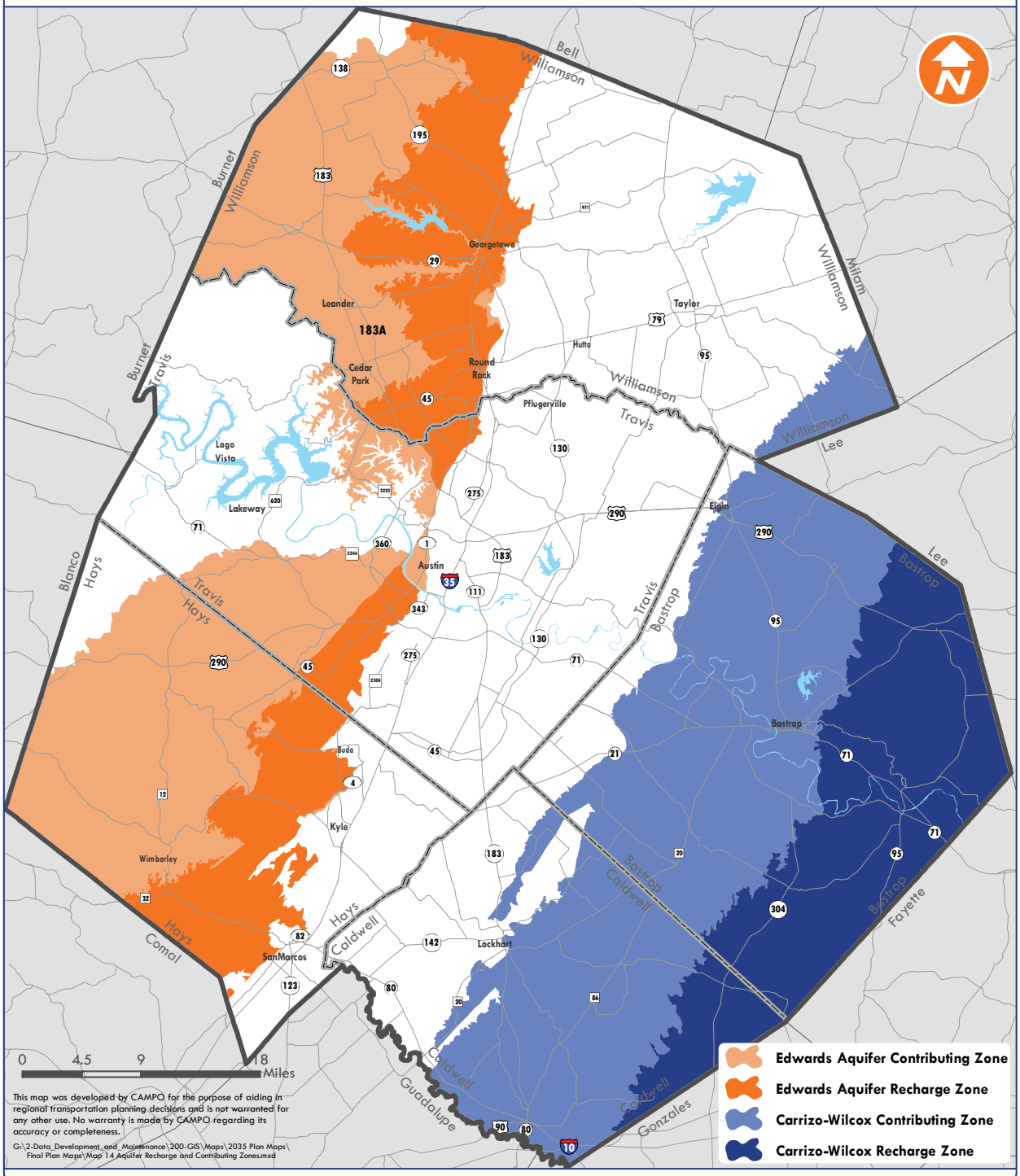
Map 15: Aquifer Recharge and Contributing Zones

CAMPO Region

May 24, 2010



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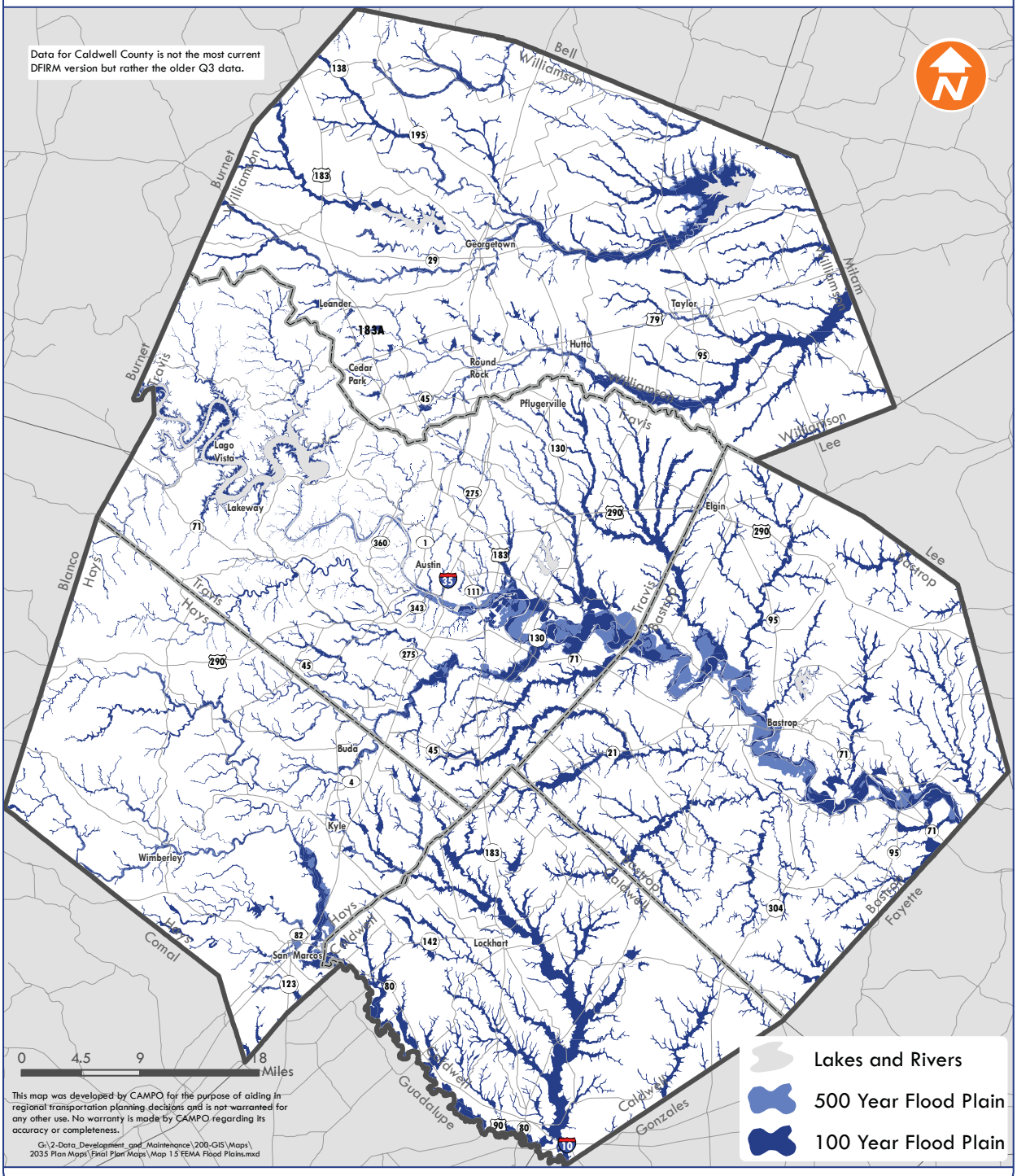
Map 16: FEMA Flood Plains

CAMPO Region

May 24, 2010



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.

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H. ENVIRONMENTAL JUSTICE AND SOCIAL EQUITY

Through its environmental justice program, CAMPO works to ensure that traditionally under-represented groups, such as racial and ethnic minorities and low-income residents, are involved in decision-making about the future development of the transportation system and that negative impacts of transportation projects do not disproportionately impact these residents.

The 1994 Presidential Executive Order 12898 directed every federal agency to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." As a recipient of federal funds, CAMPO is required to comply with this mandate and Title VI of the Civil Rights Act. Title VI prohibits discrimination on the basis of race, color, or national origin by requiring that no person in the U.S. shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

Environmental Justice (EJ) Areas

Environmental Justice areas are identified to ensure that planned transportation projects affecting EJ populations are properly addressed in the transportation planning process. See Map 16 for areas designated as EJ areas for the purposes of this planning process.

CAMPO uses demographic data compiled by traffic analysis zone (TAZ) to identify EJ areas. EJ TAZs must meet one or more of following thresholds:

"Low income" traffic analysis zones (TAZs):

- Have at least 50 percent of the population earning less than 80 percent of the county median family income; and/or
- Have the income of at least 25 percent of the population falling below the federal poverty level for a family of 3 ($17,102 in 2009 Census estimates)

"Minority" TAZs have less than 50% of the population identifying themselves as "White, non-Hispanic."

CAMPO used the following data to identify EJ TAZs:

- 2005 median family income levels provided by CAPCOG, based on the 2005 Bureau of Economic Analysis Data
- 2008 and 2009 poverty data from the Census Bureau
- 2005 ethnicity data is based on 2000 census data ethnicity ratios applied to 2005 population data.

EJ Community Participation In 2035 Regional Transportation Plan Development Process

In addition to the public input opportunities offered to all residents during the CAMPO 2035 Regional Transportation Plan development process, CAMPO solicited additional input from members of the EJ community (those residents living in EJ TAZs) to ensure that these residents were offered the opportunity to be involved and provide meaningful input. The information received from the EJ population was considered and addressed in the Plan development process.

Surveys

CAMPO, in coordination with the regional EJ Working Group, sponsored two surveys designed to gather EJ community opinions related to transportation. Although the surveys were designed and targeted to gather EJ population opinions, all completed surveys were accepted. Both surveys were available in English and Spanish.

The "Transportation Needs Survey for Environmental Justice Populations in the CAMPO Area" focused on concerns, safety issues and solutions.

Summary of results:

Top 3 concerns

- Existing roadway conditions
- Not enough bicycle and pedestrian facilities
- Cost of gas or diesel

Top 3 safety issues

- Not enough sidewalks
- Not enough bicycle lanes
- Speeding in your neighborhood

Top 3 solutions
- More transit options
- More bicycle lanes
- More sidewalks

More information on the transportation needs survey is found in Appendix 7.

The 2008 Toll Road Opinion Survey was designed to gather and compare information from the EJ population (Core Respondents) and the non-EJ population regarding toll road use and perceived impacts and benefits. Delete the second sentence.

Fig. 8 Median Family Income (MFI) by County

COUNTY	(MFI)	80% of (MFI)	Income Range
Williamson	$66,208	$52,966	$50K - 59,999
Travis	$58,555	$46,844	$45K - 49,999
Hays	$56,287	$45,030	$45K - 49,999
Bastrop	$49,456	$39,565	$35K - 39,999
Caldwell	$41,300	$33,040	$30K - 34,999

Summary of results:

- Core respondents use toll roads to the same extent as all regional travelers.
- Core respondents were more likely to use transit and use it frequently. Almost 20 percent of all Core (EJ) respondents claim to use transit once a week or more.
- Core respondents are more likely to use toll roads for non-discretionary trips, with the primary reasons for using
  the toll roads are congestion avoidance and convenience for trip-making.
- Core respondents were more likely not to use toll roads because they were not convenient (alternate routes provided easier ways to reach their destinations).
- Core respondents perceived toll roads as less congested and saving time.
- As to raising new revenues, respondents perceived tolling as unfavorable, but increasing gas taxes was even more unfavorable.

More information on this survey can be found in Technical Report #9 on the CAMPO website, www.CAMPOTexas.org

Other Considerations

Elderly and Disabled

In addition to the EJ community, the transportation needs of the elderly and disabled should also be given special consideration. Through various programs, actions and projects, the CAMPO 2035 Regional Transportation Plan:

- Supports accessibility enhancements to fixed-route transit throughout the region;
- Calls for continued operation and enhancement of demand-response, door-to-door public transportation offered by providers throughout the regions, including CARTS and Capital Metro; and
- Encourages the development of pedestrian facilities that are designed to meet the requirements of the Americans with Disabilities Act.

Affordable Housing

Locations of affordable rental units are considered during plan development to ensure:

- availability of public transit options within close proximity to employers and affordable housing locations;
- major transportation projects will not detrimentally affect the low to moderate income populations or the elderly; and
- transportation projects do not reduce currently available affordable housing.

A map of publicly subsidized affordable housing locations is found in Appendix 7.

The EJ Community and the Plan

The CAMPO 2035 Regional Transportation Plan is a multi-modal plan, focused on providing more transit, biking and walking opportunities, while providing roadway mobility improvements and preserving the existing system. Tolling is a

component of some roadway improvements. The plan also includes several activity centers in EJ areas, focusing growth and economic opportunity in these areas. Map 18 and 19 show the EJ areas and the planned 2035 transportation system.

Travel Time Analysis

Travel time is one measure of equity in transportation. The distance traveled in a specified amount of time should be roughly the same whether the trip originated in an EJ area or not. If EJ areas have a significant time or distance disadvantage compared to non-EJ areas, then there are likely transportation system inequities.

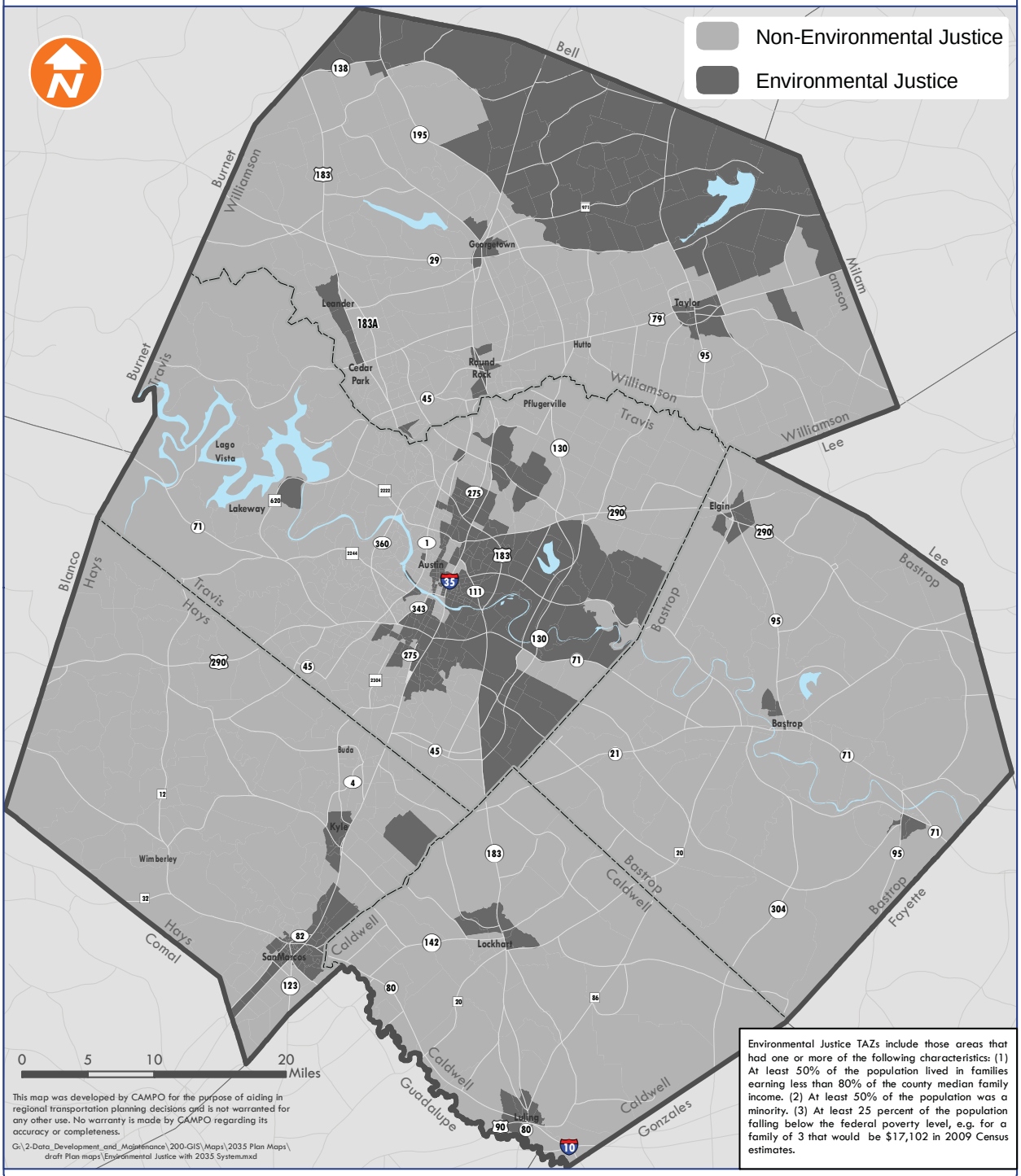
CAMPO has analyzed travel times using output from the travel demand model. More information on the travel time analysis is found in Appendix 7.

Regional Toll Network Analysis

The interconnected network of existing and planned toll roads and managed lanes form a regional toll network. Although project sponsors evaluate the effects of toll roads and managed lanes on the EJ community for individual roadway projects in accordance with the National Environmental Policy Act (NEPA), the regional toll network of toll roads and managed lanes should also be evaluated for the effect of the total interconnected network on the EJ community.

Additional information on the regional toll network analysis can be found in Appendix 7.

Map 17: Environmental Justice
CAMPO Region
May 24, 2010



Environmental Justice TAZs include those areas that had one or more of the following characteristics: (1) At least 50% of the population lived in families earning less than 80% of the county median family income. (2) At least 50% of the population was a minority. (3) At least 25 percent of the population falling below the federal poverty level, e.g. for a family of 3 that would be $17,102 in 2009 Census estimates.

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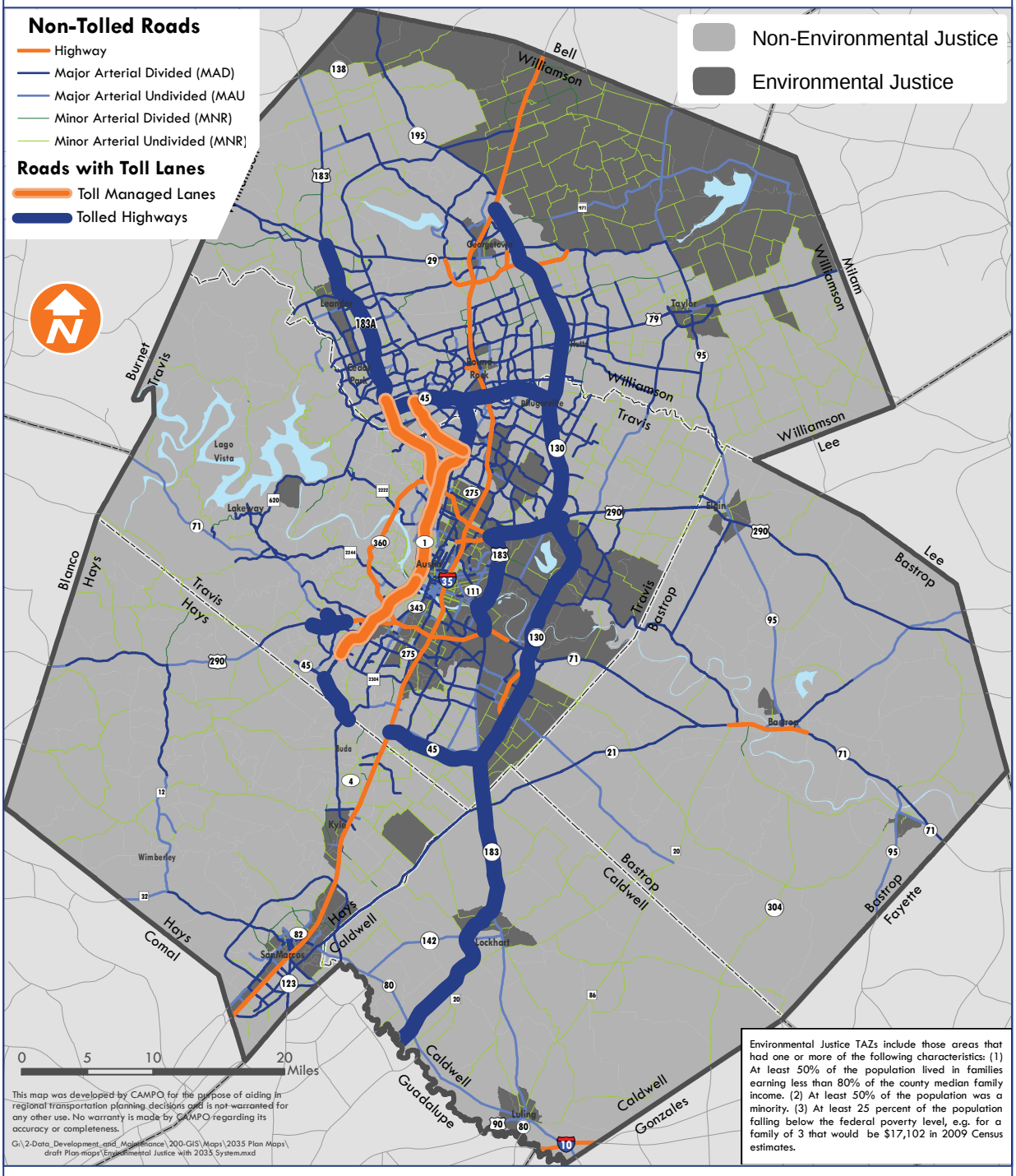
Map 18: 2035 Roadway and Toll System on Environmental Justice

CAMPO Region

May 24, 2010



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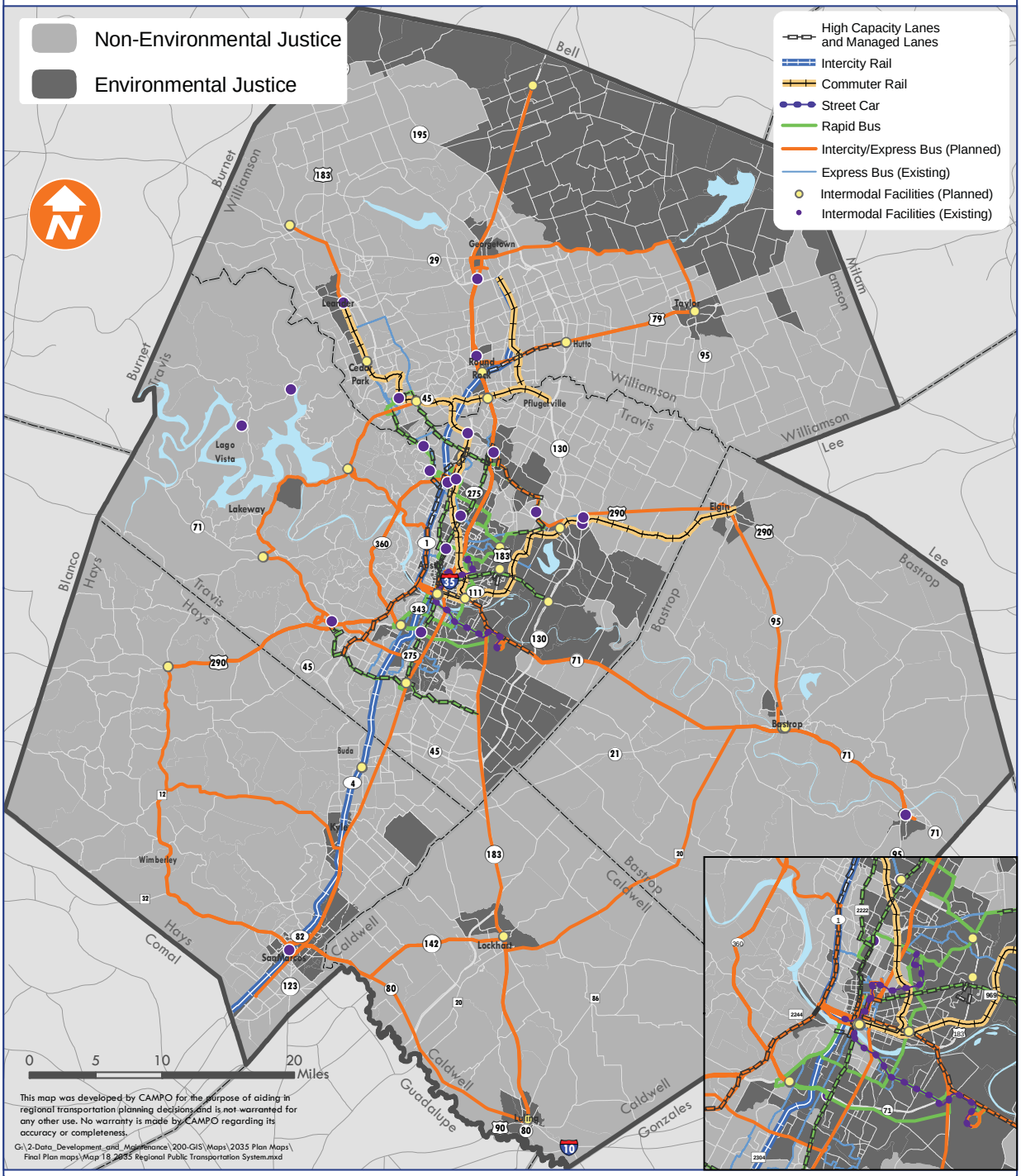
Map 19: 2035 Regional Public Transportation System on Environmental Justice

CAMPO Region

May 24, 2010



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I. TRAVEL DEMAND MANAGEMENT

Travel demand management (TDM) strategies focus on changing travel behavior in order to reduce traffic during congested periods. Managing demand provides travel choices such as work location, route, time, and mode. Strategies include:

- congestion pricing,
- park-and-ride facilities,
- ridesharing programs/incentives, vanpool, and
- projects and programs that encourage bicycle and pedestrian choices.

There are a number of CAMPO initiatives and programs that implement TDM strategies.

Commute Solutions

The Commute Solutions Coalition is a regional, multi-agency partnership whose projects advance alternatives to single-occupant, peak-time commutes. CAMPO is a core coalition member. Commute Solutions projects support local TDM and have included extensive media campaigns, contests, training seminars, grants to innovative pilot projects and the distribution of commuter education materials at public events.

CAMPO co-hosts the regional rideshare website River Cities Rideshare in conjunction with the Alamo Area Council of Governments in San Antonio. The site is a key component of the Commute Solutions Coalition's commuter outreach campaign and offers a corridor-wide ride-matching database.

Parking Management

Parking management can shift some automobile travel to alternative modes and can help improve access by creating more clustered, multi-modal land use patterns. Some examples of parking management strategies which influence travel demand include:

- Creating a greater opportunity for shared parking by encouraging compact mixed-use development and improving walking and cycling conditions.
- Pricing parking to reflect the cost of providing parking.
- Providing a parking "cash out" or other financial incentive to employees to use alternative modes
- Renting or selling parking facilities separate from building space
- Providing better user information and marketing relating to parking availability and price.

Telecommuting and Flexible Work Hours

CAMPO will continue to promote and support flexible schedules and telecommuting programs through Commute Solutions and other programs. By allowing employees to work from home or utilize flexible schedules, employers can help to reduce demand on the regional transportation system during peak hours, effectively increasing the efficiency of the system.

Land Use Strategies

Pedestrian-oriented, mixed use development patterns can support a reduction in transportation demand on the regional roadway system by allowing people to use transit, bike or walk for some trips and by supporting shorter trips. CAMPO is making a major commitment to supporting the emergence of mixed use activity centers throughout the region by setting aside funding for transportation projects that support mixed-use activity centers identified on the CAMPO Centers Map.

J. SYSTEM PRESERVATION

System preservation refers to a collection of activities aimed at preserving investments in the regional transportation system. It is the sum of all activities undertaken to provide and maintain serviceable roadways, transit facilities, bicycle and pedestrian facilities, and other elements of the transportation system. An effective system preservation program encompasses a full range of maintenance strategies, as well as rehabilitation treatments and reconstruction, with the goal of enhancing system performance (ride quality, safety, service life, etc.) in a cost-effective and efficient manner.

Pavement Maintenance, Rehabilitation, and Reconstruction

Most agencies involved in the preservation of our regional roadway system recognize that effectively maintaining this investment requires an approach that looks at the needs of the system as a whole rather than incrementally reacting to major deficiencies. TxDOT and many of the jurisdictions within the CAMPO region employ Pavement Management Systems which provide critical information about the condition and maintenance needs of the roadways they maintain, and allow for a strategic approach to maintenance, rehabilitation and reconstruction of the region's roadways.

- **Maintenance** consists of cost-effective treatments to an existing roadway system that preserve the system or maintain or improve the functional condition of the system. Maintenance may be proactive in the case of preventative or routine maintenance or reactive in the case of corrective maintenance. [14]
- **Rehabilitation** consists of structural enhancements that extend the service life of an existing pavement and/or improve its load carrying capacity. Rehabilitation techniques include restoration treatments and structural overlays. [15]
- **Reconstruction** is the replacement of the entire pavement structure by the placement of the equivalent or increased pavement structure. Reconstruction usually requires the complete removal and replacement of the existing pavement structure.

Preventative maintenance and other pavement preservation techniques can be applied strategically throughout a roadway's life to help cost-effectively extend the design life of the facility and manage the costs of full roadway rehabilitation and reconstruction. However, assuming roadways have a 40-year design life, approximately 62.5% of the existing regional roadway system will need to be rehabilitated or reconstructed in the next 25 years.

Bridge Maintenance, Rehabilitation, and Replacement

Recent and past events where bridge collapses have caused injury and loss of life have highlighted the fact that inspection and maintenance of our nation's bridges is of critical importance. In partnership with State DOTs, the Federal Highway Administration maintains a National Bridge Inventory (NBI) covering just under 600,000 of the Nation's bridges located on public roads, including Interstate Highways, US highways, State and county roads, as well as publicly-accessible bridges on Federal lands. The NBI does not apply to railroad and pedestrian bridges.

Each State is required to conduct periodic inspections of all bridges subject to the NBI and to report data to the FHWA. Based on inspection, bridges may be classified as:

- **Structurally deficient.** Indicates a bridge with a structure that is in poor condition or a bridge with a low load rating that is in need of replacement.
- **Functionally obsolete.** Indicates a bridge that is too narrow or provides too little clearance to meet modern engineering standards.

Bridges classified as structurally deficient or functionally obsolete are prioritized for replacement or rehabilitation using state and federal funding allocated for bridge replacements. However, the funding available for bridge replacement and rehabilitation has not kept up with needs, which are likely to increase in the future as bridge structures in our region age and as the transportation system expands.

[14] Source: FHWA. Pavement Preservation Compendium II. September 2006.

[15] Source: AASHTO Highway Subcommittee on Maintenance

Preservation of the Public Transportation System

Replacement of Buses, Vans, and Passenger Rail Vehicles

The buses, vans, and rail vehicles used to provide public transportation service typically must be replaced periodically due to one or more factors including:

- Equipment has reached the end of its useful service life
- Need to switch to an alternative fuel or respond to tighter emissions or fuel efficiency standards
- Industry standards and regional desires have changed with respect to equipment design (low floor vehicles, etc.)

Maintenance and Preservation of Other Transit Amenities and Facilities

Transit amenities and facilities including rail and rail support structures, intermodal facilities, rail stations, park and rides, bus stop amenities, and maintenance facilities will have varying needs for maintenance, rehabilitation, and replacement over the life of the public transportation system. It is likely that these needs will increase over time as our public transportation system ages and becomes more extensive.

Other System Preservation Activities

Other elements of the regional transportation system may also need maintenance, rehabilitation, and replacement or reconstruction over time. Investments ranging from bicycle and pedestrian facilities, to roadside landscaping, to intelligent transportation systems technology need to be monitored and preserved in order to ensure that the performance of the transportation system does not decline over time.

Fig. 9 Minimum Service Life & Average Cost of Transit Vehicles

	Min. Life (Yrs)	Avg. Cost
Commuter/Light Rail Vehicle	25	$1.8 - $3.9M
Heavy-Duty Large Bus (35-38 ft)	12	$325,000 - $600,000
Heavy-Duty Small Bus (30 ft)	10	$200,000 - $325,000
Medium-Duty and Purpose-Built Bus (30 ft)	7	$75,000 - $175,000
Light-Duty Mid-Sized Bus (25-35 ft)	5	$50,000 - $65,000
Light-Duty Small Bus, Cutaways and Modified Van (16-28 ft)	4	$30,000 - $40,000

Source: Federal Transit Administration

Budget Impacts of System Preservation

Federal guidance recommends prioritizing system preservation over capacity additions, and it is important to adequately budget for system preservation before allocating regional resources to projects which add capacity.

One method of estimating the budget impacts of preserving the transportation system is to project out the expenditures that have historically gone to maintenance and preservation of the regional transportation system. However, this method will likely underestimate future needs for a number of reasons:

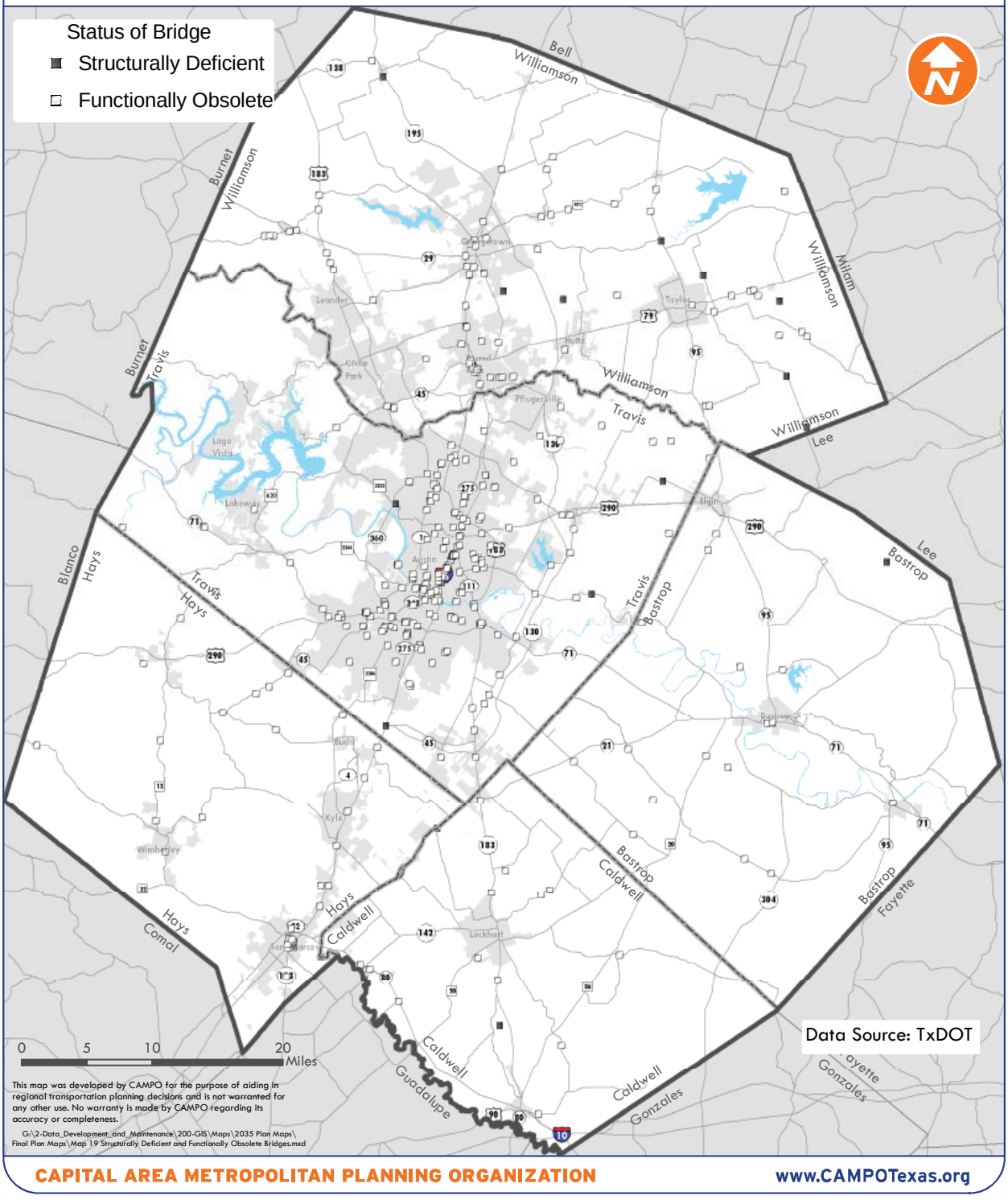
- Agencies have not always been able to cover the full cost of maintaining their investments. For example, the City of Austin has historically been unable to adequately meet its maintenance needs with resources from the City general fund. The City recently received voter approval for a property tax bond package that emphasizes system preservation projects over added capacity.
- Many agencies have deferred some maintenance to a future date. Cost estimates for system preservation will have to account for this deferred maintenance. For example, just over 35% of TxDOT's annual budget has typically been committed to maintenance of the transportation system. Recently, the Texas Transportation Commission has recommended shifting future resources from added capacity projects to maintenance activities to cover ballooning maintenance needs.
- The system will continue to grow over time, and as the system grows, preservation needs will grow.

The CAMPO 2035 Regional Transportaion Plan allocates $11.9 billion dollars to operations and maintenance, including system preservation activities. This plan differs from past CAMPO plans by including an assumption for the potential system preservation costs of added roadway and transit capacity over the life of the plan.

Map 20: Structurally Deficient and Functionally Obsolete Bridges

CAMPO Region

May 24, 2010



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Part 4: Implementing the 2035 Transportation System

Part 4: Implementing the 2035 Transportation System

FINANCIALLY CONSTRAINED PROJECT LIST

This section includes a list of priority projects that support the CAMPO Preferred Concept. This list serves as a guide for transportation investments and planning resources within the CAMPO region over a 25-year time horizon. The list is presented in two parts. The first part includes projects that have been prioritized by the region for construction with Federal and State funding. The second part lists additional priority projects that have been identified for funding with available local resources. The lists are further organized into three categories:

- **Roadway Projects** - These projects are designed to increase the overall regional network through road widening, new road construction, reconstruction, and the addition of tolling and managed lanes. Many of these projects will include a bicycle, transit, pedestrian, or freight component.

- **Public Transportation Projects** - These projects are designed to expand transit's reach through various technologies including: commuter rail, streetcar, rapid bus, express bus, and intercity bus.

- **Other Projects** - Identifies projects that include the maintenance of the system, safety programs, public outreach, and bicycle and pedestrian programs, and other projects.

The projects are categorized by the following:

Priority-outlines the proposed time frame for the project

- **Short-term:** 0 to 10 years
- **Medium-term:** 10 to 15 years
- **Long-term:** 15+ years

Project Type - identifies the type of project to receive funding, i.e. new road, interchange, mode of transit technology

Sponsor - identifies the jurisdiction and/or agency responsible for the project

Project - identifies the project

Limits/Location - identifies the extent and location of each project

Let Year - designates the year in which funding is released for the project

Open year - year the project is projected for completion

YOE Cost (Millions) - year of Expenditure Costs (YOE Cost)- total project cost

Description - a brief description of the project

9/15/2010

CAMPO 2035 Plan Priority Project List: Regionally Funded Projects

(Projects may be funded by Federal, State or Local funding)

I. Roadway Projects

Prirority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Short Term	21	Interchange/Overpass	TxDOT	IH-35	At BI-35 N / Lakeway Dr, Georgetown	2011	2013	6.3	Replace underpass and realign frontage roads
Short Term	314	Interchange/Overpass	TxDOT	IH 35 / US 183 Direct Connec	IH 35 @ US 183	2015	2017	70	Construct 1 remaining direct connect ramp
Short Term	341	Interchange/Overpass	TxDOT	IH 35/Ben White Interchange	IH 35 @ Ben White	2010	2012	previously let	Complete interchange by constructing 4 direct connect ramps.
Short Term	12	Expanded Freeway	TxDOT	IH-35	Slaughter Creek Overpass	2010	2012	15.3	Reconstruct bridge and add lane to frontage road.
Short Term	11	Interchange/Overpass	San Marcos	IH-35 / River Ridge Exit Ramp	At Exit 207 (River Ridge)	2010	2012	0.5	Construct a northbound exit ramp and southbound entrance ramp for IH 35
Short Term	70	Expand Arterial	TxDOT/Williamson Coun	US 79	1000' east of 1660 to 3349	2010	2012	6.0	Widen roadway to four-lane divided
Short Term	71	Expand Arterial	TxDOT/Williamson Coun	US 79	FM 3349 to CR 401	2010	2012	6.0	Widen roadway to four-lane divided
Long Term	297	Bus Only/High Capacity Lane	Unsponsored	US 79/Northeast Bus only lanes	IH 35 to SH 130	2026-2035	2026-2035	1	Provide priority lanes for buses or implement other strategy to increase person throughput in the US 79 corridor.
Short Term	83	Expand Arterial	TxDOT/Williamson Coun	US 183 (N)	SH 29 to 183 A	2010	2012	28.0	Construct 4 lane divided roadway
Short Term	87	New Freeway	CTRMA	183A North Extension Project: 183A-2	0.1 miles N of FM 1431 to 1.5 miles N of RM 2243	2010	2012	previously let	Engineering and construction of six tolled mainlanes, access ramps, and a shared-use path. Existing continuous non-tolled frontage roads will be maintained.
Short Term	88	New Freeway	CTRMA	183A North Extension Project: 183A-3	1.5 miles N of RM 2243 to 0.4 miles S of S San Gabriel River	2011	2013	46.8	Engineering and construction of six tolled mainlanes, access ramps, and a shared-use path. Existing continuous non-tolled frontage roads will be maintained.
Short Term	41	New Freeway	TxDOT	US 183 (S)	Springdale Road - N. of Boggy Creek (segment 1)	2015	2017	288.2	Engineering, ROW acquisition, utility relocation, and construction of ultimate 6 lane turnpike with 3 lane non-tolled frontage roads in each direction. Project may be phased.
Short Term	89	New Freeway	TxDOT	US 183 (S)	Boggy Creek to Patton Ave (segment 2)	2015	2022	320.5	Engineering, ROW acquisition, utility relocation, and construction of ultimate 6 lane turnpike with 3 lane non-tolled frontage roads in each direction. Project may be phased.
Short Term	40	New Freeway	TxDOT	US 290 (W) ("Y" at Oak Hill)	Circle Drive to Joe Tanner Lane	2017	2019	535.5	Engineering, ROW acquisition, utility relocation, and construction of ultimate 6 lane turnpike with 2 lane non-tolled frontage roads in each direction. Project may be phased.
Short Term	208	Interchange/Overpass	Austin	US 290 @ Loop 1 Interchange	US 290 and S. Lp 1	2010	2011	13.0	Construct direct connects: Northbound Loop 1 to Eastbound US 290 and Westbound US 290 to Southbound Loop 1.
Short Term	20	Interchange/Overpass	TxDOT	US 290(E) Direct Connectors	US 290 at US 183	2010	2012	previously let	Construct Interchange Direct Connectors

Prirority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Short Term	38	New Freeway	TxDOT	US 290 (E)	East of US 183 to east of FM 734 (Parmer Lane)	2011	2015	466.2	Engineering, ROW acquisition, utility relocation and construction of 6 tolled mainlanes and 6 continuous, non-tolled access road lanes.
Short Term	321	Expand Arterial	TxDOT	US 290 (E) Safety Project and Hurricane Evacuation Route	1 mile east of FM 696 to Lee County Line	2015	2018	57.1	Reconstruct existing 4 lane undivided rural principal arterial to a 4 lane divided rural principal arterial. (Contingent on Proposition 12 funding.)
Short Term	37	Managed Lanes	TxDOT/CTRMA	Loop 1 Managed Lanes (Phase I)	FM 734 to Cesar Chavez interchange	2013	2015	252.5	Phase I: Construct northbound and southbound managed lanes
Short Term	286	Managed Lanes	TxDOT/CTRMA	Loop 1 Managed Lanes (Phase II)	Cesar Chavez - Slaughter	2015	2017	290	Cosntruct 1 managed lane in each direction.
Short Term	311	Interchange/Overpass	TxDOT	Loop 1 Grade Seperation	Davis Ln	2015	2017	23	Implement grade separation at select intersections
Short Term	312	Interchange/Overpass	TxDOT	Loop 1 Grade Seperation	Slaughter Ln	2015	2017	23	Implement grade separation at select intersections
Short Term	43	Expand Arterial	TxDOT	Loop 275 / S. Congress	Eberhart Lane - Foremost Drive (1.1 miles)	2011	2013	12.0	Reconstruct existing 2 lane undivided major arterial roadway to a 4 lane divided major arterial roadway with bicycle and pedestrian accommodations. Roadway will accommodate Bus Rapid Transit.
Long Term	244	Expand Arterial	TxDOT	SH 21 (Bastrop County)	SH 71 to Caldwell County Line	2020-2025	2026-2035	54	Widen to 4 lane divided major arterial.
Short Term	39	New Freeway (Design Only)	TxDOT	SH 45 (SW)	Loop 1 - FM 1626	2012	2014	6.0	Engineering, ROW acquisition, and utility relocation.
Medium Term	251	New Freeway	TxDOT/CTRMA	SH 45 (SW)	Loop 1 - FM 1626	2020-2025	2020-2025	93.5	Construct 4 lane toll freeway.
Short Term	91	New Freeway	TxDOT	SH 71 (W) ("Y" at Oak Hill)	Silvermine to US 290 W	2015	2017	229.1	Engineering, ROW acquisition, and construction of 2 tolled direct connector bridges from US 290 (W) and continuous non-tolled access road lanes
Short Term	42	New Freeway	TxDOT	SH 71 (E)	West of Riverside - E. of Presidential Blvd.	2014	2016	45.0	Engineering, ROW acquisition, utility relocation and construction of grade separation at Riverside Drive and Elimination of signal at Thornberry Drive
Short Term	696	Expand Arterial	TxDOT	SH 71 East Access Project for State Complex	East of AIBA primary entrance to west of SH 130	2015	2017	17.1	Reconstruct existing 4 lane undivided rural principal arterial to a 6 lane divided urban principal arterial with an overpass at FM 973 and median for future freeway mainlanes. (Contingent on Proposition 12 funding.)
Short Term	464	Expand Freeway	TxDOT	SH 71 Bastrop East Freeway Extension, Phase I and II- Hurricane Evacuation Route	West of Colorado River Bridge to .4 miles east of loop 150 East	2012	2017	37.6	Reconstruct existing 4 lane undivided rural principal arterial to extend a 4 lane rural freeway facility. (Contingent on Proposition 12 funding.)
Short Term	463	Expand Freeway	TxDOT	SH 71 Bastrop West Freeway Extension - Hurricane Evacuation Route	West of FM 20 to West of SH 304	2012	2014	36.7	Reconstruct existing 4 lane undivided rural principal arterial to extend a 4 lane rural freeway facility. (Contingent on Proposition 12 funding.)
Short Term	447	New Freeway	TxDOT	SH 130, Segment 5	SH 45 SE - FM 1185	2010	2012	previously let	Construct 4 lane toll freeway with intermittant frontage roads.

Prirority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Short Term	448	New Freeway	TxDOT	SH 130, Segment 6	FM 1185 - IH 10	2010	2012	previously let	Cosntruct 4 lane toll freeway with intermittant frontage roads
Short Term	33	Expand Arterial	TxDOT	SH 195	0.805 mil south of Bell County Line to SH 138	2013	2015	22.5	Widen to 4-lane divided roadway
Short Term	35	Expand Arterial	TxDOT	SH 195	SH 138 to 3.4 miles south of SH 138	2015	2017	33.0	Widen to 4-lane divided roadway
Short Term	90	Expand Arterial	TxDOT	SH 195	3.4 miles south of SH 138 to 5.254 miles south of SH 138	2010	2012	0.0	Widen to 4-lane divided roadway
Short Term	36	Expand Arterial	TxDOT	SH 195	5.254 miles south of SH 138 to 8.1 miles south of SH 138	2016	2018	22.5	Widen to 4-lane divided roadway
Short Term	34	Expand Arterial	TxDOT	SH 195	8.105 miles south of SH 138 to IH 35	2014	2016	38.0	Widen to 4-lane divided roadway
Short Term	328	Expand Arterial	TxDOT	SH 304 Safety Project	SH 71 to 2 miles south of SH 71	2012	2014	6.2	Reconstruct existing 2 lane rural minor arterial to 3 lane section minor arterial. (Contingent on Proposition 12 Funding)
Short Term	23	New Arterial	TxDOT/Hays County	FM 110 - Hays County	IH35/McCarty Road to SH 123	2010	2012	34.0	Construct 4-lane divided roadway
Long Term	300	Bus Only/High Capacity Lane	Unsponsored	FM 969/Central Bus Only Lanes	Lamar/US290 to SH130/969	2026-2035	2026-2035	3	Provide a priority lane for buses or implement other strategy to increase person throughput in the South Lamar/MLK corridor.
Long Term	318	Expand Arterial	TxDOT	FM 969	Webberville - SH 71	2020-2025	2026-2035	119	Widen to 4 lane divided major arterial.
Short Term	63	Expand Arterial	TxDOT	FM 973	South of SH 71 to Burleson Rd	2010	2012	1.7	Widen roadway to four-lane divided
Short Term	62	Expand Arterial	TxDOT	FM 1460	North of Westinghouse Rd to Chandler Rd	2010	2012	10.3	Upgrade to four-lane divided
Short Term	24	Expand Arterial	TxDOT/Hays County	FM 1626 - Hays County	SEGMENT A: FM 2770 to Travis County Line	2010	2012	53.3	Widen to 4-lane divided roadway
Short Term	26	Expand Arterial	TxDOT/Hays County	FM 1626 - Hays County	SEGMENT B: Hays County Line to Bliss Spillar Raod	2010	2012	19.1	Widen to 4-lane divided roadway
Short Term	31	New Arterial	TxDOT/Williamson Coun	FM 1660 Realignment	800' South of CR 101 to 1200' northwest of CR 134	2010	2012	32.3	Construct new location 2-lane roadway
Short Term	72	Expand Arterial	TxDOT/Williamson Coun	FM 2338	FM 3405 to Ronald Reagan Blvd	2010	2012	13.5	Widen roadway to four-lane divided rural roadway
Medium Term	44	Expand Arterial	TxDOT/Travis County	FM 2769/Anderson Mill Road	.75 miles North of RM 620 - RM 620 (.8 miles)	2020-2025	2020-2025	9.5	Reconstruct existing 2 lane minor arterial roadway to a modern 4 lane divided major arterial roadway using current best practices in roadway design
Short Term	85	New Arterial	TxDOT	FM 3177	290 to Lindell Ln	2010	2012	4.2	Realign .83 miles of roadway from US 290 to Lindell Lane
Short Term	25	Expand Arterial	TxDOT/Hays County	RM 12 - Hays County	RM 32 to San Marcos City Limit	2010	2012	24.1	Reconstruct to 4-lane undivided roadway
Short Term	32	Expand Arterial	TxDOT	RM 2243 - City of Leander	US 183 to east of Ronald Reagan	2012	2014	23.2	Widen to 4-lane divided roadway
Short Term	54	New Arterial	Williamson/Round Rock	Arterial "A" (Round Rock)	Joe DiMaggio to SH 45	2010	2012	32.3	Construct an interim 4 lane divided major arterial with curb and gutter, sidewalks, drainage and full width grade separated crossings at US 79 and the Union Pacific Railroad
Short Term	22	Expand Arterial	Cedar Park	Brushy Creek Road Improvements West of Parmer Ln	Darkwoods Trail to Parmer Lane	2010	2012	6.7	Project will consist of widening Brushy Creek Road to a 4-lane divided major arterial.

Prirority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Short Term	57	Interchange/Overpass	Buda	Cement Plant Rd Overpass	IH 35 Frontage Road across to other frontage road	2010	2012	7.3	Create overpass as Cement Plant Road to connect East and West sides of IH 35
Long Term	252	Expand Arterial	Georgetown	CR 110/CR105	FM 1460 to CR 111	2025	2027	11	Widen to a 4-lane major divided arterial.
Short Term	67	Expand Arterial	Leander	CR 272/Crystal Falls Parkway Phase 1	US 183 to 183A	2010	2012	4.3	Intersection, signal improvements and railroad crossing upgrade on E. Crystal Falls Parkway signal improvements at CR 273, MAD 4 from US 183 to 183A
Short Term	79	New Arterial	Leander	CR 273 / 274 'T'	US 183 and 183A to existing FM 2243	2011	2013	6.9	The CR 273/274 "T" is a new facility and is the critical transportation spine pulling together all modes of transportation and land uses within the Leander TOD 2000-acre master plan. (CR 273 is being constructed as a 4 lane arterial. CR 274 is being constructed as a 6 lane boulevard.)
Short Term	53	New Arterial	Round Rock	Creek Bend Blvd. Extension	Creek Bend Circle to Wyoming Springs Drive	2013	2015	7.2	Construct a four-lane divided urban principal arterial with a raised median, sidewalk and bicycle facility.
Short Term	28	Expand Arterial	Travis County	Frate-Barker Road	Brodie Lane to Manchaca Rd	2012	2014	Previously Let	Widen 2-lane arterial to 4-lane minor arterial with turn lanes, bike lanes and sidewalks
Short Term	117	New Arterial	Austin/Travis County	Howard Ln Improvements (Phase 2)	Cameron Rd to SH 130 (1.6 miles)	2012	2014	Previously Let	Phase 2: Construct a four-lane roadway with bicycle lanes and sidewalks on both sides
Long Term	305	Bus Only/High Capacity Lane	Unsponsored	N Burnet/S Congress Bus only lanes	Burnet at Loop 1 to Slaughter	2020-2025	2026-2035	4	Provide a priority lane for buses or implement other strategy to increase person throughput in the corridor.
Long Term	306	Bus Only/High Capacity Lane	Unsponsored	N Lamar Bus only lanes	Tech Ridge Park and Ride to Downtown Austin	2020-2025	2026-2035	3	Provide a priority lane for buses or implement other strategy to increase person throughput in the corridor.
Short Term	64	New Arterial	Williamson County	O'Conner Rd (Wyoming Springs	RM 620 to SH 45	2010	2012	11.7	Extend 4-lane divided roadway
Long Term	303	Bus Only/High Capacity Lane	Unsponsored	Parmer Bus Only Lanes	Lakeline to US 290	2020-2025	2026-2035	5	Provide a priority lane for buses or implement other strategy to increase person throughput in the corridor.
Long Term	301	Bus Only/High Capacity Lane	Unsponsored	Slaughter Bus Only Lanes	US290/Convict Hill - US 183	2020-2025	2026-2035	3	Provide a priority lane for buses or implement other strategy to increase person throughput in the Slaughter corridor.
Long Term	296	Bus Only/High Capacity Lane	Unsponsored	Southeast Bus only lanes	Brazos to SH 130	2020-2025	2026-2035	2	Provide priority lanes for buses or implement other strategy to increase person throughput in the East Seventh/US 183 S/SH 71 E corridor.
Short Term	249	New Arterial	Williamson County	Westinghouse Rd	IH 35 to FM 1460	2009	2011	29	Cosntruct 4 lane divided major arterial.
Short Term	86	Expand Arterial	Georgetown	Williams Dr / RM 2338	FM 3405 - D.B. Woods/Ced	2010	2012	17.7	Widen 2-lane road to 4-lane divided
Short Term	82	Expand Arterial	Round Rock	Wyoming Springs Dr	Brightwater Blvd to RM 620	2013	2015	6.0	Construct the final 2 lanes of a MAD 4 with curb and gutter, raised medians, sidewalks, drainage and safety improvements at Fern Bluff Elementary School

Freeways, Express Lanes, Frontage Road, and Interchanges	$	2,805
State System Arterials	$	651
Local Arterials	$	149
Total (Regionally Funded Roadway Projects)	**$**	**3,606**

II. Public Transportation Projects

Prirority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Short Term	9	Intercity Rail	Lone Star Rail District	Lone Star Rail	Georgetown - San Antonio (Hays County Line within CAMPO)	2013	2015	467	Implement intercity rail connecting Georgetown to San Antonio
Short Term	385	Commuter Rail	Capital Metro	MetroRail Red Line Phase II	Leander-Downtown Austin	2013	2015	148.5	Double tracking, addtl. Railcars and associated work to increase service levels
Short Term	200	Commuter Rail	Capital Metro	Elgin Rail	Downtown - Elgin	2015	2017	327	Extend Commuter Rail Service along Llano - Giddings line from Downtown Austin to Elgin
Short Term	288	Commuter Rail	Unsponsored	Round Rock Commuter Rail I	SH45/Meis.-Maple/InnerLp	2015	2017	117	Construct commuter rail serving Round Rock and Georgetown
Short Term	289	Commuter Rail	Unsponsored	Round Rock Commuter Rail II	W SH45 to SH130	2015	2017	111	Construct commuter rail serving Round Rock and Pflugerville
Short Term	207	Street Car	Austin	Urban Rail	MLK Blvd to Riverside Dr	2015	2017	91	Implement streetcar circulator service through Downtown Austin
Medium Term	307	Street Car	Austin	Urban Rail-Extension North	Mueller - Downtown Austin	2020	2025	272	Extend Streetcar from Downtown Austin to Mueller Redevelopment.
Medium Term	308	Street Car	Austin	Urban Rail-Extension Long Center	Downtown - Long Center	2020	2025	39	Extend Streetcar from Downtown Austin to Seaholm and the Long Center
Medium Term	309	Street Car	Austin	Urban Rail-Extension South	Downtown - ABIA	2020	2025	455	Extend Streetcar from Downtown Austin along Riverside to Austin Bergstrom International Airport.
Short Term	2	Intermodal Facility	Capital Metro	Southwest Transit Center	Capital Metro Service Area	2010	2011	1.0	Replace/Expand/Add Park and Ride/Transit Facilities
Short Term	6	Intermodal Facility	Capital Metro	Northeast Operating Facility Phase 1	Capital Metro Service Area	2010	2011	3.7	Facility to provide operating and maintenance support in northeast service area.
Short Term	8	Intermodal Facility	Round Rock	Intermodal Transit Facility	Downtown Round Rock	2010	2011	2.0	Transit terminal site improvements and construction
Short Term	346	Intermodal Facility	Capital Metro	Manor Intermodal Center		2010	2011	1.2	Construct transit center/park and ride.
Short Term	7	Intermodal Facility	Capital Metro	Northeast Operating Facility Phase 2	Capital Metro Service Area	2011	2012	1.7	Facility to provide operating and maintenance support in northeast service area.
Short Term	336	Intermodal Facility	TBD	Cedar Park Intermodal Station		2015	2015	1	Construct transit center/park and ride.
Short Term	3	Intermodal Facility	Capital Metro	Downtown Transit Center Phase 1	Capital Metro Service Area	2015	2016	0.5	Replace/Add off-street transit center in service area
Short Term	1	Intermodal Facility	Capital Metro	Northeast Transit Center	Capital Metro Service Area	2016	2017	0.2	Replace/Add off-street transit center in northeast service area
Short Term	4	Intermodal Facility	Capital Metro	Downtown Transit Center Phase 2	Capital Metro Service Area	2016	2016	2.6	Replace/Add off-street transit center in service area
Short Term	5	Intermodal Facility	Capital Metro	Downtown Transit Center Phase 3	Capital Metro Service Area	2017	2017	5.0	Replace/Add off-street transit center in service area
Medium Term	339	Intermodal Facility	TBD	Bee Cave Park and Ride		2020	2021	2	Construct transit center/park and ride.
Medium Term	342	Intermodal Facility	Capital Metro	RM 2222/RM 620 Park and Ride		2020	2020	2	Construct transit center/park and ride.
Medium Term	343	Intermodal Facility	Capital Metro	East Transit Center		2020	2020	1.8	Construct transit center/park and ride.
Medium Term	348	Intermodal Facility	CARTS	Bastrop Intermodal Center		2020	2020	1.8	Construct transit center/park and ride.

Prirority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Medium Term	344	Intermodal Facility	CARTS	Taylor Intermodal Center		2020	2020	1.8	Construct transit center/park and ride.
Long Term	331	Intermodal Facility	TBD	Buda Intermodal Station		2026	2025	2	Construct transit center/park and ride.
Long Term	332	Intermodal Facility	TBD	Dripping Springs Park and Ride		2026	2035	2	Construct transit center/park and ride.
Long Term	333	Intermodal Facility	TBD	Jarrell Intermodal Station		2026	2035	2	Construct transit center/park and ride.
Long Term	334	Intermodal Facility	TBD	Smithville Intermodal Station		2026	2035	2	Construct transit center/park and ride.
Long Term	335	Intermodal Facility	TBD	Luling Intermodal Station		2026	2035	2	Construct transit center/park and ride.
Long Term	337	Intermodal Facility	TBD	RM 620 Intermodal Station	RM 620 at Parmer	2026	2035	2	Construct transit center/park and ride.
Long Term	338	Intermodal Facility	TBD	Lockhart Intermodal Station		2026	2035	2	Construct transit center/park and ride.
Long Term	340	Intermodal Facility	TBD	Liberty Hill Intermodal Station		2026	2035	2	Construct transit center/park and ride.
Long Term	345	Intermodal Facility	TBD	Hutto Intermodal Center		2026	2035	2	Construct transit center/park and ride.
Long Term	347	Intermodal Facility	TBD	Webberville Intermodal Center		2026	2035	2	Construct transit center/park and ride.
Short Term		Intermodal Facility	Capital metro	S. IH 35 Transit Center	IH 35 @ Slaughter	2011	2012	3	Construct transit center.
Short Term		Intermodal Facility	Capital metro	N Lamar Transit Center	N. Lamar @ US 183	2012	2013	2	Construct transit center.
Short Term		Intermodal Facility	Round Rock	Intermodal Transit Facility	IH 35 @ SH 45 N	2011	2012	2	Construct transit center.
Short Term	203	Rapid Bus	Capital Metro	801-N Lamar S Congress		2010	2012	previously let	Implement Rapid Bus Service
Short Term	202	Rapid Bus	Capital Metro	803-N Burnet S Lamar		2013	2014	8.0	Implement Rapid Bus Service
Short Term	298	Rapid Bus	Capital Metro	Slaughter Rapid Bus	US290/Convict Hill - 183	2016	2017	3	Implement Rapid Bus Along Slaughter
Short Term	190	Rapid Bus	Capital Metro	BR 826 Riverside		2016	2017	4.8	Implement Rapid Bus Service
Short Term	192	Rapid Bus	Capital Metro	BR 820 Northeast		2016	2017	3.9	Implement Rapid Bus Service
Medium Term	302	Rapid Bus	Capital Metro	Central Rapid Bus	Westgate to FM 969 at SH 130	2020	2020	3	Implement Rapid Bus along South Lamar and MLK connecting Westgate, Downtown, and SH 130.
Medium Term	183	Rapid Bus	Capital Metro	BR 828 Ben White	Barton Springs Rd to Bergstrom Airport	2020	2020	5.3	Implement Rapid Bus Service
Medium Term	191	Rapid Bus	Capital Metro	BR 825 Rundberg/NW		2020	2020	9.8	Implement Rapid Bus Service
Medium Term	193	Rapid Bus	Capital Metro	BR 880 Oltorf		2020	2020	4.9	Implement Rapid Bus Service
Medium Term	204	Rapid Bus	Capital Metro	BR 834 Parmer		2020	2020	10.4	Implement Rapid Bus Service
Short Term	10	Intercity/Express Bus	Capital Metro	Oak Hill Flyer Expanded Service	Oak Hill to UT	2010	2011	0.5	Expansion of bus service. Includes station design & development, traffic signal upgrades, and supporting infrastructure.
Short Term	177	Intercity/Express Bus	Capital Metro	1035-Georgetown	Georgetown - Downtown	2012	2015	2	Implement Express Bus Service
Short Term	180	Intercity/Express Bus	Capital Metro	901-South Mopac	Slaughter Ln to MLK Blvd	2016	2017	1.7	Implement Express Bus Service
Medium Term	181	Intercity/Express Bus	Capital Metro	922-Four Points	RM 620 to MLK Blvd	2020	2020	2.1	Implement Express Bus Service
Medium Term	111	Intercity/Express Bus	CARTS	Bastrop County Connector		2020	2020	2.4	Implement Express Bus Service
Medium Term	105	Intercity/Express Bus	CARTS	Bastrop to San Marcos	Bastrop to San Marcos	2020	2020	3.0	Implement Express Bus Service
Medium Term	112	Intercity/Express Bus	CARTS	Caldwell County Connector		2020	2020	1.6	Implement Express Bus Service
Medium Term	106	Intercity/Express Bus	CARTS	Dripping Springs to San Marcos	Dripping Springs to San Marcos	2020	2020	2.2	Implement Express Bus Service
Medium Term	107	Intercity/Express Bus	CARTS	Giddings to Austin	Giddings to Austin	2020	2020	1.9	Implement Express Bus Service
Medium Term	113	Intercity/Express Bus	CARTS	Hays County Connector		2020	2020	2.8	Implement Express Bus Service
Medium Term	108	Intercity/Express Bus	CARTS	La Grange to Austin	La Grange to Austin	2020	2020	2.8	Implement Express Bus Service
Medium Term	109	Intercity/Express Bus	CARTS	Luling to San Marcos	Luling to San Marcos	2020	2020	2.0	Implement Express Bus Service
Medium Term	110	Intercity/Express Bus	CARTS	Marble Falls to Austin	Marble Falls to Austin	2020	2020	1.9	Implement Express Bus Service

Prirority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Medium Term	287	Intercity/Express Bus	CARTS	Rte 726-San Marcos		2020	2020	2.5	Implement Express Bus Service
Medium Term	114	Intercity/Express Bus	CARTS	Williamson County Connector		2020	2020	2.8	Implement Express Bus Service
Long Term	178	Intercity/Express Bus	TBD	1071-Dripping Springs	RM 12 - Downtown Austin	2026	2035	3	Implement Express Bus Service
Long Term	195	Intercity/Express Bus	CARTS	950-Taylor		2026	2035	12	Implement Express Bus Service
Long Term	196	Intercity/Express Bus	CARTS	951-Bee Cave		2026	2035	6	Implement Express Bus Service
Long Term	290	Intercity/Express Bus	CARTS	Jarrell Express	Jarrell to Tech Ridge Park and Ride	2026	2035	3	Implement Express Bus Service
Long Term	291	Intercity/Express Bus	CARTS	Smithville Express	Smithville to Bastrop	2026	2035	3	Implement Express Bus Service
Long Term	292	Intercity/Express Bus	CARTS	Luling Express	Luling to Lockhart	2026	2035	3	Implement Express Bus Service
Long Term	293	Intercity/Express Bus	TBD	RM 620 Express	Parmer to SH 71	2026	2035	9	Implement Express Bus Service
Long Term	294	Intercity/Express Bus	CARTS	Taylor Express	Taylor to Round Rock	2026	2035	4	Implement Express Bus Service
Long Term	295	Intercity/Express Bus	CARTS	Lockhart-San Marcos Express	Lockhart to San Marcos	2026	2035	3	Implement Express Bus Service
Long Term	299	Intercity/Express Bus	CARTS	Liberty Hill Express	Liberty Hill to Leander	2026	2035	2	Implement Express Bus Service
Long Term	599	Intercity/Express Bus	Capital Metro	360-Loop 360	Gracy Farms-Ben White	2026	2035	3	Implement Express Bus Service
Long Term	602	Intercity/Express Bus	CARTS	953-Lockhart		2026	2035	4	Express Bus Service to Lockhart
Long Term	603	Intercity/Express Bus	CARTS	952-San Marcos		2026	2035	10	Express Bus Service to San Marcos
Long Term	604	Intercity/Express Bus	CARTS	1081-Bastrop		2026	2035	3	Express Bus Service to Bastrop
Short Term		Intercity/Express Bus	Round Rock	City of Round Rock Peak Hour Express Bus	Round Rock - Techridge Park and Ride	2010	2011	0.8	Implement commuter bus service connecting Downtown Round Rock and employment centers along IH 35 to Capital Metro Tech Ridge Park and Ride.
		Grouped	Various	MISC Local and Specialized Public Transportation Improvements	CAMPO Region	2010-2035	2010-2035	$ 683	Provide additional local bus service, vanpools, carpools, neighborhood transit centers, ITS, demand response service, and route improvements. Provide specialized transporation services to elderly persons, persons with disabilities, low income and welfare recipients. Includes construction of facilities and amenities, purchase of rolling stock, and purchase of other capital to support these activities.

Rail	$	2,028
Rapid Bus, Express Bus, and Intermodal	$	212
Local and Specialized Public Transportation Improvements	$	683
Total (Public Transportation Projects)	**$**	**2,923**

III. Other Projects

Prirority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
		Grouped	Various	Roadway Preventative Maintenance and Rehabilitation	CAMPO Region	2010-2035	2010-2035	$ 1,423	Preserve condition of regional roadways. Includes pavement repair, seal coats, overlays, resurfacing, restoration and rehabilitation done within existing right of way.
		Grouped	Various	Travel Demand Management and Emissions Reduction Projects and Programs	CAMPO Region	2010-2035	2010-2035	$ 319	Includes rideshare projects and programs, flexible work schedule programs, clean fuels projects and programs, parking management projects and programs, capital infrastructure and other support for transit oriented development, and other projects and programs that help manage demand on the regional roadway system and help reduce air quality emissions from on-road mobile sources.
		Grouped	Various	Bicycle and Pedestrian Projects and Programs	CAMPO Region	2010-2035	2010-2035	$ 444	Stand-alone bicycle and pedestrian projects including separated paths serving a transportation purpose, as well as retrofitting roadway system to include bicycle lanes, sidewalks, and other bicycle and pedestrian amenities, educational programs and other projects and programs benefitting bicyclists and pedestrians.
		Grouped	Various	Bridge Replacement and Rehabilitation and Railroad Grade Separations	CAMPO Region	2010-2035	2010-2035	$ 235	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges on state system roadways as well as City and County roadways throughout the region. Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate or replace deficient railroad underpasses (resulting in no added capacity). Includes various locations on state system roadways as well as City and County roadways throughout the region.
		Grouped	Various	Safety and Operations Projects and Programs	CAMPO Region	2010-2035	2010-2035	$ 660	Includes construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, railroad/highway warning devices, fencing, intersection improvements, interchange modifications, and signal synchronization. Also includes highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IH programs. Includes various locations on state system roadways as well as City and County roadways throughout the region.

Prirority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
		Grouped	Various	Public Transportation Operations and Maintenance	CAMPO Region	2010-2035	2010-2035	$ 10,265	Operations of regional and local public transportation system as well as maintenance, rehabilitation, and replacement of public transportation facilities and rolling stock.
		Grouped	Various	Landscaping and Transportation Enhancements	CAMPO Region	2010-2035	2010-2035	$ 112	Right-of way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
							Bicycle and Pedestrian	$ 444	
							Roadway and Bridge O&M	$ 1,658	
							Public Transportation O&M	$ 10,265	
							Other Projects	$ 1,091	
							Total (Other Projects)	**$ 13,457**	

Key:

Prirority

Short Term Anticipated Implementation between 2010 and 2019

Medium Term Anticipated Implementation between 2020 and 2025

Long Term Anticipated Implementation after 2025

Let Year Anticipated year project would go to contract.

Open Year Anticipated year project would be complete and operational.

YOE Cost (Millions) Estimated total project cost inflated to anticipated year of expenditure and expressed in millions $.

CAMPO 2035 Plan Priority Project List: 100% Locally Funded Projects

(Projects to be funded with 100% local funding sources including private sector contributions; Plan Amendment required to utilize Federal or State funding.)

I. Roadway Projects

Prirority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Short Term	749	New Frontage Roads	Williamson County/TxDOT	IH 35 North Bound Frontage Road	Westinghouse Rd to RM 2243	2010	2012	13.5	Construct frontage road on new location and reconstruct ramps.
Short Term	750	New Frontage Roads	Williamson County/TxdOT	IH 35 North Bound Frontage Road	RM 2243 to SH 29	2010	2012	13.5	Construct frontage road on new location and reconstruct ramps.
Long Term	282	New Arterial	Williamson County/TxDOT	US 79 Connector	RM 620 at Deepwood Dr to IH 35 at US 79	2033	2035	246.5	Construct 4 lane arterial with median on a new location
Long Term	466	Expand Arterial	TxDOT/Williamson County	US 79	FM 1460 - Red Bud Ln/CR 122	2028	2030	21.3	Widen arterial from 4 lanes with median to 6 lanes with median (urban)
Short Term	699	Interchange/Overpass	Williamson County	US 79	US 79 at Red Bud Ln/CR 122	2016	2018	38.0	Construct grade separation
Long Term	465	Expand Arterial	TxDOT/Williamson County	US 79	Red Bud Ln - FM 685	2028	2030	22.1	Widen arterial from 4 lanes with median to 6 lanes with median (suburban)
Short Term	409	Expand Arterial	Williamson County	US 79	BR US 79 E (TAYLOR) - FM 1063	2009	2011	previously let	Widen 4-lane road to add a median
Short Term	411	Expand Arterial	Williamson County	US 79	FM 1063 - Milam County Line	2008	2010	previously let	Widen 4-lane road to add a median
Short Term	103	Expand Arterial	Williamson/Taylor	Business 79/2nd St Improvements	US 79 to SH 95/Main St	2015	2017	10.3	Widen existing roadway to a 4 lane undivided arterial with curb and gutter.
Short Term	413	Expand Arterial	Taylor/Williamson County	Business 79/2nd St Improvements	SH 95 - US 79	2010	2012	previously let	Widen 4-lane road to add center turn lane
Short Term	679	Expand Arterial	Williamson County	US 183 (N)	FM 970 - FM 3405	2018	2020	17.1	Widen from 4 lanes to 4 lanes with median (future frontage rds)
Short Term	680	Expand Arterial	Williamson County	US 183 (N)	FM 3405 - SH 29	2018	2020	40.9	Widen from 4 lanes to 4 lanes with median (future frontage rds)
Long Term	83	New Freeway	Williamson County/CTRMA	US 183 (N)	SH 29 to 183 A	2025	2027	75.5	Construct 4 tolled mainlanes
Short Term	697	Interchange/Overpass	Williamson County	US 183 (N)	US 183 at RM 1431	2016	2018	38.0	Construct grade separation
Short Term	698	Interchange/Overpass	Williamson County	US 183 (N)	US 183 at RM 2243	2018	2020	41.1	Construct grade separation
Short Term	313	Managed Lanes	TxDOT/CTRMA	US 183 (N) Express Lanes	RM 620 to LP 1	2015	2017	193	Construct 1 managed lane in each direction.
Short Term	752	Expand Arterial	TxDOT/Hays County	US 290 (W)	RM 165 - McGreggor Ln (CR 187)	2018	2020	16.0	Widen 4-lane highway to add a median.
Short Term	751	Expand Arterial	TxDOT/Hays County	US 290 (W)	McGregor Ln (CR 187) - RM 12	2012	2014	11.4	Widen 4-lane highway to add a median.
Long Term	498	Expand Arterial	Williamson County/TxDOT	Loop 332 (Liberty Hill Main St)	SH 29 - RM 1869	2026-2035	2026-2035	8.4	Widen from 2 lanes to 4 lanes with median

Priority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Long Term	753	Expand Arterial	Hays County	SH 21 (Caldwell County)	Bastrop County Line - Hays County Line	2026-2035	2026-2035	52	Widen to 4 lane divided major arterial with shoulders/ hike and bike lanes.
Long Term	754	Expand Arterial	Hays County	SH 21 (Hays County)	Caldwell County Line - SH 80	2026-2035	2026-2035	146	Widen to 4 lane major divided arterial with shoulders/ hike and bike Lanes.
Medium Term	758	New Frontage Roads	TxDOT/Williamson County	SH 29	Burnet County Line - LH Bypass, west of Liberty Hill	2020-2025	2020-2025	42.2	Construct frontage roads
Medium Term	762	Expand Arterial	TxDOT/Williamson County	SH 29 (Business)	LH Bypass W of Liberty Hill - LH Bypass E of Loop 332 W	2020-2025	2020-2025	20.5	Widen from 4 lanes to 4 lanes with median
Medium Term	759	New Frontage Roads	TxDOT/Williamson County	SH 29	LH Bypass E of Loop 332 W to US 183	2020-2025	2020-2025	12.3	Construct frontage roads
Medium Term	760	New Frontage Roads	TxDOT/Williamson County	SH 29	US 183 - Ronald W. Reagan Blvd	2020-2025	2020-2025	36.5	Construct frontage roads
Medium Term	761	New Frontage Roads	TxDOT/Williamson County	SH 29	Ronald W. Reagan Blvd - DB Wood Rd	2020-2025	2020-2025	82.8	Construct frontage roads
Medium Term	755	Expand Arterial	TxDOT/Williamson County	SH 29	DB Wood Rd - IH 35	2020-2025	2020-2025	4.0	Widen from 4 lanes with median to 6 lanes with median
Medium Term	756	Expand Arterial	TxDOT/Williamson County	SH 29	Haven Ln - FM 1660	2020-2025	2020-2025	40.0	Widen from 2 lanes to 4 lanes with median
Medium Term	757	Expand Arterial	TxDOT/Williamson County	SH 29	FM 1660 - SH 95	2020-2025	2020-2025	31.9	Widen from 2 lanes to 4 lanes with median
Short Term	462	Interchange/Overpass	Williamson County/TxDOT	SH 45 N	SH 45 at O'Connor Blvd.	2011	2013	51.4	Construct interchange
Short Term	695	Interchange/Overpass	Williamson County	SH 45 N	SH 45 at IH 35	2018	2020	27.4	Complete direct connectors
Short Term	764	New Freeway (Design Only)	Hays County	SH 45 SW	FM 1626 - IH 35	2018	2020-2025	8.2	Environmental and preliminary engineering analysis.
Long Term	765	Interchange/Overpass	Bastrop County/TxDOT	SH 71 Overpass	Bastrop Co. TBD	2020-2025	2026-2035	54.0	Construct grade separation.
Long Term	463	Interchange/Overpass	Bastrop County/TxDOT	SH 71 Overpass	Bastrop Co. TBD	2020-2025	2026-2035	54.0	Construct grade separation.
Medium Term	403	Expand Arterial	TxDOT	SH 80	IH 35 to SH 21	2020-2025	2020-2025	8.8	Widen to 6 lanes (including underpass at IH 35)
Medium Term	474	Expand Arterial	Williamson County	SH 95	SH 29 - FM 397	2020-2025	2026-2035	18.2	Widen from 4 lanes to 4 lanes with median
Medium Term	471	Expand Arterial	Williamson County	SH 95	Walnut Ave - US 79	2020-2025	2026-2035	2.6	Widen from 4 lanes to 4 lanes with median
Medium Term	472	Expand Arterial	Williamson County	SH 95	US 79 - FM 1660	2020-2025	2026-2035	33.4	Widen from 2 lanes to 4 lanes with median
Medium Term	473	Expand Arterial	Williamson County	SH 95	FM 1660 - Bastrop County Line	2020-2025	2026-2035	29.6	Widen from 2 lanes to 4 lanes with median

Priority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Long Term	500	Expand Arterial	San Marcos/TxDOT	SH 123	IH 35 to County Line Rd	2020-2025	2026-2035	59	Widen to 4-lane divided roadway
Medium Term	655	New Arterial	TxDOT/Hays County	FM 110 (East Outer Loop)	IH 35 North to SH 123	2020-2025	2020-2025	38.5	Construct 4 lane divided arterial.
Medium Term	656	New Arterial	TxDOT/Hays County	FM 110 (West Outer Loop)	IH 35 North to IH 35 South	2020-2025	2020-2025	177.6	Construct 4 lane divided arterial.
Short Term	653	New Arterial	Williamson County	FM 397/Taylor Loop	SH 95 - CR 411	2018	2020-2025	5.9	Construct 4 lanes with median on a new location
Medium Term	406	Expand Arterial	TxDOT	FM 621	SH 123 to Old Bastrop Hwy	2020-2025	2020-2025	19.9	Widen to 2 lane divided roadway.
Medium Term	222	Expand Arterial	Williamson County	FM 685	US 79 - SH 130	2020-2025	2020-2025	8.7	Widen from 4 lanes to 4 lanes with median
Short Term	670	Expand Arterial	Williamson County/TxDOT	Parmer Ln/FM 734	RM 1431 - Brushy Creek	2015	2017	14.4	Widen from 4 lanes with median to 6 lanes with median
Short Term	671	Expand Arterial	Williamson County/TxDOT	Parmer Ln/FM 734	Brushy Creek - Spectrum Dr	2015	2017	4.0	Widen from 4 lanes with median to 6 lanes with median
Short Term	672	Interchange/Overpass	Williamson County/TxdOT/COA	Parmer Ln/FM 734	Spectrum Drive - Amberglen Blvd	2015	2017	36.5	Construct 3-level diamond interchange
Short Term	673	Managed Lanes	Williamson County	Parmer Ln/FM 734 Express Lanes	RM 620 - Loop 1	2015	2017	156.6	Add toll express lanes (1 in each direction) in median
Short Term	323	New Arterial	TxDOT	FM 812	US 183 to FM 973	2015	2017	32.0	Reallign FM 812 by constructing 4 lane divided major arterial with bikelanes and sidewalk.
Long Term	611	Expand Arterial	Austin/Travis County	FM 969	US 183 to Webberville	2020-2025	2026-2035	70.3	Widen to 4 lane divided major arterial.
Short Term	158	New Arterial	Georgetown	FM 971/Northwest Blvd Bridge	Washam/IH 35/Austin Ave	2012	2014	6.8	Bridge from Northwest Blvd. to Austin Avenue, IH-35 crossing
Long Term	375	Expand Arterial	City of Georgetown	FM 971	Austin Avenue (Business 35) to SH 130	2020-2025	2026-2035	39.4	Reconstruction to 4 lane divided (approved bond money waiting on TxDOT match
Short Term	657	Expand Arterial	Williamson County	FM 971	SH 130 - FM 1105	2018	2020-2025	15.2	Widen from 2 lanes to 2 lanes with median
Short Term	659	Expand Arterial	Williamson County	FM 973	US 79 - FM 1660	2018	2020-2025	27.1	Widen from 2 lanes to 4 lanes with median
Short Term	658	Expand Arterial	Williamson County	FM 973	FM 1660 - Travis County Line	2018	2020-2025	8.2	Widen from 2 lanes to 4 lanes with median
Short Term	722	New Arterial	Travis County	FM 973 (Manor Bypass)	Future Braker Lane to US 290 E	2013	2015	52.0	Construct 4 lane major divided arterial.
Long Term	742	Expand Arterial	Bastrop County	FM 1100	SH 95 - County Line Road	2020-2025	2026-2035	4.0	Widen from 2 laness to 4 lane major divided arterial.
Short Term	456	Expand Arterial	Williamson County	FM 1460	CR 112 - Hidden Acres Dr.	2009	2015	previously let	Widen from 2 lanes to 4 lanes with median
Short Term	62	Expand Arterial	Williamson County	FM 1460	CR111/Westinghouse - University/Chandler	2013	2015	7.6	Widen from 2 lanes to 4 lanes with median
Medium Term	376	Expand Arterial	City of Georgetown and Williamson County	FM 1460	Quail Valley Drive to North of Westinghouse Road	2020-2025	2020-2025	21.2	Reconstruction to 4 lane divided
Short Term	457	Expand Arterial	Williamson County	FM 1460	University - CR 112	2009	2015	previously let	Widen from 2 lanes to 4 lanes with median
Short Term	367	Expand Arterial	Travis County	FM 1626	Bliss Spillar to Manchaca Road	2013	2015	11.5	Widen 2-lane arterial to 4 lane major divided arterial.

Priority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Long Term	514	Expand Arterial	TxDOT/Williamson County	FM 1660	SH 29 - FM 3349	2026-2035	2026-2035	82.3	Widen from 2 lanes to 4 lanes with median
Long Term	515	New Arterial	TxDOT/Williamson County	FM 1660 (New Alignment)	FM 3349 - FM 973	2026-2035	2026-2035	23.4	Construct 4 lanes with median on a new location
Long Term	516	New Arterial	TxDOT/Williamson County	FM 1660 (New Alignment)	FM 973 - SH 95	2026-2035	2026-2035	14.0	Construct 2 lanes on a new location
Long Term	766	New Arterial	Bastrop/TxDOT	FM 1704	US 290 - FM 969	2020-2025	2026-2035	43.1	Widen from 2 lane roadway to 4 lane divided major arterial.
Medium Term	743	Expand Arterial	Buda	FM 2001	IH 35 - Rolling Hills Dr	2020-2025	2020-2025	11.4	Widen to 4 lane major divided roadway.
Medium Term	744	Expand Arterial	Buda	FM 2770	FM 1626 - Main St.	2020-2025	2020-2025	14.4	Widen to 4 lane undivided arterial.
Short Term	654	Expand Arterial	Williamson County	FM 3405	US 183 - RM 2338	2015	2017	24.8	Widen from 2 lanes to 4 lanes
Short Term	153	Expand Arterial	Round Rock	FM 3406	Sam Bass Rd to IH-35	2015	2017	11.1	Widen 4 lane undivided roadway to 6 lane divided.
Short Term	767	Expand Arterial	Hays County	RM 12	Fitzhugh Rd (CR 101) - FM 150	2015	2017	40.5	Widen to a 4-lane divided arterial with shoulders/hike and bike lanes and sidewalks.
Medium Term	768	Expand Arterial	Hays County	RM 12	RM 32 - FM 3407 (San Marcos City Limit)	2020-2025	2020-2025	96.2	Widen to a 4 lane parkway.
Medium Term	769	Expand Arterial	San Marcos	RM 12	Wonder World Dr to Hughson Street	2020-2025	2020-2025	8.9	Widen to 2 lane divided major arterial.
Short Term	770	Expand Arterial	Hays County/ City of Kyle	RM 150 W (Rebel Dr)	FM 2770 - W. Center Street	2015	2017	6.2	Widen to a 4-lane divided arterial, with shoulders / hike and bike lanes and sidewalks.
Short Term	693	Interchange/Overpass	Williamson County	RM 620	RM 620 at Anderson Mill Rd	2016	2018	38.0	Construct grade separation - underpass
Short Term	95	Expand Arterial	Williamson County/TxDOT	RM 620	SH 45 (N) - O'Connor Blvd	2013	2015	13.5	Reconstruct from 4 lanes with turn lane to 6 lanes with median
Short Term	694	Interchange/Overpass	Williamson County	RM 620	RM 620 at O'Connor Blvd	2016	2018	38.0	Construct grade separation
Short Term	461	Interchange/Overpass	Williamson County	RM 620	RM 620 at Howard Ln	2012	2014	32.4	Construct grade separation
Short Term	460	Expand Arterial	TxDOT/Williamson Coun	RM 620	O'Connor Blvd - Wyoming Springs Dr	2015	2017	5.1	Widen existing roadway to 6 lane divided arte
Short Term	425	Expand Arterial	Williamson County/TxDOT	RM 620	Wyoming Springs Dr - Deepwood Dr	2013	2015	6.2	Reconstruct from 4 lanes with turn lane to 6 lanes with median
Short Term	807	Expand Arterial	Williamson County/TxDOT/Round Rock	Round Rock Ave/RM 620	Deepwood Dr - Deerwood Dr	2013	2015	4.0	Reconstruct from 4 lanes with turn lane to 6 lanes with median
Short Term	677	New Freeway	Williamson County/TxDOT/Round Rock	Round Rock Ave/RM 620	Deerwood - IH 35	2015	2017	16.2	Convert from 4 lanes with turn lane to 4-lane expressway
Short Term	771	Expand Arterial	Buda/TxDOT	RM 967	FM 1626 - Main St.	2015	2017	20.8	Exapnd to a 4 lane undivided arterial.
Short Term	772	Expand Arterial	Buda/TxDOT	RM 967 (S. Main Street)	W. Goforth - IH 35	2015	2017	16.0	Widen to a 4 lane undivided Arterial

Priority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Short Term	219	Expand Arterial	Cedar Park/TxDOT	RM 1431	Anderson Mill to Bagdad	2014	2015	36.0	Widen from 4 lane undivided to 6 lane divided major arterial.
Short Term	382	Expand Arterial	Cedar Park/TxDOT	RM 1431	Cottonwood Creek Tr to Parmer	2014	2015	9.9	Widen from 4 lane divided to 6 lane divided major arterial.
Short Term	383	Expand Arterial	Cedar Park/TxDOT	RM 1431	Parmer to Sam Bass Rd	2014	2015	10.2	Widen from 4 lane divided to 6 lane divided major arterial.
Short Term	219	Expand Arterial	TxDOT/Williamson Co	RM 1431	183A to IH 35	2018	2020-2025	18.2	Widen to 6 lane divided major arterial.
Long Term	486	Expand Arterial	Williamson County	RM 1869	Burnet County Line - Loop 332	2026-2035	2026-2035	37.5	Widen from 2 lanes to 2 lanes with median
Long Term	487	Expand Arterial	Williamson County	RM 1869	Loop 332 - US 183 N	2026-2035	2026-2035	19.4	Widen from 2 lanes to 4 lanes
Medium Term	674	Expand Arterial	Williamson County	RM 2243	Hero Way - Norwood Dr	2020-2025	2020-2025	39.3	Widen from 2 lanes to 6 lanes with median
Medium Term	675	Expand Arterial	Williamson County	RM 2243	Norwood Dr - Spur 26/Austin Ave	2020-2025	2020-2025	7.0	Widen from 4 lanes with median to 6 lanes with median
Medium Term	676	Expand Arterial	Williamson County	RM 2338	FM 970 - Ronald Reagan Blvd	2020-2025	2020-2025	32.3	Widen from 2 lanes to 4 lanes with median
Long Term	608	New Arterial	Austin/Williamson County/Private	Anderson Mill Rd	Parmer to Loop 1 N	2020-2025	2026-2035	44.6	Construct 4 lane divided major arterial.
Medium Term	612	New Arterial	Austin/ Travis County/ Williamson County	Anderson Mill Rd	Loop 1 N to Bratton	2020-2025	2020-2025	19.5	Construct 4 lane major divided arterial with bike lanes and sidewalk.
Short Term	362	Expand Arterial	Cedar Park	Anderson Mill Rd	Cypress Creek to Zepplin	2015	2016	7.1	Construct 4 lane divided major arterial with bike lanes.
Short Term	379	Expand Arterial	Cedar Park	Anderson Mill Rd	RM 1431 to Lime Creek Rd	2015	2016	11.7	Widen from 2 lane undivided to 4 lane divided major artierial.
Medium Term			Travis County	Anderson Mill Rd / FM 2769	Cypress Creek (existing 2 lane section)				See #44 FM 2769
Medium Term	614	New Arterial	Austin/Travis County	Arterial "A" (Travis County)	US 290 to Parmer Ln	2020-2025	2020-2025	50.0	Construct 4 lane divided major arterial with bike lanes and sidewalk
Long Term	502	New Arterial	Round Rock/Williamson County	Arterial A (Kenny Fort Blvd)	Round Rock ETJ - University Blvd	2026-2035	2026-2035	49.4	Construct 4-lane road with median on a new location
Long Term	594	New Arterial	Round Rock/Williamson County	Arterial A (Kenny Fort Blvd)	University Blvd - CR 112/CR 117	2026-2035	2026-2035	24.6	Construct 4-lane road with median on a new location
Short Term	449	New Arterial	Round Rock/Williamson County	Arterial A (Kenny Fort Blvd)	CR 112/CR 117 - Joe DiMaggio Blvd	2018	2020-2025	1.8	Construct 4-lane road with median on a new location
Short Term	450	Expand Arterial	Round Rock/Williamson County	Arterial A (Kenny Fort Blvd)	Joe DiMaggio Blvd - 1000' S of US 79	2018	2020-2025	2.9	Widen from 2 lanes with median to 6 lanes with median
Short Term	451	Expand Arterial	Round Rock/Williamson County	Arterial A (Kenny Fort Blvd)	1000' S of US 79 - Gattis School Rd	2018	2020-2025	9.3	Widen from 2 lanes with median to 6 lanes with median
Short Term	152	New Arterial	Round Rock	Arterial C (Round Rock)	Sam Bass Rd to RM 620	2015	2017	6.4	Construct 4 lane divided roadway
Short Term	151	New Arterial	Round Rock	Arterial C (Round Rock)	RM 620 to O'Conner Dr	2015	2017	25.9	Construct 4 lane divided roadway
Long Term	236	New Arterial	Williamson County/Round Rock	Arterial H (Round Rock)	Arterial J - IH 35	2026-2035	2026-2035	7.7	Construct 4-lane road with median on a new location

Priority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Long Term	233	New Arterial	Williamson County/Round Rock	Arterial J (Round Rock)	Arterial H - Arterial L	2026-2035	2026-2035	12.2	Construct 4-lane road with median on a new location
Short Term	685	New Arterial	Round Rock/Williamson County	Arterial L (Round Rock)	IH 35 Frontage Rd - Sunrise Rd	2018	2020-2025	7.1	Construct 4-lane road with median on a new location
Short Term	148	New Arterial	Round Rock	Arterial M (Round Rock)	Oakmont Dr to Jeffrey Way	2013	2015	15.4	Extend 4 lane divided major arterial.
Short Term	147	New Arterial	Round Rock/Williamson County	Arterial M (Round Rock)	Arterial L - Old Settlers Blvd	2018	2020-2025	5.5	Construct 4-lane road with median on a new location
Long Term	593	New Arterial	San Marcos	Arterial R-30 (San Marcos)	Posey Rd. to SH80/SH21	2025	2035	93.6	Construct 4 lane major divided arterial with bike route as extension to SH 21.
Medium Term	371	New Arterial	Leander	Arterial A1 (Leander)	US183 to Reagan	2020-2025	2020-2025	41.1	Construct 4 lane divided arterial.
Medium Term	687	Expand Arterial	Leander	Arterial C2 (Leander)	Bagdad to Halsey Dr	2020-2025	2020-2025	21.0	Construct 2 lane minor arterial.
Medium Term	686	New Arterial	Leander	Arterial C2 (Leander)	Lakeline to Bagdad	2020-2025	2020-2025	24.6	Construct 2 lane minor arterial.
Medium Term	372	New Arterial	Leander	Arterial C5 (Leander)	A1 to SH29	2020-2025	2020-2025	21.6	Construct 4 lane divided arterial.
Medium Term	691	New Arterial	Leander	Arterial C6 (Leander)	Reagan to SH29	2020-2025	2020-2025	16.5	Construct 4 lane major divided arterial.
Short Term	431	Expand Arterial	Williamson County	AW Grimes Blvd./CR 170	Louis Henna Blvd./SH 45 (N) - ETJ	2013	2015	4.0	Widen 2-lane road to 4-lane divided
Short Term	625	Expand Arterial	Williamson County/Leander	Bagdad Rd	Old 2243 W - San Gabriel Pkwy	2018	2020-2025	18.9	Widen from 2 lanes to 4 lanes with median
Short Term	626	Expand Arterial	Williamson County/Leander	Bagdad Rd	San Gabriel Pkwy - RM 1869	2018	2020-2025	4.2	Widen from 2 lanes to 4 lanes with median
Short Term	378	Expand Arterial	Cedar Park	Bagdad Rd	RM 1431 to Kettering Dr	2014	2015	9.2	Widen from 4-lane undivided arterial to 4-lane divided major arterial.
Short Term	713	Expand Arterial	Travis County	Bee Creek Rd	SH 71 W to Highland Blvd	2015	2017	14.0	Widen 2-lane arterial to 4-lane major divided arterial with bike lanes and sidewalk
Short Term	161	Expand Arterial	Georgetown	Berry Creek Dr	Airport Rd to SH 195	2012	2015	4.6	Reconstruction to 4 lane divided
Medium Term	717	Expand Arterial	Travis County	Blake Manor Road	FM 973 to Burleson Manor Rd	2020-2025	2020-2025	30.0	Widen 2-lane arterial to 4-lane major divided arterial with bike lanes and sidewalk
Short Term	432	Expand Arterial	Williamson County	Bowman Rd.	IH 35 - N. Mays St./BR IH 35	2013	2015	0.3	Widen 2-lane road to add median
Medium Term	615	New Arterial	Austin/Travis County	Braker Lane (North)	Dessau Rd to Harris Branch Pkwy	2020-2025	2020-2025	37.5	Construct 4 lane major divided arterial with bike lanes and sidewalk
Short Term	96	New Arterial	Austin/Travis County	Braker Lane IA	FM 3177 to Parmer	2011	2016	previously let	Construct a 4 lane major divided arterial with bike lanes and sidewalk.
Medium Term	616	New Arterial	Austin/Travis County	Braker Lane IB	Parmer Ln to FM 973	2020-2025	2020-2025	25.5	Construct 4 lane major divided arterial with bike lanes and sidewalk
Short Term	104	New Arterial	Travis County	Braker Lane IIA	FM 973 to Taylor	2016	2018	0.0	Construct 4 lane major divided arterial with bike lanes and sidewalk
Medium Term	715	New Arterial	Austin/Travis County	Braker Lane IIB	Taylor Lane to Burleson Manor	2018	2020-2025	17.5	Construct 4 lane major divided arterial with bike lanes and sidewalk
Long Term	504	Expand Arterial	Williamson County	Brown Bridge Rd	SH 29 - RM 1869	2026-2035	2026-2035	1.4	Widen from 2 lanes to 4 lanes
Short Term	92	Expand Arterial	Williamson/Cedar Park	Brushy Creek Rd	Parmer Ln to Ranch Trails	2013	2014	4.5	Widen from 2 lane undivided to 4 lane divided major arterial with wide outer lanes.

Priority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Long Term	365	Expand Arterial	Travis County	Burleson Manor Road	Blake Manor Road to FM 969	2020-2025	2026-2035	28.0	Widen 2-lane arterial to 4-lane major divided arterial with bike lanes and sidewalk
Medium Term	773	New Arterial	Travis County	Burleson Manor Road	FM 969 - SH 71	2020-2025	2020-2025	79.0	Construct 2 lane minor arterial.
Short Term	128	Expand Arterial	Austin	Cameron Rd	US 290 E to 51st St	2011	2013	1.4	Reconstruct 2-lane arterial with center left turn lane, bike lanes, bus turn-outs
Long Term	714	Expand Arterial	Travis County	Cameron Road	Gregg Lane to Pecan Street	2020-2025	2026-2035	31.4	Widen 2-lane arterial to 4-lane major divided arterial with bike lanes and sidewalk
Long Term	505	Expand Arterial	Hutto/Williamson County	Carl Stern Blvd	US 79 - SH 95	2026-2035	2026-2035	38.1	Widen from 2 lanes with median to 4 lanes with median
Short Term	434	New Arterial	Hutto/Williamson County	Carl Stern Blvd.	US 79 - FM 685	2013	2015	14.4	Construct 2-lane divided road on a new location w/structure at SH 130
Short Term	433	New Arterial	Hutto/Williamson County	Carl Stern Blvd.	FM 1660 - CR 134	2013	2015	7.1	Construct 2-lane divided road on a new location
Short Term	435	Expand Arterial	Williamson County/Round Rock	Chandler Rd	FM 1460 - SH 130	2012	2014	14.8	Widen from 2 lanes with median to ~~4~~ 6 lanes with median
Short Term	627	Expand Arterial	Williamson County	Chandler Rd	SH 130 - FM 1660	2015	2017	15.3	Widen from 2 lanes with median to ~~4~~ 6 lanes with median
Short Term	102	Expand Arterial	Williamson County	Chandler Rd	FM 1660 - SH 95	2015	2017	23.4	Widen from 2 lanes with median to 4 lanes with median
Short Term	102	New Arterial	Williamson County	Chandler Rd - Phase 3A	FM 1660 to CR 368/329	2015	2017	17.3	Construct a 4 lane divided arterial. Interim Improvement: Construct a 2 lane undivided roadway.
Short Term	628	New Arterial	Williamson County	Chandler Rd Ext	SH 95 - FM 619	2018	2020-2025	6.4	Construct 2 lanes on new location
Long Term	506	Expand Arterial	Williamson County	Chandler Rd Ext/FM 619	On FM 619, at Chandler Rd Ext - US 79	2026-2035	2026-2035	23.4	Reconstruct 2 lane roadway
Medium Term	690	Expand Arterial	San Marcos	Charles Austin	Hopkins to Aquarena Springs Dr	2020-2025	2020-2025	4.2	widen to 4 lane undivided
Short Term	145	Expand Arterial	Round Rock	Chisholm Trail Rd	FM 3406 to Sam Bass Rd	2013	2015	8.7	Widen from two lane undivided to 4 lane divided.
Short Term	156	New Arterial	Round Rock	Chisholm Trail Rd	FM 1431 to Avenue L	2015	2017	14.7	Extend Chisholm to FM 1431 as 4 lane divided roadway.
Short Term	629	Expand Arterial	Round Rock/Williamson County	Chisholm Trail Rd	Existing Chisholm Trail Rd - FM 3406	2018	2020-2025	11.8	Widen from 2 lanes to 4 lanes with median
Long Term	391	Expand Arterial	San Marcos	CM Allen Boulevard	IH 35 to Hopkins St	2020-2025	2026-2035	5.4	Reconstruct as a four lane Boulevard with 100 ft of ROW with a median to allow parallel parking on either side of the road with Bike/Ped imp
Medium Term	401	Expand Arterial	San Marcos	Comanche Street	Sessom Drive to MLK	2020-2025	2026-2035	7.4	Widen to 4 lanes (Sessom to Hopkins); Improve 2 lane section (Hopkins to MLK)
Short Term	279	New Arterial	Williamson County	Connector 4-1	SH 130 -CR 110	2018	2020-2025	8.5	Construct 4-lane undivided on a new location
Long Term	390	Expand Arterial	San Marcos	Cottonwood Creek Parkway	IH 35 to SH 123	2020-2025	2020-2025	10.8	Extend exist 3-lane roadway from Saddler to SH 123 and Widen to 5-lane. Includes hike/bike trail
Short Term	441	Expand Arterial	Williamson County	CR 100 Intersection	CR 119 Ext - Chandler Rd	2012	2014	2.6	Widen from 2 lanes to 4 lanes with median
Short Term	436	Expand Arterial	Williamson County	CR 101	US 79 - Chandler Rd	2012	2014	19.8	Reconstruct from 2 lanes to 4 lanes with median

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Medium Term	634	Expand Arterial	Williamson County	CR 104	SH 130 - CR 105	2020-2025	2020-2025	9.5	Widen from 2 lanes to 2 lanes with median
Short Term	101	Expand Arterial	Williamson County	CR 104 - Phase 2	Ronald Rd to SH 130	2015	2017	4.9	Extend the CR 104 improvements with a two-lane section with a center turn lane section to Ronald Lane and then a two-lane section with shoulders to SH 130.
Short Term	270	Expand Arterial	Williamson County/Hutto	CR 108	US 79 - CR 116	2018	2020-2025	18.2	Widen from 2 lanes to 4 lanes with median
Short Term	633	Expand Arterial	Williamson County	CR 110/Southwestern Blvd	CR 111/Westinghouse Rd - US 79	2018	2020-2025	27.4	Widen from 2 lanes to 4 lanes with median
Short Term	438	Expand Arterial	Georgetown/Williamson County	CR 111/Westinghouse Rd.	FM 1460 - CR 110	2013	2015	1.9	Widen 2-lane road to add a median
Short Term	636	Expand Arterial	Williamson County	CR 112	FM 1460 - CR 110	2018	2020-2025	6.8	Widen from 2 lanes to 4 lanes with median
Long Term	595	Expand Arterial	Williamson County	CR 112	University Blvd - FM 1460	2026-2035	2026-2035	14.8	Widen from 2 lanes to 4 lanes with median
Short Term	440	New Arterial	Williamson County	CR 119 Ext.	Limmer Loop - CR 100	2012	2014	9.2	Construct 4-lane road with median on a new location
Short Term	439	Expand Arterial	Williamson County/Hutto	CR 119/Ed Schmidt Blvd	Us 79 - Limmer Loop	2012	2014	4.5	Widen from 2 lanes with median to 4 lanes with median
Short Term	637	Expand Arterial	Williamson County	CR 120	FM 971 - SH 29	2018	2020-2025	8.6	Reconstruct & upgrade to 2-lane minor roadway standards
Long Term	507	Expand Arterial	Williamson County/Pflugerville	CR 137	FM 1660 - Rowe Ln	2026-2035	2026-2035	28.4	Widen from 2 lanes to 4 lanes with median
Short Term	443	Expand Arterial	Williamson County/Pflugerville/Travis County	CR 138 (Gattis School Rd)	SH 130 - Hodde Lane/Weiss Lane	2012	2014	28.4	Widen from 2 lanes to 4 lanes with median
Short Term	638	Expand Arterial	Williamson County/Georgetown	CR 143	SH 195 - IH 35	2018	2020-2025	7.66	Widen from 2 lanes to 4 lanes
Long Term	508	Expand Arterial	Williamson County	CR 152	FM 971 - SH 130	2026-2035	2026-2035	7.9	Widen from 2 lanes to 4 lanes with median
Short Term	98	New Arterial	Williamson County	CR 175 Extension - Phase 2B	RM 2243 - CR 179	2015	2017	9.9	Reconstruction of a two-lane roadway to a four-lane divided section with a raised median.
Short Term	639	Expand Arterial	Williamson County	CR 176	Sam Bass Rd - RM 2243	2018	2020-2025	8.5	Widen from 2 lanes to 2 lanes with median
Short Term	641	Expand Arterial	Williamson County	CR 177/Crystal Falls Pkwy	Ronald W. Reagan Blvd - CR 175	2018	2020-2025	5.1	Widen from 2 lanes to 4 lanes
Short Term	444	Expand Arterial	Georgetown/Williamson County	CR 190/Airport Rd.	IH 35 - SH 195	2013	2015	13.5	Widen 2 lanes to 4 lanes
Long Term	509	Expand Arterial	Williamson County	CR 200	CR 202 - SH 29	2026-2035	2026-2035	33.0	Widen from 2 lanes to 4 lanes
Short Term	445	New Arterial	Williamson County	CR 202	CR 207 - US 183	2013	2015	13.6	Construct 2-lane road on a new location
Long Term	510	Expand Arterial	Williamson County	CR 202	CR 200 - US 183	2026-2035	2026-2035	29.6	Widen from 2 lanes to 4 lanes
Long Term	511	Expand Arterial	Williamson County	CR 214	SH 29 - US 183	2026-2035	2026-2035	29.3	Widen from 2 lanes to 4 lanes
Short Term	97	New Arterial	Williamson County	CR 214, Phase 2B	San Gabriel Ranch Rd to US 183	2015	2017	5.0	Construct 4 lane divided arterial.

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Short Term	642	Expand Arterial	Williamson County	CR 236	US 183 - CR 207	2018	2020	25.6	Widen from 2 lanes to 4 lanes
Short Term	643	Expand Arterial	Jarrell/Williamson County	CR 237	Ronald Reagan Blvd – CR 216	2015	2017	9.1	Reconstruct 2 lanes to 4 lanes with median
Short Term	644	New Arterial	Jarrell/Williamson County	CR 237 Extension	CR 216 – FM 487 at CR 305	2015	2017	7.4	Construct 4 lanes on a new location
Long Term	512	Expand Arterial	Williamson County	CR 254	US 183 - RM 2338	2026-2035	2026-2035	11.5	Widen from 2 lanes to 4 lanes
Medium Term	645	Expand Arterial	Leander/Williamson County	CR 273/Mel Mathis Ave	CR 272 - RM 2243	2020-2025	2020-2025	6.6	Widen from 2 lanes to 4 lanes
Short Term	647	Expand Arterial	Jarrell/Williamson County	CR 303 Extension	FM 1100 to .75 mi N of FM 487	2015	2017	10.2	Widen from 2 lanes to 2 lanes with median
Short Term	646	New Arterial	Jarrell/Williamson County	CR 303 Extension	FM 1100-Ronald Reagan	2015	2017	2.2	Construct 2 lanes with median on a new location
Short Term	648	Expand Arterial	Jarrell/Williamson County	CR 304	CR 305 at IH 35 – 0.8 mi E of IH 35	2015	2017	13.3	Reconstruct 2 lanes to 4 lanes with median
Short Term	801	Expand Arterial	Jarrell/Williamson County	CR 305	FM 487 – CR 313	2015	2017	15.2	Reconstruct 2 lanes to 4 lanes with median
Short Term	775	Expand Arterial	Jarrell/Williamson County	CR 313	Geode Ln – CR 332	2015	2017	5.7	Reconstruct 2 lanes to 4 lanes with median
Short Term	776	Expand Arterial	Jarrell/Williamson County	CR 332	FM 487 – CR 313	2015	2017	6.3	Reconstruct 2 lanes to 4 lanes with median
Short Term	649	Expand Arterial	Jarrell/Williamson County	CR 332	CR 313 – CR 3001	2015	2017	2.9	Reconstruct 2 lanes to 4 lanes with median
Short Term	802	New Arterial	Jarrell/Williamson County	CR 332 Extension	CR 3001 to CR 303	2015	2017	3.9	Construct 2 lanes with median on a new location
Short Term	452	Expand Arterial	Williamson County/Taylor	CR 366/Old Georgetown Rd	FM 397 - Chandler Rd	2012	2014	7.1	Reconstruct and widen to 4 lanes
Short Term	650	Expand Arterial	Jarrell/Williamson County	CR 370 Extension	IH 35 – FM 487	2015	2017	8.6	Reconstruct to 4 lanes & extend CR 370 to FM 487 @ CR 305
Long Term	394	Expand Arterial	San Marcos	Craddock Avenue Extension	RR12 to Lime Kiln Road	2020-2025	2026-2035	46.8	Extend 4 lane divided from Ranch Road 12 to Lime Kiln Road
Long Term	395	New Arterial	San Marcos	Craddock Avenue Extension	Lime Kiln Road to Post Road	2020-2025	2026-2035	32.1	Extend 4 lane divided from Lime Kiln Road to Post Road
Long Term	396	New Arterial	San Marcos	Craddock Avenue Extension	Post Road to River Ridge Parkway	2020-2025	2026-2035	14.7	Extend with 4 lanes includes RR Overpass
Short Term	651	New Arterial	Williamson County/Round Rock	Creek Bend Blvd	Wyoming Springs Dr - Hidden Glen Dr	2018	2020-2025	3.1	Construct 2 lanes with median on a new location
Long Term	513	New Arterial	Williamson County	Cross Creek Ln	SW1 - Ronald W. Reagan Blvd	2026-2035	2026-2035	13.1	Construct 2 lanes on a new location
Short Term	310	Expand Arterial	Williamson County/Leander	Crystal Falls Pkwy	183A - Ronald W. Reagan Blvd	2018	2020-2025	6.2	Widen from 2 lanes to 4 lanes with median
Short Term	122	New Arterial	Austin	Davis Ln	Leo St to Huebinger Pass	2010	2012	1.9	Construct 2-lane arterial with section of center left turn lane, bike lanes and sidewalk
Short Term	652	Expand Arterial	Williamson County/Georgetown	DB Wood Rd	Williams Dr - Cedar Breaks Rd	2015	2017	8.4	Widen from 2 lanes to 4 lanes with median
Short Term	453	New Arterial	Georgetown/Williamson County	DB Woods	SH 29 - Southwest GTN Bypass	2013	2015	3.3	Construct 2 lanes on a new location
Short Term	115	New Arterial	Austin/Travis County	Decker Lake Rd	FM 973 to SH 130 SB Fron	2010	2012	Previously Let	Construct 4-lane divided major arterial with bike lanes and sidewalk.

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Long Term	619	Expand Arterial	Austin/Travis County/ Pflugerville	Dessau Rd	Parmer Ln to FM 685	2020-2025	2026-2035	19.3	Widen from 4 lanes to 6 lanes with bike lanes and sidewalk
Short Term	155	New Arterial	Round Rock	Double Creek Blvd	US79 to Forest Creek Dr	2015	2017	15.9	Construct 4 lane divided roadway
Long Term	710	Expand Arterial	Travis County	Elroy Rd	McAngus to Kellam	2020-2025	2026-2035	7.0	Widen 2-lane arterial to 4-lane major divided arterial with bike lanes and sidewalk
Medium Term	777	Expand Arterial	Austin/Travis County	Ferguson Road	Dessau to Tuscany Way	2020-2025	2020-2025	18.7	Widen 2 lane to 4 lane major divided arterial with bike lanes and sidewalk.
Long Term	525	New Arterial	Austin/Travis County	Ferguson Road	Tuscany Way to Arterial A	2026-2035	2026-2035	22.3	Widen 2-lane arterial to 4-lane major divided arterial and construct new 4-lane major divided alignment both with bike lanes and sidewalk
Long Term	797	New Arterial	City of Buda	Garlic Creek Dr	SH 45 S - FM 967	2020-2025	2026-2035	16.8	Construct a 4 lane divided arterial
Long Term	517	Expand Arterial	Williamson County/Round Rock	Gattis School Rd/CR 168	BR IH 35/Mays St - AW Grimes Blvd	2026-2035	2026-2035	9.1	Widen from 4 lanes to 6 lanes with median
Short Term	660	Expand Arterial	Williamson County/Round Rock	Gattis School Rd/CR 168	A.W. Grimes Blvd - Red Bud Ln/CR 122	2018	2020-2025	13.8	Widen from 2-4 lanes to 4 lanes with median
Short Term	518	Expand Arterial	Georgetown/Williamson County	Georgetown Inner Loop (Phase I)	IH 35 N - IH 35 S	2015	2017	29.6	Widen from 2 lanes to 4 lanes with median
Long Term	518	New Freeway	Georgetown/Williamson County	Georgetown Inner Loop (Phase II)	SH 29 - IH 35 S	2026-2035	2026-2035	241.8	Widen to 4 lane expressway with frontage roads
Short Term	741	Expand Arterial	Buda	W. Goforth St	FM 967/S. Main St - IH 35	2015	2017	5.2	Widen 2-lane road to add a median with shoulders/hike and bike lanes and sidewalks.
Short Term	417	New Arterial	Williamson County	Great Oaks Dr.	RM 620 - O'Connor Blvd.	2010	2012	42.5	Construct 4-lane road with median on a new location
Long Term	520	Expand Arterial	Williamson County/Round Rock	Greenlawn Blvd	SH 45 - IH 35	2026-2035	2026-2035	7.7	Widen from 4 lanes with median to 6 lanes with median
Short Term	778	New Arterial	Travis County	Gregg Manor Road	Howard Lane @ SH 130 - US 290	2017	2020-2025	32.2	Widen 2 lane road to 4 lane major divided arterial and construct new 4 lane major divided arterial both with bike lanes and sidewalk.
Long Term	620	Expand Arterial	San Marcos	Guadalupe St Gateway	IH 35 to University	2020-2025	2026-2035	22.7	Construct 80 FT ROW streetscape plan including underground utilities; 2 way conversion; 3/4 lanes, bike/ped streetscape improvements
Short Term	662	New Arterial	Williamson County/Cedar Park	Gupton Way	Park St - Brushy Creek Rd	2018	2020-2025	4.4	Construct 4 lanes with median on a new location
Short Term	163	Expand Arterial	Pflugerville	Heatherwilde Blvd	SH-45 to Wilke Ridge Lane	2010	2011	5.9	Construct 4 lane major divided arterial.
Short Term	682	New Arterial	Leander/Williamson County	Hero Way/ CR 269	US 183 N - CR 270	2008	2010	17.3	Construct 4-lane road with median on a new location
Medium Term	683	Expand Arterial	Leander/Williamson County	Hero Way / CR 269	183A - Ronald W. Reagan Blvd	2023	2025	10.3	Widen from 2 lanes to 4 lanes with median
Medium Term	684	Expand Arterial	Leander/Williamson County	Hero Way / CR 269	Ronald W. Reagan Blvd - RM 2243	2023	2025	8.2	Widen from 2 lanes to 4 lanes with median
Long Term	711	Expand Arterial	Travis County	Hewitt Lane	Frate Barker to FM 1626	2020-2025	2026-2035	9.0	Widen 2-lane to 4-lane major divided arterial with bike lanes and sidewalk

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Medium Term	164	New Arterial	Pflugerville/Travis County	Hidden Lake Blvd	Kelly Ln to Pflugerville Pkwy	2020-2025	2020-2025	22.5	Construct 4 lane major divided arterial with bike lanes and sidewalk
Medium Term	174	New Arterial	Pflugerville/Travis County	Hidden Lake Blvd	Pflugerville Pkwy to Pecan St	2015	2017	28.6	Construct 4 lane major divided arterial with bike lanes and sidewalk
Medium Term	397	Expand Arterial	TxState University/San Marcos	Holland/Academy	Sessom Drive to RR 12	2020-2025	2020-2025	3.2	realign to provide Sessom connection to RM 12
Medium Term	664	New Arterial	Williamson County	Howard Ln	RM 620 - Anderson Mill Rd	2020-2025	2020-2025	10.5	Construct 6 lanes with median on a new location
Medium Term	665	New Arterial	Williamson County	Howard Ln	Anderson Mill Rd - McNeil Rd	2020-2025	2020-2025	9.5	Construct 4 lanes with median on a new location
Short Term	138	Expand Arterial	Travis County	Howard Ln I	Dessau Rd to Cameron Rd	2010	2011	Previously Let	Widen 2-lane arterial to 4-lane major divided arterial with bike lanes and sidewalk
Short Term	418	New Arterial	Williamson County	Howard Ln. Ext	O'Connor Blvd. - SH 45	2013	2015	9.0	Construct 4-lane road with median on a new location
Short Term	387	Expand Arterial	San Marcos/TxDOT/Hays County	Hunter Road	Wonder World Drive to Bishop	2010	2011	4.6	Construct 5 lanes from WW Drive to north of Purgatory Creek channel; transition from 5 to 4 lanes and continue 4 lanes to Dixon St; transition from 4 to 3 lanes and continue 3 lanes to Bishop St.
Medium Term	405	Expand Arterial	San Marcos	Hutchison	CM Allen to Moore St	2020-2025	2020-2025	11.8	Widen to 3 lanes
Medium Term	175	New Arterial	Pflugerville/Travis County	Jake's Hill Rd	Rowe Ln to Kelly Ln	2020-2025	2020-2025	29.3	Construct 4 lane major divided arterial with bike lanes and sidewalk
Short Term	688	New Arterial	Jarrell/Williamson County	Jarrell High School Rd	N 1st St – FM 487	2015	2017	8.4	Construct 2 lanes with median on a new location
Short Term	689	New Arterial	Jarrell/Williamson County	Jarrell Northeast Loop	CR 303 – Yankee Rd Overpass	2015	2017	17.6	Construct 2 lanes with median on a new location
Short Term	666	New Arterial	Jarrell/Williamson County	Jarrell: S. 6th St Extension	FM 487-Sonterra Blvd	2015	2017	3.6	Construct 2 lanes with median on a new location
Short Term	165	Expand Arterial	Travis Co/Pflugervill	Jesse Bohls Rd	Weiss Ln to Cameron Rd	2015	2017	22.8	Widen 2-lane arterial to 4-lane major divided arterial with bike lanes and sidewalk
Short Term	419	New Arterial	Williamson County	Kauffman Loop	SH 29 - CR 268 (East side)	2010	2012	0.9	Construct 2-lane road on a new location
Short Term	166	Expand Arterial	Pflugerville	Kelly Ln	Murchison Ridge Lane to Moorlynch Ave	2010	2012	7.1	Construct 4 lane major divided arterial with sidewalks.
Short Term	173	Expand Arterial	Pflugerville	Kelly Ln	Moorlynch Ave to Weiss Ln	2015	2017	7.7	Widen to 4 lane divided major arterial with bicycle and pedestrian accomodation.
Medium Term	779	Expand Arterial	Travis County	Kimbro/Parsons Road	US 290 E - Blake Manor	2020-2025	2020-2025	65.0	Widen 2 lane road to 4 lane major divided arterial with bike lanes and sidewalk.
Short Term	803	New Arterial	Hays County/ City of Kyle	Kyle Loop (West)	Kohlers Crossing - IH 35 S @ CR 158	2016	2018	19.7	Construct a new 4 lane arterial.
Short Term	804	New Arterial	Hays County/ City of Kyle	Kyle Loop (East)	IH 35 N @ Dry Hole Dr - IH 35 S @CR 158	2016	2018	48.5	Construct a new 4 lane arterial.
Short Term	420	Expand Arterial	Leander	Lakeline	Crystal Falls to Old 2243	2012	2013	39.0	Widen to 6 lane divided arterial
Short Term	373	Expand Arterial	Leander	Lakeline	Old 2243 to San Gabriel	2015	2015	31.0	Widen to 6 lane divided arterial
Medium Term	374	Expand Arterial	Leander	Lakeline	San Gabriel to CR 281	2020-2025	2020-2025	41.6	Widen to 6 lane divided arterial

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Medium Term	667	Expand Arterial	Leander/Williamson County	Lakeline Blvd	East of Lake Creek Pkwy - Parmer Ln	2020-2025	2020-2025	8.3	Widen from 2 lanes to 4 lanes with median
Long Term	495	New Arterial	Williamson County/Austin	Lakeline Mall Dr	Lake Creek Pkwy - 4000' W of Parmer Ln	2026-2035	2026-2035	7.7	Construct 4 lanes with median on a new location
Long Term	496	Expand Arterial	Williamson County/Austin	Lakeline Mall Dr (Spectrum Dr)	4000' W of Parmer Ln - Parmer Ln	2026-2035	2026-2035	3.6	Widen 4 lane roadway to add median
Medium Term	668	Expand Arterial	San Marcos	LBJ (Loop 82)	University to IH 35	2020-2025	2020-2025	18.4	Convert to 2 way add sidewalks
Medium Term	780	New Arterial	San Marcos	Leah Avenue Extension	Cottonwood Parkway to McCarthy Lane	2020-2025	2020-2025	21.9	Extend 3 lane urban arterial
Medium Term	763	New Frontage Roads	TxDOT/Williamson County	Liberty Hill Bypass	SH 29 W of Liberty Hill - SH 29 E of Loop 332W	2021	2023	51.9	Construct frontage roads
Medium Term	399	Expand Arterial	San Marcos/Hays County	Lime Kiln	Hilliard to Uhland	2020-2025	2020-2025	16.1	Widening from Hilliard east and realign to join Uhland as 4 lane divided section with bike lanes
Medium Term	277	Expand Arterial	Williamson County	Limmer Loop	CR 110 - CR 108	2020-2025	2020-2025	10.5	Widen from 2 lanes with median to 4 lanes with median
Long Term	497	Expand Arterial	Williamson County	Limmer Loop	CR 108 - US 79	2026-2035	2026-2035	32.8	Widen from 2 lanes with median to 4 lanes with median
Short Term	381	New Arterial	Cedar Park	Little Elm Trail	Lakeline Bl to US183	2015	2016	25.7	Construct 4-lane major divided arterial.
Short Term	712	Expand Arterial	Travis County	Manchaca Road	FM 1626 to Ravenscroft	2013	2015	7.0	Widen 2-lane to 4-lane major divided arterial
Long Term	745	Expand Arterial	Buda	Main Street West	Garrison Rd - IH 35	2026-2035	2026-2035	6.7	Widen to 4 lane divided arterial
Short Term	781	New Arterial	Buda	Main Street East	IH 35 - SH 45 (SE) @ Turnersville	2014	2016	26.1	Construct a new 4- lane arterial.
Short Term	141	New Arterial	Travis County	McKinney Falls Pkwy Extension Phase I	William Canon Blvd to Thaxton Rd	2010	2011	Previously Let	Construct 2-lane arterial
Short Term	140	Expand Arterial	Travis County	McKinney Falls Pkwy Extension Phase II	William Canon Blvd to Thaxton Rd	2010	2011	3.0	Widen 2-lane arterial to 4 lane major divided arterial with bike lanes and sidewalk
Long Term	782	Expand Arterial	Travis County	McKinney Falls Pkwy (Thaxton Rd)	Slaughter Lane to SH 45 SE	2020-2025	2026-2035	74.7	Widen 2 lane road to 4 lane major divided arterial with bike lanes and sidewalk.
Long Term	609	New Arterial	Austin/Travis Co.	McNeil Rd	Loop 1 to Parmer	2020-2025	2026-2035	41.6	Widen 4-lane arterial to 6-lane major divided arterial with bike lanes and sidewalk
Long Term	610	New Arterial	Austin/ Williamson Co/ Developer	McNeil Rd	Parmer to US 183	2020-2025	2026-2035	31.2	Widen to 6-lane major divided arterial with bike lanes and sidewalk
Long Term	521	Expand Arterial	Williamson County	McNeil Rd	Travis County Line - IH 35	2026-2035	2026-2035	37.5	Widen from 4 lanes to 6 lanes
Long Term	170	New Arterial	Travis Co/Pflugerville	Melber Ln	Kelly Ln to Pecan St	2020-2025	2026-2035	46.0	Construct 4 lane major divided arterial with bike lanes and sidewalk
Long Term	719	Expand Arterial	Travis County	N Turnersville Rd	Turnersville Rd to SH 45	2020-2025	2026-2035	9.0	Widen 2-lane to 4-lane major divided arterial with bike lanes and sidewalk
Short Term	147	Expand Arterial	Round Rock	N. Mays Extension	Jeffrey Way to Old Settlers Blvd	2013	2015	3.2	Realign Roadway
Short Term	421	New Arterial	Williamson County	Neenah Ave	4000' E of Parmer Ln - approx. 1500' W of Greak Oaks Dr	2013	2015	7.4	Construct 4 lanes with median on a new location (Completion of Neenah)

Priority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Short Term	746	Expand Arterial	Cedar Park	New Hope Drive	RM 1431 - Lakeline	2015	2016	6.5	Widen 2 lane divided roadway to 4 lane divided major arterial
Short Term	747	Expand Arterial	Cedar Park	New Hope Drive	Lakeline - Bagdad Rd	2012	2013	3.1	Widen 2 lane undivided roadway to 4 lane divided major arterial.
Short Term	377	Expand Arterial	Cedar Park/WilCo	New Hope Drive/Cotton Wood Creek Trail	183A - RM 1431	2011	2012	14.0	Widen 2-lane undivided roadway to 4-lane divided major arterial with wide outer lanes and sidewalks
Long Term	522	Expand Arterial	Cedar Park/Williamson County	New Hope Drive	183A - Cottonwood Creek Trail	2026-2035	2026-2035	4.3	Widen from 4 lanes to 6 lanes with median
Short Term	380	New Arterial	Cedar Park	New Hope Drive	Cottonwood Creek Tr to Reagan Bl	2015	2016	16.6	Construct 4-lane major divided arterial.
Short Term	703	New Arterial	Cedar Park	New Hope Drive	Reagan Bl to CR272	2015	2016	4.7	Construct 4-lane major divided arterial.
Short Term	798	Expand Arterial	Hays County	Old Bastrop Highway	SH 21 - SH 80	2015	2017	1.8	Widen 2-lane road to add a median with shoulders / hike and bikelanes and sidewalk, construct new bridge and make intersection improvement at SH 21.
Medium Term	783	Expand Arterial	San Marcos/Hays County	Old Bastrop Highway	South of E FM 110 to IH35 South	2020-2025	2020-2025	17.8	upgrade (4 lanes divided) with interchange at loop
Long Term	524	Expand Arterial	Williamson County/Round Rock	Old Settlers Blvd	IH 35 - Greenhill Dr East	2026-2035	2026-2035	2.8	Widen from 4 lanes with median to 6 lanes with median
Short Term	422	Expand Arterial	Williamson County	Old Settlers Blvd/FM 3406	Creek Bend Blvd - IH 35	2013	2015	3.4	Widen 4-lane road to add a median
Long Term	523	Expand Arterial	Williamson County/Round Rock/TxDOT	Old Settlers Blvd/FM 3406	Sam Bass Rd - Creek Bend Blvd	2026-2035	2026-2035	4.3	Convert from 4 lanes to 4 lanes with median
Short Term	669	Expand Arterial	Williamson County/TxDOT/Round Rock	Palm Valley Blvd/US 79	N Mays St/BR IH 35 - FM 1460	2018	2020-2025	8.6	Widen from 4 lanes with median to 6 lanes with median
Long Term	275	New Arterial	Cedar Park	Park Street	Anderson Mill to Lakeline Blvd	2026-2035	2026-2035	5.8	Cosntruct 4-lane divided major arterial.
Short Term	116	New Arterial	Austin/Travis County	Parmer Ln	US 290 to Braker Ln	2010	2012	Previously Let	Construct 4 lane major divided arterial with bike lanes and sidewalk
Short Term	721	New Arterial	Travis County / City of Austin	Wildhorse Connector	Parmer to FM 973 @ Blake Manor Rd.	2017	2020-2025	29.8	Construct 4 lane major divided arterial with bike lanes and sidewalk
Short Term	784	Expand Arterial	Travis County / City of Austin	Pearce Lane	SH 130 - Eastern Ross Road @ Pearce Lane	2017	2020-2025	11.2	Widen 2 lane road to 4 lane major divided arterial with bike lanes and sidewalk.
Short Term	167	Expand Arterial	Pflugerville	Pecan St	SH 130 to Weiss Ln	2015	2017	7.6	Cosntruct 4-lane divided major arterial.
Medium Term	168	Expand Arterial	Pflugerville	Pflugerville Pkwy	FM 685 to SH 130	2020-2025	2020-2025	3.1	Cosntruct 4-lane divided major arterial.
Short Term	169	Expand Arterial	Pflugerville	Pflugerville Pkwy	SH 130 to Weiss Ln	2015	2017	12.7	Cosntruct 4-lane divided major arterial.

Priority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Short Term	125	New Arterial	Austin	Pleasant Valley Rd	Button Bend Rd to St. Elmo Rd	2010	2011	9.3	Construct 4-lane arterial road with center median, sidewalks, bike lanes
Medium Term	785	Expand Arterial	Travis County/ City of Austin	Pleasant Valley Rd (Bradshaw Rd.)	William Cannon Blvd to Slaughter Lane	2020-2025	2020-2025	71.9	Widen 2 lane road to 4 lane major divided arterial and construct new 4 lane major divided arterial both with bike lanes and sidewalk.
Long Term	718	Expand Arterial	Travis County/ City of Austin	Pleasant Valley Rd	Slaughter Lane to SH 45 SE	2020-2025	2026-2035	40.2	Construct 4-lane major divided arterial with bike lane and sidewalk.
Long Term	499	Interchange/Overpass	San Marcos/TxDOT	Posey Road	IH 35 at Posey Road	2020-2025	2026-2035	27.0	construct over pass - 6 lanes
Medium Term	398	Expand Arterial	San Marcos/Hays County	Post Road	Aquarena Springs to Northern Study Area Limit	2020-2025	2020-2025	11.3	Widen to 4 lanes (6 lanes needed w/o loop)
Long Term	485	New Arterial	Williamson County/Cedar Park	Ranch Trails	Riley Trail - Brushy Creek Rd	2026-2035	2026-2035	12.9	Extend 2 lanes with a median to Brushy Creek Rd
Short Term	150	Expand Arterial	Round Rock	Red Bud Ln	CR 123 to Woodland Lp	2013	2015	2.8	Widen from two lane divided to 4 lane divided roadway.
Short Term	276	Expand Arterial	Williamson Count/Round Rock	Red Bud Ln	CR 110 - Old Settlers Blvd	2018	2020-2025	6.7	Widen from 2 lanes with median to 4 lanes with median
Short Term	424	Expand Arterial	Williamson Count/Round Rock	Red Bud Ln	Old Settlers Blvd - Gattis School Rd	2018	2020-2025	15.7	Widen from 2 lanes with median to 4 lanes with median
Short Term	424	Expand Arterial	Williamson County	Red Bud Ln.	Gattis School Rd - SH 45 S	2013	2015	1.8	Widen from 2 lanes with median to 4 lanes with median
Medium Term	400	New Arterial	San Marcos	River Ridge Pkway	IH 35 to SH 21	2020-2025	2020-2025	27.3	Extend 4-lane divided to SH 21 with new bridge over Blanco River with bike lanes.
Short Term	389	Expand Arterial	San Marcos	River Road RR Overpass & Road Improvement	Wal-Mart to Aquarena Springs Dr	2015	2016	14.0	Construct RR overpass to replace existing underpass and construct 4-lane section to Aquarena Springs Dr.
Short Term	786	New Arterial	Buda	Robert S. Light Blvd (CR 132)	FM 967 - FM 2770	2012	2014	19.8	Construct a new 4-lane arterial.
Medium Term	787	New Arterial	Buda	Robert S. Light Blvd (CR 132)	FM 2770 - FM 1626	2020-2025	2020-2025	12.1	Construct a new 4-lane arterial.
Short Term	788	New Arterial	Williamson County	Robinson Ranch Road	O'Connor Blvd - McNeil	2010	2012	6.8	Construct 2 lanes on new location.
Short Term	99	New Arterial	Williamson County	Ronald W Reagan Blvd. North - Phase 3	SH 195 to RM 2338	2013	2015	73.3	Construct a 4 lane divided arterial.
Short Term	100	New Arterial	Williamson County	Ronald W Reagan Blvd. North - Phase 4	SH 195 to CR 237	2013	2015	19.9	Construct a 4 lane divided arterial.
Long Term	481	Expand Arterial	Williamson County	Ronald W. Reagan Blvd	SH 195 - RM 2338	2026-2035	2026-2035	32.5	Widen from 4 lanes with median to 6 lanes with median
Long Term	482	Expand Arterial	Williamson County	Ronald W. Reagan Blvd	RM 2338 - FM 3405	2026-2035	2026-2035	26.9	Widen from 4 lanes with median to 6 lanes with median
Long Term	483	Expand Arterial	Williamson County	Ronald W. Reagan Blvd	FM 3405 - SH 29	2026-2035	2026-2035	66.3	Widen from 4 lanes with median to 6 lanes with median

Priority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Long Term	484	Expand Arterial	Williamson County	Ronald W. Reagan Blvd	SH 29 - RM 1431	2026-2035	2026-2035	111.0	Widen from 4 lanes with median to 6 lanes with median
Long Term	597	New Arterial	Williamson County	Ronald W. Reagan Blvd	IH 35 - CR 302	2026-2035	2026-2035	65.0	Construct 2 lanes on new location
Long Term	596	New Arterial	Williamson County	Ronald W. Reagan Blvd	CR 302 - SH 95	2026-2035	2026-2035	52.0	Construct 2 lane undivided extension along CR 311 and CR 302
Long Term	618	Expand Arterial	City of Austin/Travis County	Ross Rd	SH 71 - Pearce Ln	2020-2025	2026-2035	26.3	Widen to 4-lane major divided arterial with bike lanes and sidewalk
Short Term	748	Expand Arterial	City of Austin/Travis County	Ross Rd	Pearce Ln - Elroy	2017	2020-2025	16.8	Widen 2 lane road to 4 lane major divided arterial with bike lanes and sidewalk.
Short Term	124	New Arterial	Austin	Rundberg Ln	Metric Blvd to Burnet Rd	2010	2012	2.8	Construct 4-lane arterial with bike lanes & sidewalk
Short Term	146	Expand Arterial	Round Rock	Sam Bass Rd	Meadows Dr to IH-35	2013	2015	5.3	Widen from 4 lane undivided to 4 lane divided roadway.
Short Term	154	Expand Arterial	Round Rock	Sam Bass Rd	FM 3406 to Meadows Dr	2015	2017	10.0	Widen 2 lane undivided roadway to 4 lane divided
Short Term	678	Expand Arterial	Williamson County/Round Rock	Sam Bass Rd	RM 1431 - FM 3406	2018	2020-2025	13.3	Widen from 2 lanes to 6 lanes with median
Short Term	370	New Arterial	Leander/Williamson County	San Gabriel Pkwy W	Nameless/FM 2243 - Bagdad Rd	2014	2014	31.5	Construct 4 lane road with median on a new location.
Short Term	426	New Arterial	Leander/Williamson County	San Gabriel Pkwy.	1000' w. of Bagdad - Halsey	2007	2009	previously let	Construct 2-lane road on a new location
Long Term	478	Expand Arterial	Leander/Williamson County	San Gabriel Pkwy	1000' W of Bagdad Rd - Halsey Dr	2033	2035	6.4	Widen from 2 lanes to 6 lanes with median
Short Term	427	New Arterial	Leander/Williamson County	San Gabriel Pkwy.	Halsey Dr - US 183 N	2013	2015	2.7	Construct 2-lane road on a new location
Long Term	479	Expand Arterial	Leander/Williamson County	San Gabriel Pkwy	Halsey Dr - US 183 N	2026-2035	2026-2035	6.9	Widen from 2 lanes to 6 lanes with median
				San Gabriel Pkwy	US 183 N - 183 A				See #79, CR 273/ 274 'T'
Short Term	285	New Arterial	Leander/Williamson County	San Gabriel Pkwy.	183 A - Ronald W. Reagan Blvd	2013	2015	3.6	Construct 2-lane road on a new location
Long Term	480	Expand Arterial	Leander/Williamson County	San Gabriel Pkwy	183 A - Ronald W. Reagan Blvd	2026-2035	2026-2035	23.9	Widen from 2 lanes to 6 lanes with median
Short Term	789	New Arterial	Georgetown/Williamson County	Scholarship Parkway	RM 2243 - IH 35	2011	2013	8.6	Construct 2-lane road on a new location
Long Term	477	Expand Arterial	Williamson County	SE 1	SE Georgetown Inner Loop - CR 104	2026-2035	2026-2035	97.6	Widen from 4 lanes with median to 4 lane expressway w/ frontage rds
Long Term	476	New Freeway	Williamson County	SE 1	CR 104 - CR 100	2026-2035	2026-2035	160.2	Construct 4 lane expressway with frontage rds on new location
Short Term	157	New Arterial	Georgetown	SE1(SW Georgetown Bypass)	Georegtown Inner Loop/CR 110 to SH 130	2011	2015	16.3	Construction two lanes in Freeway cross section
Short Term	149	New Arterial	Round Rock	Seton Pkwy	University Blvd to CR 112	2013	2015	15.9	Construct 4 lane divided roadway
Short Term	702	New Arterial	Williamson County	Seward Junction Loop	Seward Junction Loop - SH 29	2013	2015	8.7	Construct 2-lane road on a new location

Priority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Short Term	414	Expand Arterial	Williamson County/Georgetown	Shell Rd	SH 195 - Williams Dr	2014	2016	17.3	Widen from 2 lanes to 4 lanes with median
Long Term	716	New Arterial	Travis County	Slaughter Lane	Thaxton Rd to US 183	2020-2025	2026-2035	46.8	Construct 4-lane major divided arterial with bike lane and sidewalk.
Short Term	142	New Arterial	Travis County	Slaughter Ln Extension Phase I	Bluff Springs Rd to Goodnight Ranch	2015	2017	Previously let	Construct 4-lane major divided arterial with bike lane and sidewalk.
Short Term	143	New Arterial	Travis County	Slaughter Ln Extension Phase II	Goodnight Ranch to Thaxton Rd	2015	2017	10.0	Construct 4-lane major divided arterial with bike lane and sidewalk.
Short Term	415	New Arterial	Georgetown/Williamson County	Southwest GTN Bypass	RM 2243 - IH 35	2011	2013	5.4	Construct 2-lane road with median on a new location
Short Term	416	Expand Arterial	Georgetown/Williamson County	Southwest GTN Bypass	RM 2243 - IH 35	2013	2015	10.0	Widen from 2 lanes with median to 4 lanes with median
Short Term	454	New Arterial	Williamson County	Southwest GTN Bypass	DB Wood Rd - SH 29 W	2013	2015	8.8	Construct 4 lane divided on a new location
Long Term	519	New Freeway	Georgetown/Williamson County	Southwest GTN Bypass	SH 29 W - IH 35	2026-2035	2026-2035	201.4	Widen from 4 lanes with median to 4 lane expressway w/ frontage rds
Long Term	468	Expand Arterial	Williamson County/Georgetown	Southwestern Blvd	Raintree Dr - Inner Loop/Carlson Cove	2026-2035	2026-2035	6.3	Widen from 2 lanes to 4 lanes with median
Long Term	467	Expand Arterial	Williamson County/Georgetown	Southwestern Blvd	Inner Loop/Carlson Cove - CR 111/Westinghouse	2026-2035	2026-2035	11.5	Widen from 2 lanes to 4 lanes with median
Long Term	469	Expand Arterial	Williamson County/Georgetown	Southwestern Blvd	SH 29 - Raintree Dr	2026-2035	2026-2035	2.8	Widen from 2 lanes to 4 lanes with median
Long Term	470	Expand Arterial	Williamson County	SW 1 (Cross Creek Rd)	Cross Creek Ln - SH 29	2026-2035	2026-2035	18.0	Reconstruct to 4 lanes with median
Short Term	159	New Arterial	Georgetown	SW Georgetown Bypass	SH 29 to RM 2243	2013	2015	12.3	Widen from 2 lanes with median to 4 lanes with median
Short Term	790	Expand Arterial	Travis County/ City of Austin	Taylor Lane	Blake Manor - Future Braker Lane Extension	2017	2020-2025	18.6	Widen 2 lane road to 4 lane major divided arterial with bike lanes and sidewalk.
Short Term	791	Expand Arterial	Travis County/ City of Austin	Taylor Lane	Future Braker Lane Extension - FM 969	2017	2020-2025	43.4	Widen 2 lane road to 4 lane major divided arterial with bike lanes and sidewalk.
Short Term	724	Expand Arterial	Travis County	Thaxton Rd	McKinney Falls Pkwy to Slaughter	2015	2017	8.4	Widen 2-lane to 4-lane major divided arterial with bike lanes and sidewalk
Medium Term	404	Expand Arterial	San Marcos	Thorpe Lane	Aquarena Springs to Hopkins	2020-2025	2020-2025	8.0	Widen to 5 lanes, Bike/Ped
Short Term	123	Expand Arterial	Austin	Todd Ln/Pleasant Valley Rd	Ben White Blvd to St. Elmo Rd	2011	2013	7.9	Construct 4-lane divided major arterial with bike lanes and sidewalks
Short Term	613	New Arterial	Austin/Travis County	Tuscany South	US 290 to Springdale Rd	2012	2015	5.8	Construct 4-lane divided major arterial
Short Term	136	New Arterial	Travis County	Tuscany Way North (Ferguson)	Wall St to Exchange Dr	2010	2011	Previously Let	Reconstruct Ferguson from Wall to Sprinkle, construct Tuscany as a 2-lane arterial from Ferguson to Exchange
Short Term	407	Expand Arterial	Williamson County	University Blvd	IH 35 (N) - Sunrise Rd	2012	2014	3.2	Widen from 4 lanes with median to 6 lanes with median
Short Term	408	Expand Arterial	Williamson County/Round Rock	University Blvd	Sunrise Rd - A.W. Grimes	2012	2014	7.6	Widen from 4 lanes to 6 lanes with median

Priority	ID	Project Type	Sponsor	Project	Limits/Location	Let Year	Open Year	YOE Cost (Millions)	Description
Medium Term	402	Expand Arterial	San Marcos	University Drive	Comanche to RM 12	2020-2025	2020-2025	2.8	Improved 2 lane, new section from Comanche to RM 12 with bike/ped.
Long Term	621	Expand Arterial	San Marcos	University Gateway	C.M. Allen to Comanche	2020-2025	2026-2035	6.7	Develop gateway into downtown through streetscape project; additional turn lanes; bike/ped improvements; streetscape improvements;complete missing sections of Univ Dr (4 lane section) from Guadalupe to Comanche
Medium Term	172	Expand Arterial	Travis County	Weiss Ln	Rowe Ln to Kelly Ln	2020-2025	2020-2025	19.3	Widen 2-lane to 4-lane major divided arterial with bike lanes and sidewalk
Short Term	171	Expand Arterial	Travis Co/Pflugervill	Weiss Ln	Kelly/Cele to SH 130	2015	2017	46.6	Widen 2-lane to 4-lane major divided arterial with bike lanes and sidewalk
Short Term	144	New Arterial	Travis County	Wells Branch Blvd	Immanuel to SH 130	2015	2017	72.0	Construct 4-lane divided major arterial with bike lanes and sidewalk
Short Term	118	Expand Arterial	Austin	Wells Branch Pkwy	IH-35 to 1400' east of Heatherwilde Blvd.	2010	2012	7.9	Widen to 4-lane major divided arterial with bike lanes and sidewalk
Long Term	720	New Arterial	Travis County	Wells Branck Parkway Extension II	SH 130 to Fuchs Grove Rd	2025	2027	31.0	Construct 4-lane divided major arterial with bike lanes and sidewalk
Short Term	126	New Arterial	Austin	Westgate Blvd	Cameron Lp to Cohoba Dr	2010	2012	8.6	Construct 4-lane arterial with raised center median, bike lanes, and sidewalk.
Long Term	358	New Arterial	Austin/Travis	William Cannon Blvd	McKinney Falls Pkwy to US 183	2025	2027	33.9	Construct 4-lane divided major arterial with bike lanes and sidewalk
Short Term	700	New Arterial	Austin	William Cannon Dr Bridge over onion Creek	South half of a 1/3 mile section of William Cannon Dr	2010	2012	4.0	Construct 6-lane divided arterial with sidewalk.
Short Term	160	New Arterial	Georgetown	Wolf Ranch Pkwy	SH 29 to SW Bypass	2012	2015	42.8	Construction of two lanes
Medium Term	81	New Arterial	Round Rock/Williamson County	Wyoming Springs Dr Extension	FM 1431 - FM 3406	2018	2020-2025	22.3	Construct 4 lane major arterial divided on a new location.
Short Term	792	New Arterial	Round Rock/Williamson County	Wyoming Springs Dr Ext	FM 3406 - Brightwater Blvd/Creek Bend Blvd	2018	2020-2025	9.48	Construct 4 lanes with median on a new location
Short Term	681	New Arterial	Round Rock/Williamson County	Wyoming Springs Dr	RM 620 - Arterial C/Deepwood Dr	2018	2020-2025	3.0	Construct 4 lanes with median on a new location
Long Term	491	Interchange/Overpass	San Marcos	Yarrington Overpass	IH 35 to Yarrington Rd	2026-2035	2026-2035	27.0	Replace two lane overpass of Yarrington (Loop 110) at IH-35 to 6 lane with improvement to southbound frontage roads.

Freeways, Express Lanes, Frontage Road, and Interchanges	$	1,512
State System Arterials	$	2,073
Local Arterials	$	4,871
Total (Locally Funded Roadway Projects)	**$**	**8,456**

Key:

Prirority

Short Term Anticipated Implementation between 2010 and 2019

Medium Term Anticipated Implementation between 2020 and 2025

Long Term Anticipated Implementation after 2025

Let Year Anticipated year project would go to contract.

Open Year Anticipated year project would be complete and operational.

CORRIDOR STUDIES AND CORRIDOR PRESERVATION

Corridor Studies

Corridor studies allow for careful early consideration of multi-modal improvements in a particular corridor before incorporating projects into the plan and moving into project development. Corridor studies may be led by TxDOT, CAMPO, Capital Metro, or another agency depending on the scope of the study. The options analyzed in a particular corridor study will be identified during the initiation of the corridor study, and could include the effects and feasibility of:

- Adding roadway capacity
- Adding transit service and capacity
- Adding capacity to parallel facilities
- Improving operations
- Managing demand in the corridor

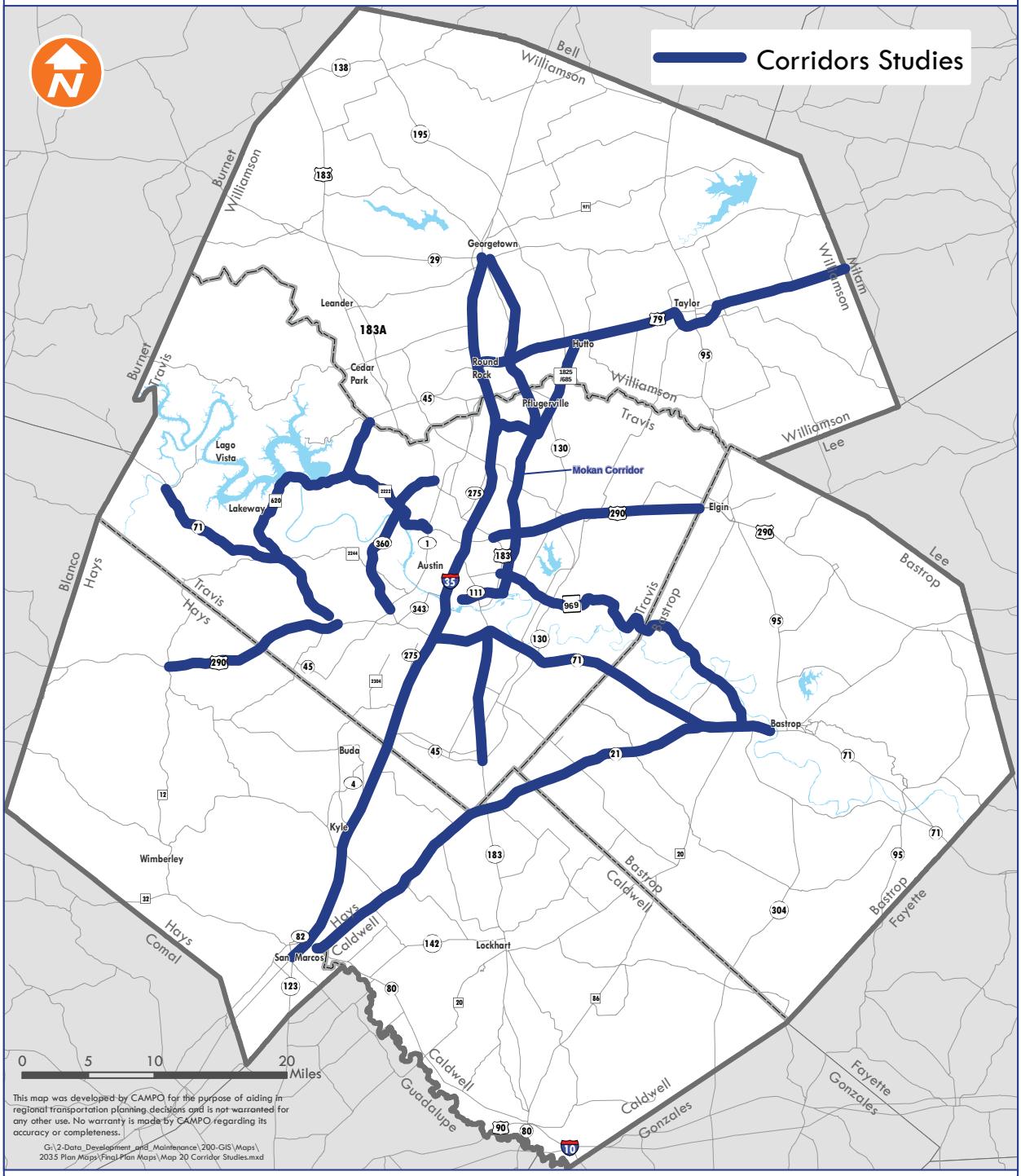
In each of the corridors identified, a transportation need has been established; however, a range of actions must be considered before specific projects can be implemented. Once a corridor study is complete, any additional improvements identified by the study will be incorporated into the plan through an amendment process.

Corridor	Limits	Need
IH 35	Georgetown – San Marcos	Highly Congested in 2010 and 2035; limited improvements included in Plan.
US 79	IH 35 – Milam County Line	Moderately congested in 2035; limited improvements included in plan. In addition to US 79, this corridor includes an active Union Pacific Line with daily Amtrak service. The City of Taylor and members of the public have expressed an interest in studying the corridor, including looking at future passenger rail feasibility.
US 183	SH 71 to SH 130	Some moderate congestion in 2010 and moderate to highly congested in 2030; limited improvements included in plan. Serves as major connection between SH 71, US 183, and SH 130 Freeways.
US 290 W	RM 12 - Y	Highly congested in 2010 and 2035; no major improvements planned
US 290 E	US 183 - Elgin	Highly congested in 2010 and 2035. Note: District working on a current corridor study for IH 35 – FM 973 under UPWP.
SH 21	San Marcos to Bastrop	Highly congested in 2010 and 2035; 2035 Plan would expand the portion within Bastrop County only.
SH 71 W	RM 2322 - Silvermine	District working on a corridor study.
SH 71 E	IH 35 – Bastrop	Highly congested in 2010 and 2035; Planned freeway upgrade only extends east to SH 130
Loop 360	Loop 1/US 183 – Loop 1 S	Highly congested in 2010 and 2035; no major improvements planned
MoKan Corridor	Georgetown - Capital MetroRail	This abandoned rail road is a significant resource for the region; Multiple CAMPO partners have multiple ideas for how to use the corridor and it would benefit from multimodal study. TxDOT began a corridor study including considerable data collection that was never finalized.
RM 620	Anderson Mill road – SH 71 W	This corridor was included for study in CAMPO 2030 Plan; Lakeway and others have expressed interest in studying; Intermittent congestion in 2010, portions highly congested in 2035.
FM 685	IH 35 – FM 685	Increasingly congested during the peak period and serves as a viable free alternative to IH 35. City of Pflugerville has expressed interest in study.
FM 969	US 183 – SH 71	High growth corridor connecting Austin/Travis County to Bastrop. Serves as only viable alternative route to US 290 and SH 71; limited improvements included in plan.
FM 1825	IH 35 – SH 130	Serves as a major connection between IH 35 and SH 130 while bisecting an increasingly urban area of Pflugerville. City of Pflugerville has expressed interest in study to increase safety of pedestrians and reduce accidents.
RM 2222	RM 620 – Loop 1	Highly congested in 2010 and 2035; no major improvements planned.

Map 21: Corridor Studies

CAMPO Region

May 24, 2010

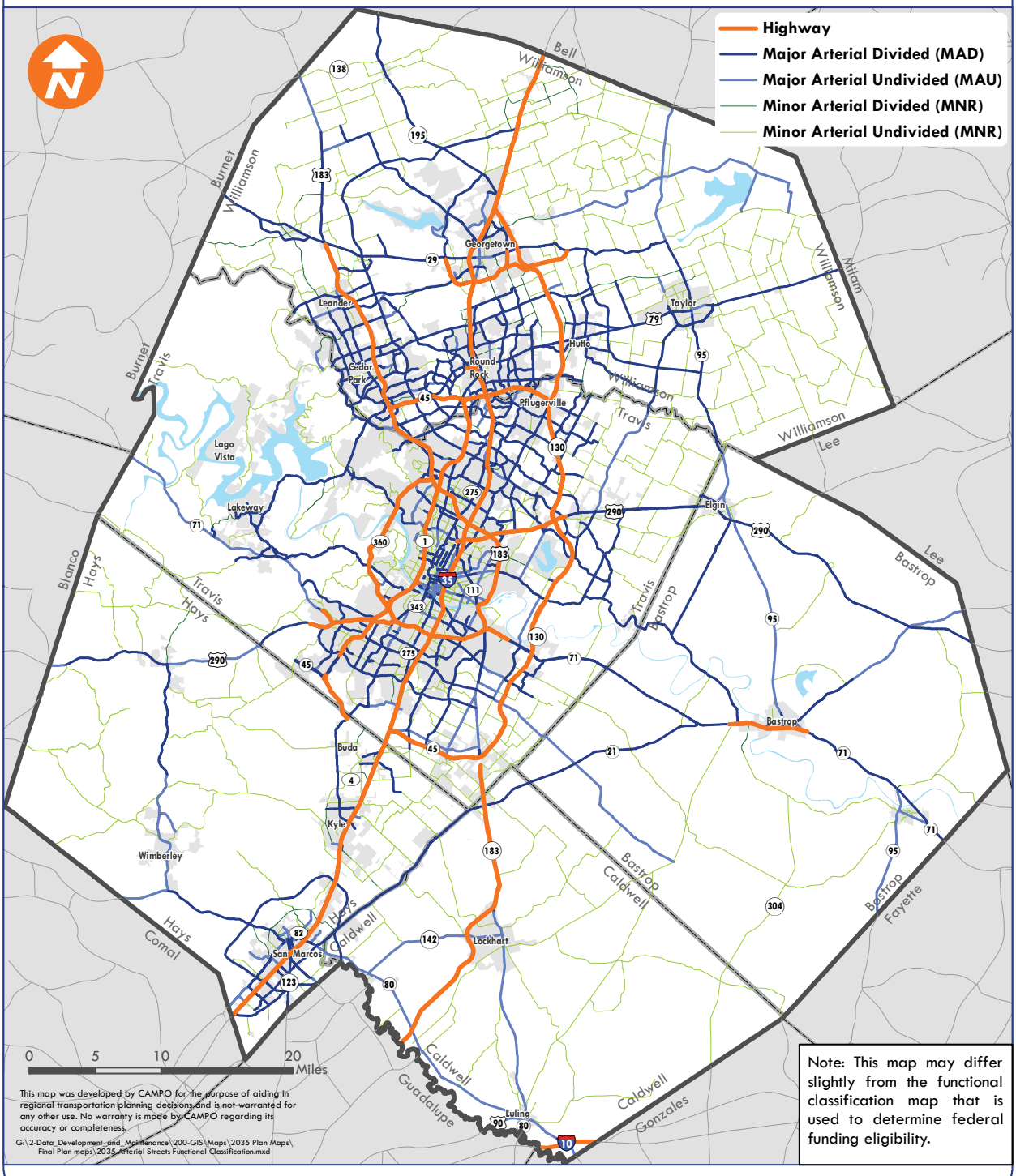


CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION www.CAMPOTexas.org

Map 22: 2035 Arterial Streets

CAMPO Region

May 24, 2010



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\2035 Plan Maps\Final Plan maps\2035_Arterial Streets Functional Classification.mxd

Note: This map may differ slightly from the functional classification map that is used to determine federal funding eligibility.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

www.CAMPOTexas.org

CORRIDOR PRESERVATION

Because right of way preservation can comprise a major element of the cost of a transportation project, right of way should be preserved as early as possible. TxDOT, local governments and others should work together to preserve right of way that is sufficient for the transportation projects called for by this plan.

Right of Way Preservation

The following standards are intended to provide a general guide for the amount of right of way typically needed to accommodate the roadways called for by the CAMPO 2035 Plan.

Highways and State System Roadways [16]

Roadway Functional Classification/Context/Cross Section	Standard ROW Width (in feet)
8 lane freeway w/ 2 managed lanes (Highway)	450’
8 lane freeway w/1 managed lane (Highway)	425’
6 lane freeway w/3 lane frontage roads (Highway)	400’
6 lane freeway w/ 2 managed lanes (Highway)	400’
4 lane freeway w/3 lane frontage roads (Highway)	400’
6 lane parkway (Highway)	300’
6 lane parkway w/2 managed lanes (Highway)	300’
4 lane parkway (Highway)	300’
8 lane divided-urban (MAD 8)	200’ (minimum)
6 lane divided-urban (MAD 6)	200’
6 lane divided-rural, rolling terrain (MAD 6)	250’
6 lane divided-rural, flat terrain (MAD 6)	250’
4 lane divided-urban (MAD 4)	150’
4 lane divided-rural, rolling terrain (MAD 4)	220’
4 lane divided-rural, flat terrain (MAD 4)	220’
4 lane-rural, rolling terrain (MAU 4 / MNR 4)	150’
4 lane-rural, flat terrain (MAU 4 / MNR 4)	150’
2 lane, with left turn lane-rural, rolling terrain (MAD 2/MNR 2)	150’
2 lane, with left turn lane-rural, flat terrain (MAD 2 / MNR 2)	150’
2 lane-rural, rolling terrain (MAU 2 / MNR 2)	150’
2 lane – rural, flat terrain (MAU 2/ MNR 2)	150’

Other Regional Roadways [17]

Roadway Functional Classification/Context/Cross Section	Standard ROW Width (in feet)
6 lane (MAU 6/MAD 6)	150’ (minimum)
4 lane divided-rural/suburban (MAD 4)	130’ (minimum)
4 lane divided-urban (MAD 4)	100’ (minimum)
4 lane undivided (MAU 4/MNR 4)	85’ (minimum)
2 lane divided (MAD 2)	85’ (minimum)
2 lane undivided (MAU2/MNR 2)	75’ (minimum)

[16] As promulgated by TxDOT Austin District.

[17] Based on a survey of typical right of way widths by facility type throughout the region. Consult project sponsor and local jurisdiction for right-of-way requirements on specific projects/locations.

REGIONAL TRANSPORTATION POLICIES

Plan Compliance and Funding Policies

1. For a CAMPO member jurisdiction to receive federal-aid funding under this plan, their local transportation plan or transportation element of their comprehensive plan must be consistent with the CAMPO Long Range Plan.

2. For a CAMPO member jurisdiction to receive federal-aid funding under this plan, the jurisdiction must adhere to the policies of and work toward implementing the projects of the CAMPO long range plan.

3. Target 50 percent of available CAMPO discretionary federal funding (STP-MM) to support development of the mixed use activity centers indicated on the CAMPO Centers Map. (The same project may address both the 15% bicycle and pedestrian set aside and the 50% Centers set aside policies.)

4. Allocate at least 15 percent of available CAMPO discretionary federal funding (STP-MM) to bicycle and pedestrian projects through the CAMPO TIP process, using the Priority Pedestrian Districts Map and Priority Regional Bicycle Corridors Map in the project evaluation. (The same project may address both the 15% bicycle and pedestrian set aside and the 50% Centers set aside policies.)

Congestion Management and Transportation Demand Management Policies

5. Require travel demand management and transportation systems management projects and programs in conjunction with all new federally-funded added-capacity roadway projects.

6. Use transportation investments to support continued reduction of per capita vehicle miles traveled.

7. Consider transportation improvements that increase person carrying capacity, rather than vehicle carrying capacity of the regional transportation system.

8. Expand the public transportation system to keep up with the region's mobility needs over time

Environmental Policies

9. Develop and implement a transportation system that reduces dependence on petroleum.

10. Develop a transportation system that minimizes impacts on the 100-year flood plain, Edwards Aquifer recharge and contributing zones, and other environmentally sensitive areas while providing for regional mobility.

11. Reduce vehicle emissions through implementation of transportation investments and other activities.

12. Develop a transportation system that incorporates context-sensitive design principles into the design of transportation projects.

Roadway and Tolling Policies

13. Facilitate preservation of right-of-way that is adequate to accommodate the planned functional classification of the roadway as shown in the CAMPO long range plan. Adequate right of way shall be determined by locally-adopted standards or engineering discretion, or along state system rights of way, consistent with standards promulgated by TxDOT, and should generally fall within the width ranges shown in Part 4 of the CAMPO 2035 Plan.

14. Any existing roadway to which additional tolled capacity is added shall continue to be maintained and improved and to provide the same amount or more non-tolled capacity as the roadway currently provides. To the extent that it is within the authority of the toll operator and the CAMPO Transportation Policy Board, the non-tolled capacity shall have the same number or fewer traffic control devices as the current roadway except where law and/or safety requires otherwise.

15. The initial operation of any tolled facility shown on Map X shall include rapid bus traffic. At such time that congestion on the tolled facility warrants dedication of a lane to rapid bus and high occupancy vehicles to ensure their swiftest passage, an existing lane will be dedicated and any excess capacity within the dedicated lane shall be available to other vehicles at a tolled rate.

16. At the discretion of the Central Texas Regional Mobility Authority ("CTRMA"), some or all of the following tolled facilities, and projects within the transportation corridor (as defined below) of these tolled facilities, may be combined into one or more systems for financing purposes:

- 183A;
- US 290(E) from US 183(S) to Parmer Lane;
- US 183(S) from US 290(E) to SH 71(E);

- SH 71(W) from Silvermine to US 290(W);
- US 290(W) from west of Scenic Brook to east of Williamson Creek and
- Loop 1 Managed Lanes from Parmer Lane (FM 734) to Slaughter Lane (the "System Eligible Projects").

For non-System Eligible Projects, surplus revenue (as defined in Section 370.003 (12), Texas Transportation Code), to the extent permitted by law, may be made available for use in the transportation corridor by the CTRMA for the following purposes:

1. Improvement of the alternative non-tolled capacity including improvement of arterials impacting or impacted by the tolled facility;

2. Further implementation of non-tolled access to tolled lanes by high occupancy vehicles beyond that made available in initial operations and any other transportation projects designed to reduce per capita vehicles miles traveled within the corridor;

3. Further mitigation of environmental or community degradation as a result of the tolled facility that was not previously addressed under state or federal requirements; and

4. Other public transportation or air quality benefits within the corridor.

For purposes of this policy, the phrase "transportation corridor" is defined as that area within 1 mile of the midline of the tolled facility and those zip codes from which 10% or more of the peak am toll tag transactions on that facility originate.

In the event the CTRMA determines that a non-System Eligible Project lacks adequate sources of funding, the CTRMA may request, and CAMPO may approve, adding the project to an existing system upon completion of the following:

1. The CAMPO Transportation Policy Board, with the input of the CTRMA, has approved the Statement of Purpose describing the transportation project and need;

2. CAMPO, in conjunction with the CTRMA, has convened two region-wide community meetings to elicit input regarding the Statement of Purpose; and

3. After the community meetings described above have been held and one public hearing before the CAMPO Transportation Policy Board has been completed, the addition of the project to an existing system is approved by a majority of the CAMPO Transportation Policy Board.

17. The Central Texas Regional Mobility Authority should engage in public outreach efforts to encourage DBE and HUB participation in CTRMA developed projects, and the CTRMA should report to CAMPO about those efforts on an annual basis. The CTRMA should (I) establish a process for outreach to minority-owned, women-owned and economically disadvantaged businesses to achieve appropriate levels of DBE and HUB participation in projects which are part of the Regional Implementation Program and (2) subject to Federal and State law set specific goals and adopt policies for HUB participation consistent with 1 TEX ADMIN. CODE § 11 1 .I3 in any DBEIHUB policy finally adopted for the Regional Implementation Program.

18. State Highway 45 Southwest.
SH 45 SW shall be developed as a toll parkway/freeway 4-lane road;

- TxDOT and the CTRMA shall implement where feasible, and if approved by federal authorities under existing restrictions governing the State Highway 45 Southwest corridor, the development of a non-tolled alternative within the corridor in the form of free parallel frontage roads;
- If the US Fish and Wildlife Service and other federal entities found the expansion to not be feasible under environmental concerns, then SH 45 would not be tolled; and,
- In the event non-tolled frontage roads cannot be developed within the corridor, it is the intent of CAMPO that TxDOT and the CTRMA consider toll rates and policies that promote the use of State Highway 45 Southwest and disincentives for the use of Brodie Lane by thru-traffic and trucks.

Bicycle and Pedestrian Policies

For the purposes of these policies:

- Pedestrian and bicycle facilities should follow the guidelines established in the most current versions of the AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities and Guide for the Development of Bicycle Facilities, respectively. Following USDOT Policy,

CAMPO encourages implementing agencies to go beyond the minimum design standards where possible, and to anticipate likely future demand for bicycling and walking facilities.

- "Reconstruction" is defined as: work proposed on the approximate alignment of an existing route that meets the geometric criteria for a new facility. Reconstruction includes new location projects or projects that provide substantial changes in the general geometric character of a roadway, such as widening to provide additional through travel lanes, horizontal or vertical re-alignment, etc. Reconstruction work includes bridge replacement work.
- The bicycle and pedestrian projects required under these policies should be specifically described as part of the Transportation Improvement Program project listing for the roadway.
- Local governments are strongly encouraged to consider including bicycle and pedestrian accommodations as part of roadway resurfacing and maintenance projects.
- "Excessive cost" is generally defined as cost which exceeds 20% of the total cost of the project or project phase.

19. Provide pedestrian facilities with all new construction and reconstruction of roadways and bridges shown on the Priority Pedestrian Districts Map as "high" or "medium" priority, unless the jurisdiction constructing the roadway has demonstrated that providing the pedestrian facility is not feasible due to excessive cost.

20. Provide bicycle facilities with all new construction and reconstruction of roadways and bridges shown on the Priority Regional Bicycle Corridors Map as "high" or "medium" priority, unless the jurisdiction constructing the project has demonstrated that providing the bicycle accommodation is not feasible due to excessive cost.

21. Provide adequate bicycle and pedestrian connections across controlled access facilities within Priority Pedestrian Districts or Priority Regional Bicycle Corridors as part of new construction or reconstruction of controlled access facilities unless the jurisdiction constructing the project has demonstrated that providing the connection is not feasible due to excessive cost.

22. Sustain existing pedestrian and bicycle facilities and find ways to improve facilities through roadway resurfacing and other maintenance projects.

Freight Policies

23. Include freight stakeholders in the regional transportation planning process.

24. Consider reducing the cost of moving goods and enhancing the region as an effective freight transportation center as priorities when evaluating projects for funding under the CAMPO Transportation Improvement Program.

25. Work with local jurisdictions to encourage clustering of shipping activities near freight transportation termini, modal shifts, and accommodating safe and efficient flow of heavy-duty vehicles.

Land Use Coordination Policies

26. Support development of high density, mixed use activity centers in the locations shown on the CAMPO Centers map, and work with local jurisdictions and others to accommodate 31% of regional population and 38% of regional jobs in activity centers shown on the CAMPO Centers map by 2035. CAMPO will support achievement of the goals through activities such as: monitoring and reporting on growth and investment in the Centers, dissemination of best practices and tools, planning support, and funding for transportation investments. As appropriate, member jurisdictions will support development of centers through local planning and other methods.

Safety, Security, Equity, and Involvement Policies

27. Consider safety as a priority issue when evaluating projects for funding under the CAMPO Transportation Improvement Program.

28. Consider security as a priority issue when evaluating projects for funding under the CAMPO Transportation Improvement Program.

29. Develop and implement a transportation system that distributes the impacts and benefits of transportation projects fairly to all residents regardless of their income level or ethnicity.

30. Include educational stakeholders in the regional transportation planning process.

Illustrative Project List

Reserved for future content.

Summary of Revenues (Millions of Dollars)

FHWA/TxDOT/CTRMA Funding	2010-2019	2020-2025	2026-2035	Total
Category 2-Metropolitan Area Corridor Projects	$471.42	$0.00	$0.00	$471.42
Category 7-Surface Transportation Program Metropolitan Mobility	$122.92	$92.71	$155.20	$370.83
Other TxDOT Mobility Funding (Incl. Prop 12, Prop 14, ARRA)	$1,081.34	$117.40	$214.14	$1,412.88
TxDOT Preservation Funding	$634.22	$453.08	$293.53	$1,380.83
Toll Revenues-Existing System (Excludes Debt Service)	$202.32	$154.57	$341.25	$698.14
Pass Through Funding	$203.22	$0.00	$0.00	$203.22
Total FHWA/TxDOT/CTRMA	$2,715.45	$817.76	$1,004.12	$4,537.33

Federal Transit Administration Funding	2010-2019	2020-2025	2026-2035	Total
FTA 5309 (excluding new starts)	$118.11	$39.52	$69.21	$226.84
FTA 5307	$245.42	$234.69	$426.60	$906.71
FTA 5311	$30.95	$33.55	$75.73	$140.23
Other FTA Funding	$20.59	$24.26	$56.14	$100.99
Total FTA	$415.08	$332.01	$627.69	$1,374.77

Capital Metro, CARTS, and Other Transit Funding	2010-2019	2020-2025	2026-2035	Total
MTA Sales Tax	$1,714.59	$1,549.71	$3,340.97	$6,605.28
Transit Fares, Contracts and Other Income	$771.07	$896.11	$1,701.61	$3,368.79
Total Other Transit	$2,485.66	$2,445.83	$5,042.58	$9,974.07

Local Funding	2010-2019	2020-2025	2026-2035	Total
Bastrop County	$27.06	$54.62	$19.20	$100.88
Caldwell County	$12.96	$6.66	$14.00	$33.62
Hays County	$201.50	$118.24	$213.96	$533.70
Travis County	$364.69	$315.37	$540.56	$1,220.62
Williamson County	$2,141.25	$1,276.20	$850.80	$4,268.25
City of Austin	$224.90	$98.04	$545.62	$868.56
City of Round Rock	$167.86	$98.40	$164.00	$430.26
City of Georgetown	$72.09	$0.00	$0.00	$72.09
City of Cedar Park	$102.36	$41.40	$53.10	$196.86
City of San Marcos	$344.00	$172.00	$229.34	$745.34
City of Pflugerville	$67.95	$93.30	$82.00	$243.25
Other Local Funding	$454.84	$243.32	$434.04	$1,132.20
Total Local	$4,181.46	$2,517.54	$3,146.62	$9,845.62

Innovative Funding	2010-2019	2020-2025	2026-2035	Total
Toll Revenues (New Projects)	$1,221.60	$75.00	$0.00	$1,296.60
FTA New Starts	$114.17	$383.09	$0.00	$497.26
Lone Star Rail Innovative Revenue Package	$625.50	$105.80	$185.60	$916.90
Total Innovative	$1,961.27	$563.89	$185.60	$2,710.76

Total Revenues	$11,759	$6,677	$10,007	**$28,443**

Summary of Costs (Millions of Year of Expenditure Dollars)

Capital Improvements	2010-2019	2020-2025	2026-2035	Total
Freeways, Express Lanes, Frontage Road, and Interchanges	$3,437.28	$450.83	$428.98	$4,317.09
State System Arterials	$983.29	$1,062.74	$678.15	$2,724.18
Local Arterials	$2,059.98	$1,749.92	$1,210.42	$5,020.32
Passenger Rail	$1,262.00	$766.17	$ -	$2,028.18
Rapid Bus, Express Bus, and Intermodal	$51.49	$70.60	$90.38	$212.47
Local and Specialized Public Transportation Improvements	$257.00	$158.89	$267.51	$683.40
Bicycle and Pedestrian Projects and Programs	$166.90	$103.90	$173.30	$ 444.10
Other (Landscaping, Safety, ITS)	$382.87	$296.92	$410.90	$1,090.70
Total Capital	$8,600.81	$4,659.98	$3,259.66	$16,520.45
Operations and Maintenance	**2010-2019**	**2020-2025**	**2026-2035**	**Total**
Passenger Rail	$293.60	$389.76	$858.72	$1,542.07
Rapid Bus and New Express Bus Service	$54.04	$177.55	$493.71	$725.30
Operations and Maintenance of Existing Public Transportation System	$2,249.99	$1,870.95	$3,876.37	$7,997.32
Roads and Bridges	$618.07	$473.09	$566.62	$1,657.78
Total O&M	$3,215.70	$2,911.35	$5,795.42	$11,922.47
Total Costs	$11,817	$7,571	$9,055	**$28,443**
Total Revenues	$11,759	$6,677	$10,007	$28,443
Total Costs	$11,817	$7,571	$9,055	**$28,443**
Carryover/Gap	($58)	($894)	$952	($0)

*assumes innovative finance to expedite projects and programs

The projects included in this plan are affordable within the revenue that is reasonably expected over the life of the plan. However, the projects and programs fall considerably short of addressing the full extent of transportation need that has been identified through the planning process. CAMPO will work with its regional partners to pursue additional sources of Federal, State, and local revenue, as well as innovative financing to expedite projects, and may amend the plan to include additional projects and programs in the future. Appendix 2 provides a description of the array of innovative funding sources that could be pursued.