



TO: CAMPO Transportation Policy Board
SUBJECT: Board Report
FROM: Ashby Johnson, Executive Director
DATE: May 4, 2018

2019 – 2022 TIP Call for Projects

The primary focus of the May Transportation Policy Board (TPB) agenda is CAMPO’s 2019 – 2022 Transportation Improvement Program (TIP). For almost three years, CAMPO staff, in conjunction with the Technical Advisory Committee (TAC), worked on the elements that created this draft final program of activities for regional safety and mobility improvements. The draft final 2019 – 2022 TIP must be approved by the TPB at this meeting in order to be included in the Texas Department of Transportation’s (TxDOT) Statewide Transportation Improvement Program (STIP) which will be reviewed and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) following approval by the Texas Transportation Commission at its August 2018 meeting.

We are pleased to present Items 7 and 8, the recommended 2019-2022 TIP to the CAMPO Transportation Policy Board and the associated Transportation Development Credits (TDC) requests for adoption. These items represent a near-term compilation of the Central Texas region’s major transportation projects and is the product of years of prior planning and project development by sponsor jurisdictions. It also represents public involvement and local-funding-leveraged transportation investments for transportation projects and programs spanning all modes of surface travel.

In addition to the funding allocated by the TPB, the draft final 2019 – 2022 TIP also includes the multi-year transportation programs of TxDOT, Capital Metro and CARTS which are funded from other revenue sources. While these programs of projects are funded by revenues not directly allocated by the TPB, it is still required by state and federal law that those activities be included in the TIP and approved by the TPB. Your approval of these items will represent to local, state, and federal authorities that these activities are consistent with the regional vision and goals outlined in the long-range regional transportation plan.

A New Beginning for Central Texas

This CAMPO call for projects is the first time the TPB-approved project selection criteria were used to score and rank projects for recommendation. The combination of project readiness, planning factors and cost-effective analysis that comprised the criteria is a significant step towards meeting TPB, State and Federal requirements for performance-based projects at the regional level. A few highlights:

- Approximately 95 percent of the recommended projects/activities results in construction or implementation in the next four years, delivering results to the public as swiftly as practicable.



TRANSPORTATION POLICY BOARD MEETING

Monday, May 7, 2018

Room 3.102, Joe C. Thompson Center, University of Texas Campus
Red River and Dean Keeton Streets, Austin, Texas
6:00 p.m.

REVISED AGENDA

WATCH CAMPO LIVE: www.campotexas.org/livestream

1. Certification of Quorum – Quorum requirement is 11 members.....Chair Will Conley
2. Public Comments
Comments are limited to topics not on the agenda but may directly or indirectly affect transportation in the CAMPO geographic area. Up to 10 individuals may sign up to speak – each of whom must contact the CAMPO office by 4:30 p.m., Monday, May 7, 2018.
3. Chair AnnouncementsChair Will Conley
4. Report from the Technical Advisory Committee ChairMr. Ed Polasek
The Chair of the Technical Advisory Committee will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.

EXECUTIVE SESSION:

Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item will be deliberated in executive session and identifies the section or sections of Chapter 551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.

5. Executive SessionChair Will Conley
The Transportation Policy Board will recess to an Executive Session, if necessary.

ACTION:

THE PUBLIC IS INVITED TO COMMENT ON ITEMS 6-8 IN THE SECTION BELOW

6. [Discussion and Approval of April 9, 2018 Meeting Summary](#)
.....Mr. Ashby Johnson, CAMPO
Mr. Johnson will present the April 9, 2018 meeting summary and request Transportation Policy Board approval.
7. [Discussion and Adoption of Draft 2019-2022 Transportation Improvement Program \(TIP\)](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will present the Draft 2019-2022 TIP and seek adoption by the Transportation Policy Board.

- 8. [Discussion and Approval of Transportation Development Credit \(TDC\) Requests](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will present TDC requests and seek Transportation Policy Board approval.

INFORMATION:

- 9. [Discussion on Capital Metro’s Transit Asset Management \(TAM\) Performance Targets](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will present Capital Metro’s TAM performance targets.
- 10. Report on Transportation Planning Activities
 - a. CAMPO Federal Certification Review
- 11. Announcements
 - a. *Next Technical Advisory Committee Meeting – May 21, 2018*
 - b. *Next Transportation Policy Board Meeting – June 11, 2018*
- 12. Adjournment



**Capital Area Metropolitan Planning Organization
 Transportation Policy Board
 Meeting Summary
 April 9, 2018**

1. Certification of Quorum – Quorum requirement is 11 members Chair Adler

	Member	Representing	Member Attending	Alternate Attending
1	Will Conley, Chair	Affiliate Non-Voting Member	Y	
2	Steve Adler, Vice-Chair	Mayor, City of Austin	Y	
3	Alison Alter	City of Austin, District 10	Y	
4	Clara Beckett	Commissioner, Bastrop County	Y	
5	Gerald Daugherty	Commissioner, Travis County	Y	
6	Sarah Eckhardt	Judge, Travis County	Y	
7	Jimmy Flannigan	City of Austin, District 6	Y	
8	Victor Gonzales	Mayor, City of Pflugerville	N	Mayor Pro Tem Omar Peña
9	Mark Jones	Commissioner, Hays County	Y	
10	Ann Kitchen	City of Austin, District 5	Y	
11	Cynthia Long	Commissioner, Williamson County	N	Mayor Craig Morgan
12	Terry McCoy, P.E.	TxDOT-Austin District	Y	
13	Terry Mitchell	Capital Metro Board Member	Y	
14	Craig Morgan	Mayor, City of Round Rock	Y	
15	James Oakley	Judge, Burnet County	Y	
16	Matt Powell	Mayor, City of Cedar Park	Y	
17	Dale Ross	Mayor, City of Georgetown	N	Council Member Tommy Gonzalez
18	Brigid Shea	Commissioner, Travis County	Y	
19	Edward Theriot	Commissioner, Caldwell County	Y	
20	John Thomaides	Mayor, City of San Marcos	Y	
21	Jeffrey Travillion	Commissioner, Travis County	Y	

2. Public Comments

The Chair recognized Mr. Roger Baker who addressed the Board to provide public comment on Long-Term Planning Considerations.

Video of this item can be viewed at <http://austintx.swagit.com/play/04102018-872/3/>.

3. Chair Announcements Chair Conley

There were no announcements.

4. Report from the Technical Advisory Committee Chair Mr. Ed Polasek, TAC Chair

Mr. Ed Polasek provided an overview of the Technical Advisory Committee (TAC) discussions from the March 26, 2018 meeting. Mr. Polasek noted that he was re-elected as Chair for the 2018 TAC membership at the February 26, 2018.

Mr. Polasek reported that the TAC discussed and voted in support of a recommendation for Transportation Policy Board approval of utilizing the Texas Department of Transportation (TxDOT) Grouped Project Categories and adding Right-of-Way and Transit to the grouped project categories. The TAC also discussed and voted to accept changes to the current definition of Regional Significance.

Mr. Polasek also reported that the TAC discussed the 2019-2022 Transportation Improvement Program (TIP) and scoring of the project applications. Further discussion of the 2019-2022 TIP and a recommendation for Transportation Policy Board approval of the draft 2019-2022 TIP is anticipated for the April meeting.

Video of this item can be viewed at <http://austintx.swagit.com/play/04102018-872/5/>.

5. Executive Session Mayor Steve Adler, Vice Chair

An Executive Session was not convened.

6. Discussion and Approval of March 5, 2018 Meeting Summary

There were no public comments on the March 5, 2018 meeting summary.

The Chair recognized Mr. Ashby Johnson, Executive Director of CAMPO who presented the March 5, 2018 meeting summary.

Judge James Oakley moved to approve the meeting summary, as presented.

Mayor Matt Powell seconded the motion.

The motion prevailed unanimously.

Ayes: Chair Will Conley, Vice Chair Steve Adler, Council Member Alison Alter, Commissioner Clara Beckett, Commissioner Gerald Daugherty, Council Member Jimmy Flannigan, Council Member Tommy Gonzales (Proxy for Mayor Dale Ross), Commissioner Mark Jones, Council Member Ann Kitchen, Mr. Terry McCoy, Mr. Terry Mitchell, Mayor Craig Morgan (Proxy for Commissioner Cynthia Long), Judge James Oakley, Mayor Pro Tem Omar Peña (Proxy for Mayor Victor Gonzales), Mayor Matt Powell, Commissioner Brigid Shea, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: Judge Sarah Eckhardt and Mayor John Thomaides

Video of this item can be viewed at <http://austintx.swagit.com/play/04102018-872/8/>.

7. Discussion and Approval of Grouped Project Category Eligibility for Transportation Projects

The Chair recognized Mr. Ryan Collins, CAMPO Short Range Planning, who presented and requested Transportation Policy Board approval of three (3) additional TxDOT and Federal Highway Administration (FHWA) approved group project categories.

Council Member Jimmy Flannigan moved for approval of the three (3) TxDOT and Federal Highway Administration (FHWA) approved additional grouped project categories, as presented.

Commissioner Clara Beckett seconded the motion.

The motion prevailed unanimously.

Ayes: Chair Will Conley, Vice Chair Steve Adler, Council Member Alison Alter, Commissioner Clara Beckett, Commissioner Gerald Daugherty, Council Member Jimmy Flannigan, Council Member Tommy Gonzales (Proxy for Mayor Dale Ross), Commissioner Mark Jones, Council Member Ann Kitchen, Mr. Terry McCoy, Mr. Terry Mitchell, Mayor Craig Morgan (Proxy for Commissioner Cynthia Long), Judge James Oakley, Mayor Pro Tem Omar Peña (Proxy for Mayor Victor Gonzales), Mayor Matt Powell, Commissioner Brigid Shea, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: None

Absent and Not Voting: Judge Sarah Eckhardt and Mayor John Thomaides

Video of this item can be viewed at <http://austintx.swagit.com/play/04102018-872/8/>.

8. Discussion and Approval of Resolution (2018-4-8) Amending the Unified Planning Work Program (UPWP)

The Chair recognized Mr. Ashby Johnson, who presented an amendment to the UPWP to add additional funding to the General Planning Consultant contract and accompanying Resolution 2018-4-8 for Transportation Policy Board approval.

Judge James Oakley moved for approval of Resolution (2018-4-8) amending the UPWP.

Commissioner Gerald Daugherty seconded the motion.

The motion prevailed.

Ayes: Chair Will Conley, Vice Chair Steve Adler, Council Member Alison Alter, Commissioner Clara Beckett, Commissioner Gerald Daugherty, Judge Sarah Eckhardt, Council Member Jimmy Flannigan, Council Member Tommy Gonzales (Proxy for Mayor Dale Ross), Commissioner Mark Jones, Council Member Ann Kitchen, Mr. Terry McCoy, Mr. Terry Mitchell, Mayor Craig Morgan (Proxy for Commissioner Cynthia Long), Judge James Oakley, Mayor Matt Powell, Commissioner Brigid Shea, Commissioner Edward Theriot, and Commissioner Jeffrey Travillion

Nays: None

Abstain: Mayor Pro Tem Omar Peña

Absent and Not Voting: Mayor John Thomaides

Video of this item can be viewed at <http://austintx.swagit.com/play/04102018-872/9/>.

9. Presentation and Public Hearing for the Draft Program of Activities for the 2019-2022 Transportation Improvement Program (TIP)

The Chair recognized Mr. Ashby Johnson who presented the recommended Draft Program of Activities for the 2019-2022 TIP and funding distributions for Transportation Policy Board review and discussion.

Mr. Ryan Collins later provided a brief overview of the development process for the project selection, scoring, Project Call schedule, and project sponsor reviews for the 2019-2022 TIP. Mr. Collins also highlighted the Draft Evaluation and Recommendation Report.

The Chair later recognized the following individuals who provided public comment on the Draft Program of Activities for the 2019-2022 TIP.

1. Mr. Randy Lawson, Canyon Creek Homeowners Association
2. Mr. Roger Baker, Private Citizen
3. Mr. Bay Scoggin Texas Public Interest Research Group
4. Mr. Scott Crosby, River Place Homeowners Association
5. Ms. Heather Jefts, Cedar Park Clean Air Coalition
6. Mr. Brian Thompto, Steiner Ranch Homeowners Association
7. Andrew Hoekzema, Capital Area Council of Governments
8. Mayor Travis Mitchell, City of Kyle

9. Ms. Morgan Briscoe, West Austin Chamber of Commerce
10. Ms. Elena Craft, Environmental Defense Fund

Video of this item can be viewed at <http://austintx.swagit.com/play/04102018-872/10/>.

10. Review of Draft Program of Activities for the 2019-2022 Draft Program of Activities for the 2019-2022 Transportation Improvement Program (TIP)

A detailed overview of the Draft Program of Activities for the 2019-2022 TIP presented by Mr. Ashby Johnson and Mr. Ryan Collins preceded the opening of Public Hearing for the Draft Program of Activities for the 2019-2022 TIP in Agenda Item 9.

Video of this item can be viewed at <http://austintx.swagit.com/play/04102018-872/10/>.

11. Discussion on Transportation Development Credit (TDC) Requests

The Chair recognized Mr. Ryan Collins who provided a brief overview of the TDC Program. Mr. Collins later presented and discussed TDC requests, as received. Mr. Collins noted that the TDC requests will be presented to the TAC for a recommendation for approval at its April meeting.

Video of this item can be viewed at <http://austintx.swagit.com/play/04102018-872/12/>.

12. Report on the Transportation Planning Activities **A. CAMPO Website**

Ms. Doise Miers, CAMPO Community Outreach Manager provided a brief and guided navigation of the new CAMPO website.

Mr. Ashby Johnson reported that CAMPO will undergo a Federal Certification Review by the FHWA on April 24-27, 2018. FHWA will also host a public listening session on April 25, 2018 at 5:00 p.m. to receive public comment on CAMPO's planning process. Mr. Johnson also reported that interviews with local elected officials have been scheduled as part of the Federal Certification Review process.

Video of this item can be viewed at <http://austintx.swagit.com/play/04102018-872/13/>.

13. Announcements

There were no announcements.

14. Adjournment

The Transportation Policy Board Meeting adjourned at 8:03 p.m.



Date: May 7, 2018
Continued From: April 9, 2018
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning
Agenda Item: 7
Subject: Discussion and Approval of the Draft Program of Activities for the 2019-2022 Transportation Improvement Program (TIP)

RECOMMENDATION

Staff and the Technical Advisory Committee recommend the Transportation Policy Board approve the 2019-2022 Transportation Improvement Program including the 2019-2022 Project Call recommended awards and Highway/Transit/Grouped project listings.

PURPOSE AND EXECUTIVE SUMMARY

Project Call

CAMPO initiated a call for projects in December 2017. Previously, CAMPO administered calls for the individual funding programs separately; however, this call was bundled and administered simultaneously to expedite the leveraging of funding and streamline the sponsor applications project selection and allocation processes. The project call allocates the projected funding for the next four years.

In order to administer these programs and ensure an effective and equitable distribution of funding, CAMPO evaluated projects through performance-based criteria developed by staff, reviewed by the Technical Advisory Committee, and approved by the Transportation Policy Board. The selection criteria, dependent on the project type, focused on three major areas: performance measures, cost/benefit analysis, and project readiness.

From October 2017 through January 2018, CAMPO provided workshops and webinars for local project sponsors to provide training on the updated project selection criteria, applications process, federal program requirements, project readiness, and local government project procedures. The project call closed on January 19, 2018 and staff have evaluated the submittals, conducted analyses of the submitted materials, and produced a recommended portfolio of projects to be presented to the public, Technical Advisory Committee and finally the Transportation Policy Board for approval. The Transportation Policy Board discussed the draft final program of activities for the 2019-2022 TIP at their April 9, 2018 meeting. The Technical Advisory Committee recommended approval of the Recommended Project list at the April 23, 2018 meeting.

Additional Options

After the recommended portfolio was developed, staff received several funding request changes and removed a duplicate project. These changes resulted in additional funding available for the Transportation Policy Board (TPB) to allocate. Staff has developed options for both Category 2 and 7 based on input, which are outlined in the supporting documentation.

For Category 2 funds (approximately \$8 million), the option for the board to consider is derived from

moving down the ranking list to the next eligible projects that fit within the funding availability constraints as had been done for the original recommendation list.

For Category 7 funds (approximately \$1 million), staff developed options for the board to consider in relation to the Transportation Demand Management (TDM) category. During the evaluation process, staff were not able to make objective determinations of value based on the criteria and application submittals. Therefore, staff developed potential options based on Board direction for funding projects in the TDM category. These options include funding CAPCOG's Commute Solutions program for FY 2019 and funding either Capital Metro's MetroRideShare Vanpool Program or the City of Austin's Smart Trips.

In addition to these options, staff received two additional funding option requests directly from sponsors in regard to the Category 7 funding. One option was developed by individuals from CAPCOG, Capital Metro, the City of Austin, and Travis County. This option would fund the all three TDM programs for FY 2019 only and leave the remaining funds in reserve. Staff also received a request from the City of Lockhart. The City of Lockhart's project was scored through the project selection process but not recommended, however the sponsor has formally requested reconsideration of the project.

Development of the 2019-2022 Transportation Improvement Program

In addition to the projects selected through the 2018 call, the 2019-2022 Transportation Improvement Program (TIP) consists of the four-year transportation programs from regional transportation entities including TxDOT-Austin District, Capital Metro, CARTS, and other local sponsors. An opportunity to submit their projects for inclusion in the 2019-2022 TIP and 2040 RTP was opened on February 27, 2018 and closed on March 14, 2018.

From the project call and programs of projects from regional transportation entities, CAMPO is developing the 2019-2022 TIP. The 2019-2022 TIP will also incorporate federally mandated performance measures (Safety and Transit Asset Management targets), grouped project listings, and an impact analysis.

Upon approval of the draft 2019-2022 TIP, staff will add a financial summary for the highway and transit project listings to be included with the Statewide Transportation Improvement Program, as well as funding information and MPO IDs to those projects approved through the project call.

Approval of the project call selection and overall 2019-2022 TIP is required on May 7th in order to meet the federal requirements and include the projects in the Statewide Transportation Improvement Program (STIP).

FINANCIAL IMPACT

The project call will allocate an estimated 4-year, \$400 million program of transportation funding. The additional program of projects includes \$2.2 billion from TxDOT - Austin District and \$245 million from Capital Metro. A financial summary for the entire program of projects will be included in the finalized 2019-2022 TIP document after Transportation Policy Board approval for Federal Transit Administration and Federal Highway Administration approvals.

SUPPORTING DOCUMENTS

Attachment A – *Project Evaluation and Recommendation Report*

Attachment B – *Map Brochure*

Attachment C – *2019-2022 Transportation Improvement Program*

Attachment D – *Community Outreach Report*

Attachment E – *Project Selection Criteria*

Attachment F – *Resolution (2018-5-7a) and (2018-5-7b) Draft*

Attachment G – *Funding Option Letters*

Attachment A

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Project Evaluation and Recommendation Report

April 2018



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Overview

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for allocating certain federal and state funds for transportation projects in the six-county capital region. In order to administer these funding programs and ensure an effective and equitable distribution to project sponsors, CAMPO developed a project evaluation and selection process with an emphasis on several key factors.

Regional Perspective – The six-county CAMPO region includes Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties and includes a diverse mix of urban, suburban, and rural areas each experiencing unique transportation challenges. CAMPO has strived to ensure that the selection criteria and process take these differences into consideration with a balanced, regional approach to addressing the needs of the transportation system.

Transparency – A major goal for the project scoring and selection process is to provide a mechanism for transparent decision-making in allocating funding projects for the region. CAMPO will make the process and resulting outcomes clear to all stakeholders including project sponsors and the public.

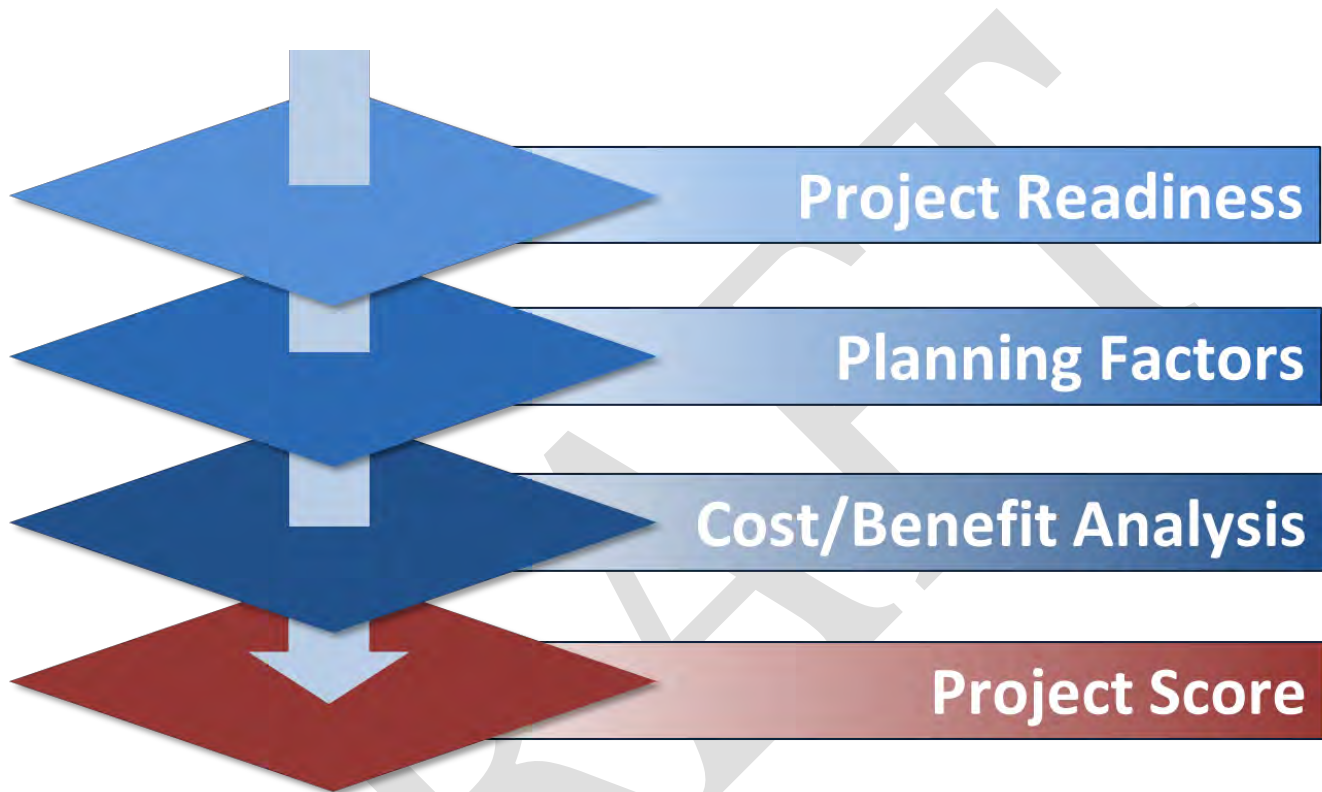
Objectivity – The process has been designed to be an objective evaluation that emphasizes performance-based, results-driven outcomes. Projects are being recommended based on objective criteria and analysis that demonstrate the direct, measurable impacts of a project.

Data-Support – Project evaluations require robust information to support the project applications and evaluation process. The supporting information has been thoroughly evaluated to ensure that only accurate, informative data was used to evaluate a project.

Accountability – This process was developed because CAMPO is delegated the responsibility for allocating funding and is accountable for selecting projects that provide the most value for the regional transportation system. CAMPO is also accountable for ensuring that the funding is spent efficiently and effectively by project sponsors which will be emphasized through project readiness and the continual monitoring of projects as they continue through the development process and beyond.

Scoring Process

The scoring process evaluated submitted projects in three important areas. The first part of the process determined if the project were ready for the phase and fiscal year in which the project sponsor was requesting funding. If a project was determined to be ready, it was then scored through Planning Factors and a Cost/Benefit Analysis.



Schedule

Date	Item
10/23/2017	Sponsor Workshop (Travis County)
10/25/2017	Sponsor Workshop (Hays, Caldwell, Bastrop County)
11/3/2017	Sponsor Workshop (Williamson and Burnet County)
11/7/2017	Sponsor Workshop (ACEC)
11/13/2017	Project Selection Criteria Approval
11/22/2017	Sponsor Webinar (Criteria Review)
12/8/2017	Sponsor Webinar (Application Form Review)
12/11/2017	Application Period Opens
1/3/2018	Sponsor Webinar (Project Call Guidance)
1/10/2018	Sponsor Webinar (Project Call Guidance and TDC Information)
1/19/2018	Application Period Closes (COB, 5:00 p.m. Central Time)
1/19/2018	Cost-Benefit Analysis, Planning Factor Scoring and Portfolio Development
3/26/2018	Technical Advisory Committee – Information
4/2/2018	Public Comment Period Opens
4/9/2018	Transportation Policy Board – Information
4/9/2018	Public Hearing
4/23/2018	Technical Advisory Committee – Recommendation
4/30/2018	Public Comment Period Closes
5/7/2018	Transportation Policy Board – Approval
TBD	Project Call Sponsor Workshop (Awarded Sponsors)

Readiness Evaluations

During the initial evaluation period, project applications were reviewed for readiness to determine which projects should move forward in the scoring process. Applications that successfully moved forward provided sufficient information both in the application and supporting documentation that demonstrated that the fundamental development steps had been taken to achieve the phase of the project being requested.

Preliminary Engineering:

Projects that requested preliminary engineering funding were required to demonstrate sufficient planning for the proposed project. Projects were not considered ready for the preliminary engineering phase if the project and application did not demonstrate sufficient planning including adequate identification of the project need and development of the proposed project design.

Right-of-Way:

No stand-alone Right-of-Way (ROW) projects were submitted through the project call, however many sponsors requested ROW acquisition funds in conjunction with the preliminary engineering phase, construction phase, or both. In order for ROW acquisition to be considered, projects were evaluated on whether or not the ROW needs had been definitively identified and assessed and how the phase would impact the implementation of the project. Many projects were not considered ready for ROW acquisition funding if the project was not far enough along in development to provide an accurate cost estimate of ROW acquisition.

Construction Phase:

Projects that requested construction funding were required to demonstrate that the project was far enough along in the development process to ensure successful construction implementation. This determination was dependent on various factors including scope complexity, design progress, ROW acquisition, environmental issues, and stakeholder support. In short, projects funded for construction required a clear, defined path to implementation. Projects were not considered ready if fundamental decisions about the project were not in place or demonstrated by the application and supporting documentation including unidentified design, scope of work elements, or ROW acquisition needs.

Planning Factor Evaluations

All applications were evaluated for planning factors regardless of readiness determination to ensure a balanced and complete evaluation of the project. The application forms self-scored the projects dependent on the responses provided by the sponsor. This self-score was illustrative only to provide the sponsor an idea of how the project would score. The final score was only assigned after dual, independent reviews of the responses and supporting materials had taken place.

As a competitive point-based process, the planning factor section responses and self-scores varied substantially by sponsor and project. Application evaluations focused on verifying that the response was sufficient, addressed the planning factor, and that supporting documentation was provided as needed. Points were deducted from the application for two primary causes:

Insufficient Response

Responses were deemed insufficient if they did not adequately address the planning factor and question; the responses had to clearly correspond to the planning factor and provide sufficient detail. If the response did not provide enough information or address the intent of the planning factor, points were deducted.

Insufficient Supporting Documentation

Supporting documentation was required for verification of the responses in the application. If information provided in the response was not able to be verified by the supporting documentation, points were deducted. In cases where the supporting documentation did not clearly verify the response, reviewers would verify information ascertainable through readily available resources.

Cost-Benefit Analysis

Once readiness and planning factors were considered, applications were evaluated with a cost-benefit analysis (CBA) step. The purpose of the CBA step was to determine investment value relative to other submittals relative to each other by category. The methodology for the analysis, outlined in the project call materials on the CAMPO website in greater detail, was distinct by project type but included common elements of understanding submittals in terms of benefits due to travel time savings, safety improvement cost-effectiveness, reduced fuel consumption, and/or increased travel time reliability. As an example, roadway category projects were evaluated for increased travel time savings as independent projects in either the regional travel demand model or Syncro analysis, depending on project size and scale, in order to consider the project in the context of anticipated growth. Applications submitting previously prepared CBA evaluations were independently verified to the extent possible for consistency.

Though all projects were scored from the planning factor perspective, not all applications were able to receive a cost-benefit analysis score for various reasons including: insufficient progress of the project regarding the scope, insufficient supporting details on expected or design demand, readiness issues, or other factors. Results of the overall project scoring show that due to the split Planning Factor-CBA weighting of the overall adopted process from the multiple steps, not all projects required a full CBA-based score to receive recommendation.

As noted at the project call, this step is not intended to represent a full cost-benefit analysis of the projects for their independent merit, rather a framework to rank and compare projects with each other by incorporating a CBA-based methodology to the evaluation process as approved by the CAMPO Transportation Policy Board. The Transportation Policy Board retains the final authority on recommending projects for the 2019-2022 TIP.

Recommendation Development

The proposed portfolio has been developed using all objective information available to make the most informed recommendation possible. Projects that passed the initial screening were ranked by category based on the planning factors scores and cost-benefit analysis as applicable. The rankings were the primary foundation in the development of the project recommendations, however other factors influenced the final determination including, but not limited to, sponsor and funding eligibility, regional significance, potential conflicts with other transportation projects, concerns with project development status, or cost-effectiveness.

The project recommendation process began after all projects that passed the readiness screening had been scored. Projects were ranked within their respective categories based on the planning factors and cost-benefit analysis as applicable and then evaluated individually starting with the highest-ranking project. Funding was then allocated beginning with Transportation Alternative Set-Aside (Category 9), before moving to Mobility and Congestion (Category 2) funding, and finally Surface Transportation Block Grant (Category 7) funding; moving from the most restrictive funding source to the most flexible. This process included a complete review of the project through the following steps:

- 1) Readiness and Deliverability** - Many projects that went through the entire scoring process, including the initial readiness evaluation, were not recommended based on information that was reviewed during the recommendation period that impacted the projects readiness position including potential risk from conflicting projects and development processes that were still underway that impact the deliverability of the project.
- 2) Eligibility** - Projects were screened for eligibility for the different type of available funding. Projects were screened against the requirements outlined by the Federal Government in the Guide to Federal-Aid Programs and Projects for Surface Transportation Block Grant (Category 7) and Transportation Alternative Set-Aside (Category 9) funding. Project were screened and coordinated with TxDOT for eligibility for Mobility and Congestion (Category 2) funding.
- 3) Category 9** – Transportation Alternatives Set-Aside (TASA) funds were assigned to projects in the Active Transportation category which contained nearly \$63,000,000.00 of requested funding with less than \$10,000,000.00 in available funds. Projects were assigned as ranked unless the sponsor was ineligible for funding, the project cost was too high to be accommodated with the funding left available after the previous allocations, or there were additional concerns with the cost-effectiveness of the project.
- 4) Category 2** – Mobility and Congestion funds were assigned funding to projects in the Roadway and ITS/Operations categories which contained nearly \$1,100,000,000.00 in eligible requests against \$250,000,000.00 in available funds. Because of the more specific eligibility requirements for Category 2, projects determined eligible were assigned as ranked.

5) Category 7 - Surface Transportation Block Grant funds were eligible to be assigned to projects in all project categories. As the most flexible funding available, projects were funded with other sources as eligible, before being considered for these funds. After taking into account projects that did not pass the screening, and those assigned from another funding source, there was nearly \$900,000,000.00 in eligible requested funding against \$200,000,000.00 in available funds. Projects were considered both within and across categories with an emphasis on the overall value added to the regional transportation system.

DRAFT

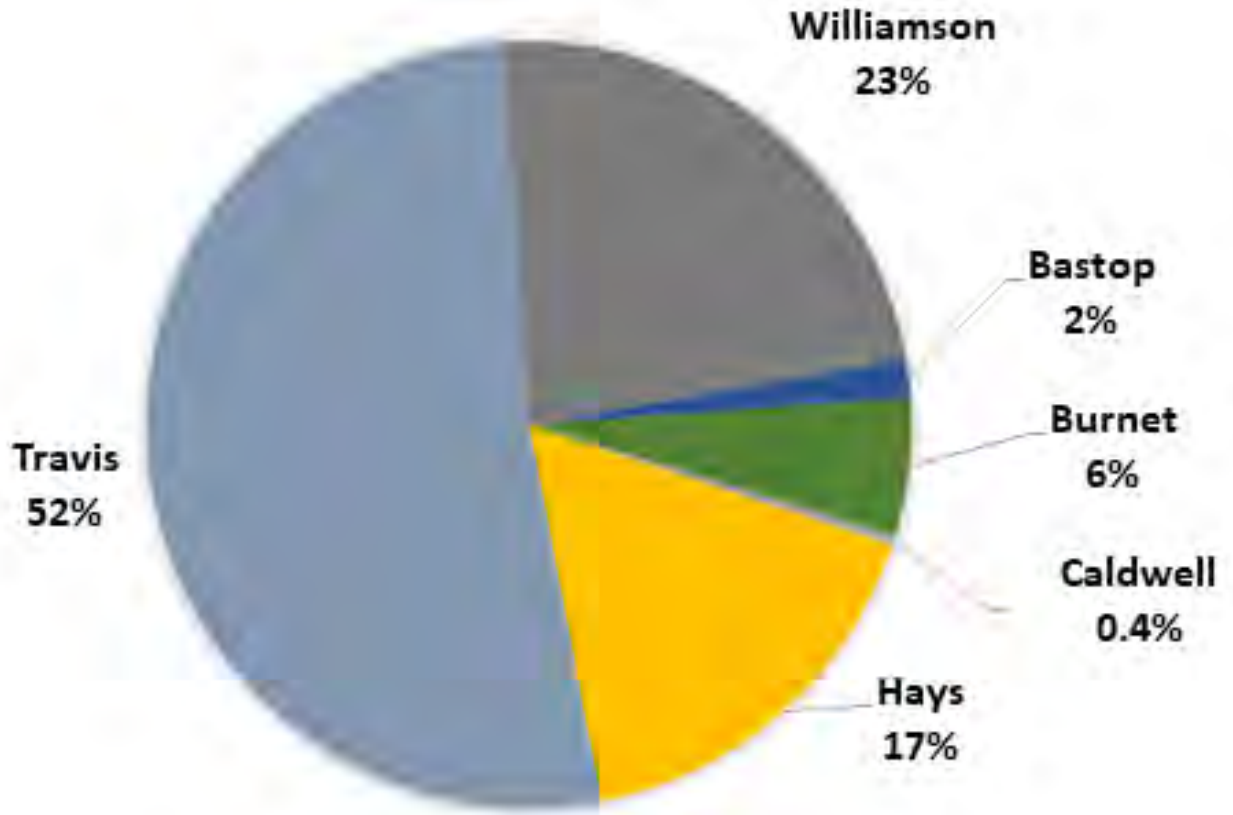
Recommended Portfolio Analysis

Travel Time Savings - CAMPO used the travel demand model to understand travel time benefits from the recommended portfolio of projects using the same method as the individual project evaluations. If implemented as planned and designed, the recommended portfolio of projects would result in a current value of approximately \$2.4 billion in travel time savings over a 20-year period for the region, or approximately 5 percent of vehicle-hours-traveled savings by 2040. This estimate does not include savings from the additional ITS/Operations improvements, small scale/intersection improvements, or other projects already committed by TxDOT, CapMetro, CARTS and local jurisdictions.

Transit Support - The recommended portfolio contains many projects that support transit in the region. In addition to the transit-specific category, projects in all other categories were awarded points for including transit supportive elements and thus ranked higher as a result. Within the recommended portfolio, CAMPO was able to verify a minimum of \$57 million of the funding recommendation that directly includes transit elements. This minimum is derived from projects that self-reported transit supportive elements and provided sufficient documentation to confirm and award the points. An additional \$75 million of self-reported transit supportive elements could not be verified because of insufficient documentation and were not awarded points. With these considerations between 14 and 33 percent of the recommended portfolio is transit supportive.

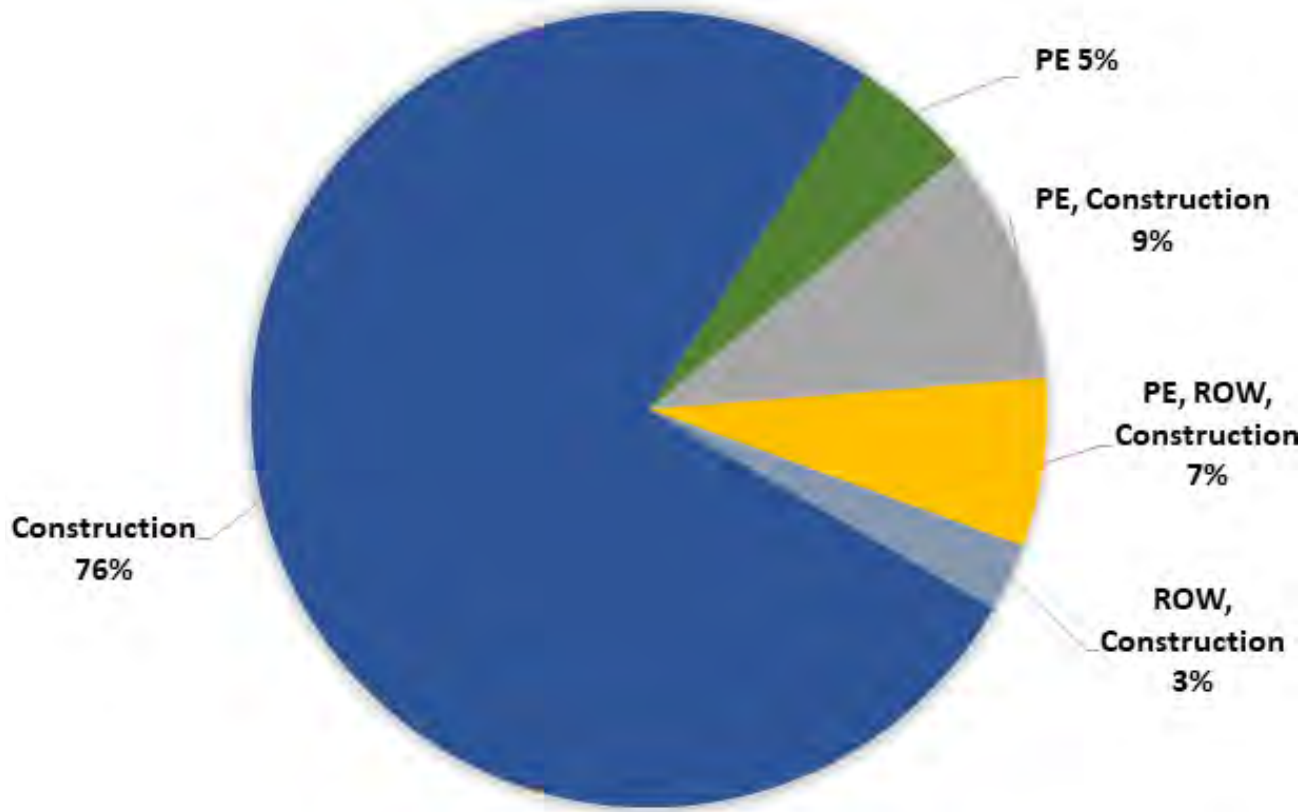
Bicycle and Pedestrian Support - The recommended portfolio contains many projects that support multimodal travel including bicycle and pedestrian facilities. In addition to the Active Transportation category, projects in all other categories were awarded points for including bicycle and pedestrian elements and thus ranked higher as a result. Within the recommended portfolio, CAMPO was able to verify a minimum of \$237 million of the funding recommendation that directly includes bicycle and pedestrian elements. This minimum is derived from projects that self-reported bicycle and pedestrian elements and provided sufficient documentation to confirm and award the points. An additional \$102 million of self-reported bicycle and pedestrian elements could not be verified because of insufficient documentation and were not awarded points. With these considerations between 53 and 75 percent of the recommended portfolio includes bicycle and pedestrian elements.

Funding by County



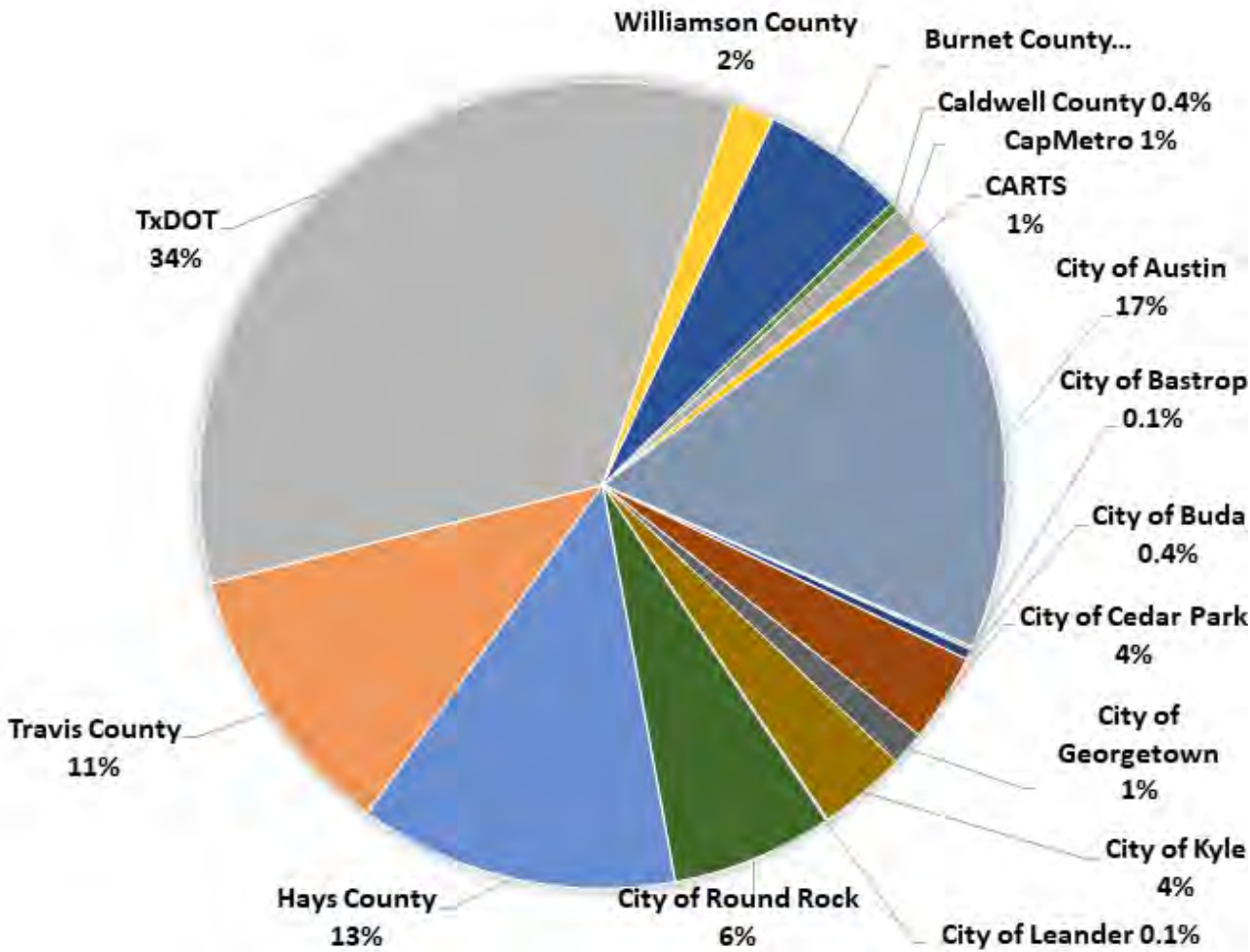
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Funding by Phase



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Funding by Sponsor



Appendix A: Recommended Projects

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Recommended Projects

Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	FY	Phase	Project Cost	Funding Request
CMTA1RD	Capital Metro		Travis	North Lamar/Airport Blvd	Airport Blvd	N. Lamar	Grade separation of Metrorail Red Line and N. Lamar Blvd.	2019	PE	\$5,872,181.00	\$4,697,745.00
HC8RD	Hays County		Hays	FM 2001	Sun Bright Blvd.	FM 2001	Upgrade to a four-lane divided with new traffic signals and pedestrian improvements	2019	Construction	\$8,818,000.00	\$5,808,000.00
TC6RD	Travis County	TxDOT	Travis	FM 1626	Brodie Lane	Manchaca Rd. (FM 2304)	Widen from a two-lane to a five-lane road with continuous turn-lane	2019	PE, ROW, Construction	\$16,812,400.00	\$11,200,000.00
CORR1RD	City of Round Rock	Williamson County	Williamson	University Boulevard	A.W. Grimes (FM 1460)	Co. Rd. 110	Reconstruct two-lane facility with shoulders to four-lane divided roadway with left-turn lanes	2019	Construction	\$11,900,000.00	\$6,300,000.00
COB2RD	City of Buda		Hays	RM 967 (Main St.)	Austin St.	China/Ash St	Intersection improvements	2019	Construction	\$1,730,000.00	\$1,384,000.00
COA14RD	City of Austin		Travis	West Rundberg Lane	Burnet Road	Metric Blvd.	Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection	2019	Construction	\$10,592,884.00	\$8,800,000.00
HC7RD	Hays County		Hays	FM 621	De Zavala Drive	CR 266/ Old Bastrop Hwy	Widen roadway with center turn lane	2019	Construction	\$5,144,000.00	\$4,080,000.00
COA5RD	City of Austin		Williamson	Lakeline Blvd	Lyndhurst Blvd	Parmer Lane	Add two additional travel lanes and upgrade bicycle facilities and sidewalks	2019	PE, Construction	\$23,100,000.00	\$13,700,000.00
HC2RD	Hays County		Hays	RM 967	FM 1626	Oak Forest Drive	Widen roadway with center turn lane	2019	Construction	\$5,824,000.00	\$4,252,000.00
HC6RD	Hays County		Hays	FM 110	Intersection at SH 123		Grade separated overpass	2019	Construction	\$7,279,000.00	\$5,217,000.00
HC1RD	Hays County		Hays	Lime Kiln Road	Post Road	Hilliard Road	Realignment and intersection improvements	2019	Construction	\$5,786,000.00	\$4,178,000.00
HC5RD	Hays County		Hays	FM 110	East of SH 123	East of I-35 at Yarrington	Construct two-lane roadway	2019	Construction	\$118,380,000.00	\$30,000,000.00
COA7RD	City of Austin		Travis	Slaughter Lane	N. Mopac Expressway	Brodie Lane	Convert existing four-lane to six-lane divided roadway with shared use path and intersection improvements	2019	PE, Construction	\$22,875,000.00	\$12,581,000.00

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COA13RD	City of Austin		Travis	William Cannon	Running Water Drive	McKinney Falls Pkwy	Convert existing two-lane to four-lane divided roadway with shared use path and intersection improvements	2019	PE, Construction	\$21,364,000.00	\$11,750,000.00
CORR2RD	City of Round Rock	Williamson County	Williamson	Kenney Fort Blvd, Seg. 2. 3	Forest Creek Drive	SH 45 North	Construction of a limited access six-lane divided major arterial with shared use path	2019	Construction	\$27,430,180.00	\$12,250,000.00
BUC1RD	Burnet County	TxDOT	Burnet	Wirtz Dam Road	RM 1431	RM 2147	Bridge and approaches	2019	PE	\$2,981,250.00	\$2,981,250.00
WC6RD	Williamson County		Williamson	RM 2243	183A	IH 35	New location roadway	2019	PE	\$158,300,000.00	\$8,900,000.00
HC4RD	Hays County		Hays	US 290	Intersection at Trautwein Rd.		Intersection improvements	2019	Construction	\$1,508,000.00	\$1,049,000.00
CC1RD	Caldwell County		Caldwell	FM 150/Yarrington Road	SH 21 (Hays)	SH 130 (Caldwell)	7-mile extension of FM 150, 10-mile extension of Yarrington road	2019	PE	\$121,933,935.00	\$1,725,000.00
COG3RD	City of Georgetown		Williamson	Williams Drive			Access Management	2019	PE, Construction	\$1,930,000.00	\$1,380,000.00
TxDOT (1) ITS	TxDOT			HERO Program Expansion			Continue and expand the HERO Program	2019	Construction	\$30,576,704.00	\$24,461,363.00
TxDOT (7) ITS	TxDOT			FM 734 (Parmer)	SH 45-N	US 290-E	ITS Deployment	2019	Construction	\$9,144,100.00	\$6,192,225.00
CARTS (1) Transit	CARTS			Eastside Bus Plaza	Shady at E. Cesar Chavez		Construction of a bus plaza and passenger terminal	2019	Construction	\$5,000,000.00	\$3,000,000.00
COA3AT	City of Austin		Travis	Violet Crown Trail North	Home Depot Boulevard	MoPac Expressway and William Cannon Drive	1.2 mile 12-foot wide natural composite trail	2019	Construction	\$2,600,000.00	\$1,177,000.00
COB1AT	City of Bastrop		Bastrop	Loop 150/SH 71/Water St/Main St	Old Austin Highway	Walnut Street	Complete 1.8 mile 'River Loop' shared-use path	2019	Construction	\$664,000.00	\$475,200.00
COA7AT	City of Austin	Capital Metro	Travis	Pedestrian Safety and Transit Connections Project			Construct 10 pedestrian hybrid beacons	2019	PE, Construction	\$1,668,000.00	\$1,167,600.00
COL1AT	City of Leander		Williamson	S. West Drive Sidewalk	Horseshoe Dr.	Lion Dr	Construct .23 mile sidewalk on S West Drive	2019	PE, Construction	\$244,610.00	\$244,610.00
COA5AT	City of Austin	Travis County	Travis	Austin to Manor Phase II Urban Trail	Decker and Lindell Lane	Ben E. Fisher Park	12-foot concrete trail from Lindell Ln to Manor, Texas (approximately 2.9 miles)	2019	Construction	\$7,800,000.00	\$3,773,000.00
COSM1AT	City of San Marcos		Hays	Wonder World Drive	At Hunters Road		Intersection Improvements	2019	Construction	\$700,000.00	\$450,000.00
CAMPO(5)ST	CAMPO	Movability Austin		Regional Transportation Demand Management (TDM Study)			Development of regional TDM implementation strategies	2019	Construction	\$360,000.00	\$300,000.00

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City of Austin (1) ITS	City of Austin		Travis	Vehicle Detection			Procure and install vehicle detection at 400 signalized intersections	2019-2022	Construction	\$11,200,000.00	\$8,960,000.00
TxDOT (3) ITS	TxDOT			RM 620/SH 71	US 183	US 290	ITS Deployment	2019-2022	Construction	\$15,581,173.00	\$10,544,227.00
City of Austin (3) ITS	City of Austin		Travis	Traffic Monitoring System			Expand the Traffic Monitoring System including 275 CCTV cameras and video management system	2019-2022	Construction	\$1,400,000.00	\$1,120,000.00
TxDOT (5) ITS	TxDOT			SH 71	SH 130	Norwood Lane	ITS Deployment	2019-2022	Construction	\$1,223,200.00	\$826,450.00
TxDOT (4) ITS	TxDOT			RM 2222	Loop 360	I-35	ITS Deployment	2019-2022	Construction	\$5,809,800.00	\$3,934,903.00
City of Austin (4) ITS	City of Austin		Travis	Emergency/Transit Vehicle Signal Priority			Enhance the Advanced Transportation Management System (ATMS)	2019-2022	Construction	\$7,280,000.00	\$5,824,000.00
TC5RD	Travis County	TxDOT	Travis	RM 1826	US 290 West	Travis County Line	Improve current facility to a four-lane divided arterial with bicycle and pedestrian facilities	2020	PE	\$49,240,000.00	\$4,320,000.00
CORR3RD	City of Round Rock		Williamson	Gattis School Road, Seg. 6	Sonoma Trail	Red Bud Lane	Widen from four to six-lanes including intersection improvements, raised median and turn-lanes	2020	Construction	\$22,120,000.00	\$9,100,000.00
COA8RD	City of Austin		Travis	Braker Lane	Dawes Place	Samsung Blvd.	Extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	2020	Construction	\$19,800,000.00	\$11,240,000.00
TC1RD	Travis County		Travis	Braker Lane North	Samsung Blvd.	Harris Branch Parkway	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	2020	ROW, Construction	\$22,715,790.00	\$11,737,000.00
COCP1RD	City of Cedar Park		Williamson	New Hope Dr.	Ronald Reagan Blvd.	CR 175/Sam Bass Rd.	Widen and extend as a new four-lane divided roadway with bicycle and pedestrian facilities	2020	Construction	\$20,778,100.00	\$12,403,200.00
TxDOT (2) ITS	TxDOT			Loop 360	Loop 1 (MoPac)	SH 71	ITS Deployment	2020	Construction	\$8,274,044.00	\$5,599,304.00
COBU1AT	City of Buda		Hays	FM 2001	Overpass Road/FM 2001	FM 119/Old Goforth Road	Construct a 10' wide multi-use path for pedestrian and bicycle traffic along the east side of FM 2001 and Overpass Road	2020	PE, Construction	\$500,000.00	\$400,000.00

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City of Kyle (1) Other	City of Kyle	Hays County	Hays	Center Street Rail Siding Project	Burleson Street	Kohlers Crossing	Center Street Rail Siding Relocation	2020	PE, ROW, Construction	\$15,209,034.00	\$15,209,034.00
COG2RD	City of Georgetown		Williamson	RM 2243 (Leander Rd)	Norwood Drive	SW Bypass	Upgrade to a four-lane divided with new traffic signals and pedestrian improvements	2021	Construction	\$9,583,000.00	\$4,500,000.00
TC2RD	Travis County		Travis	Pearce Lane	Kellam Road	Travis/Bastrop County Line	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	2022	Construction	\$25,520,000.00	\$22,000,000.00
BUC14RD	Burnet County	TxDOT	Burnet	US 281	SH 71	Blanco County Line	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders	2021	Construction	\$5,616,000.00	\$5,616,000.00
BUC20RD	Burnet County	TxDOT	Burnet	SH 71	Spur 191	Blanco County Line	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders	2021	Construction	\$9,720,000.00	\$9,720,000.00
BUC12RD	Burnet County	TxDOT	Burnet	SH 29	RM 243 North	Williamson County Line	Reconstruct to four 11-foot lanes, 12-foot continuous turn lane and 5-foot shoulders	2021	Construction	\$5,184,000.00	\$5,184,000.00
BUC18RD	Burnet County	TxDOT	Burnet	US 281	Nature Heights Drive	Lantana Drive	Curb and gutter, sidewalks and shoulders	2021	Construction	\$1,080,000.00	\$1,080,000.00
TxD6RD	TxDOT	City of Smithville	Bastrop	SH 95	LP 230	FM 535	Upgrade from a 2-lane rural to a 3-lane urban roadway with continuous left-turn lane	2021	Construction	\$8,985,397.00	\$6,537,686.00
COCP1AT	City of Cedar Park		Williamson	Brushy Creek North Fork Trail	Parmer Lane	Brush Creek Road	Construct 3-mile shared-use path along Brushy Creek North Fork	2021	Construction	\$4,152,510.00	\$2,672,408.00
CAMPO(1)ST	CAMPO	City of Buda		FM 1626/RM 957 Intersection			Land use and transportation nodal analysis	2021	Construction	\$200,000.00	\$160,000.00
CAMPO(2)ST	CAMPO	City of Buda		Garlic Creek Parkway			Corridor and connectivity analysis	2021	Construction	\$350,000.00	\$280,000.00
CAMPO(3)ST	CAMPO	City of Austin		Bergstrom Spur			Feasibility analysis of an abandoned rail corridor	2021	Construction	\$350,000.00	\$280,000.00
TxD11RD	TxDOT	City of Cedar Park	Williamson	FM 734	RM 1431	SH 45	Upgrade to a six-lane divided roadway	2022	Construction	\$62,430,286.00	\$28,800,000.00
TxD16RD	TxDOT	City of Lakeway	Travis	RM 620	SH 71	Aria Dr/Cavalier Dr.	Upgrade existing four-lane roadway to a six-lane divided roadway	2022	Construction	\$37,039,200.00	\$18,000,000.00

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TxD17RD	TxDOT	City of Lakeway	Travis	RM 620	Aria Dr/Cavalier Dr.	Oak Grove Blvd.	Upgrade existing four-lane roadway to a six-lane divided roadway	2022	Construction	\$60,827,900.00	\$41,000,000.00
CAMPO(4)ST	CAMPO	City of Dripping Springs		US 290/RM 12 & Mercer District			Land use, corridor and node analysis	2022	Construction	\$450,000.00	\$360,000.00
CAMPO(6)ST	CAMPO	City of San Marcos		San Marcos - Southwestern Hays Sub-Regional Study			Land use, corridor and node analysis	2022	Construction	\$1,000,000.00	\$800,000.00

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Category 2 - Additional Funding Option

Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	FY	Phase	Project Cost	Funding Request
BUC16RD	Burnet County	TxDOT	Burnet	US 281	At RM 1431		Intersection Improvements	2021	Construction	\$1,620,000.00	\$1,620,000.00
HC3RD	Hays County		Hays	RM 3237	RM 150	RM 12	Construct turn-lanes at intersections and new roundabout	2020	Construction	\$9,470,000.00	\$6,630,000.00

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Category 7- Additional Funding Option 1

Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	FY	Phase	Project Cost	Funding Request
CAPCOG1TDM	CAPCOG			Regional Commute Solutions Program			Continue the Commute Solutions program	2019	Construction	\$2,306,250.00	\$250,000.00
CM1TDM	Capital Metro			MetroRideShare Vanpool Program			Expand the MetroRideShare program outside the Capital Metro service area within the CAMPO region	2019	Construction	\$605,880.00	\$605,880.00

Category 7- Additional Funding Option 2

Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	FY	Phase	Project Cost	Funding Request
CAPCOG1TDM	CAPCOG			Regional Commute Solutions Program			Continue the Commute Solutions program	2019	Construction	\$2,306,250.00	\$250,000.00
COA1TDM	City of Austin	Capital Metro	Travis	Smart Trips Austin			Expand the Smart Trips program to four additional central Austin neighborhoods	2019	Construction	\$1,200,000.00	\$720,000.00

Category 7- Additional Funding Option 3 (Submitted by Sponsors)

Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description*	FY	Phase	Project Cost	Funding Request
CAPCOG1TDM	CAPCOG			Regional Commute Solutions Program			Continue the Commute Solutions program	2019	Construction	\$2,306,250.00	\$250,000.00
COA1TDM	City of Austin	Capital Metro	Travis	Smart Trips Austin			Expand the Smart Trips program to four additional central Austin neighborhoods	2019	Construction	\$1,200,000.00	\$180,000.00
CM1TDM	Capital Metro			MetroRideShare Vanpool Program			Expand the MetroRideShare program outside the Capital Metro service area within the CAMPO region	2019	Construction	\$605,880.00	\$71,280.00
N/A	N/A	N/A	N/A	N/A			In Reserve.	2020	N/A	N/A	\$498,720.00

*Scope descriptions based on applications and original funding amounts. Subject to change.

Appendix B: Project Rankings

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Roadway Project Rankings

Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	PF Aggregate	Safety	VHT Savings	Total Score
CMTA1RD	Capital Metro		Travis	North Lamar/Airport Blvd	Airport Blvd	N. Lamar	Grade separation of Metrorail Red Line and N. Lamar Blvd.	40	24.1	18.75	82.85
HC8RD	Hays County		Hays	FM 2001	Sun Bright Blvd.	FM 2001	Upgrade to a four-lane divided with new traffic signals and pedestrian improvements	39	25	17.4	81.4
COG2RD	City of Georgetown		Williamson	RM 2243 (Leander Rd)	Norwood Drive	SW Bypass	Upgrade to a four-lane divided with new traffic signals and pedestrian improvements	30	23.1	23.6	76.7
COA6RD	City of Austin		Travis	North Lamar	Parmer Lane	Howard Lane	Implement safety and multimodal improvements	45	11.4	18	74.4
TC6RD	Travis County	TxDOT	Travis	FM 1626	Brodie Lane	Manchaca Rd. (FM 2304)	Widen from a two-lane to a five-lane road with continuous turn-lane	37.5	19.8	15.5	72.8
CORR1RD	City of Round Rock	Williamson County	Williamson	University Boulevard	A.W. Grimes (FM 1460)	Co. Rd. 110	Reconstruct two-lane facility with shoulders to four-lane divided roadway with left-turn lanes	28.5	17.9	25	71.4
TC5RD	Travis County	TxDOT	Travis	RM 1826	US 290 West	Travis County Line	Improve current facility to a four-lane divided arterial with bicycle and pedestrian facilities	32.5	14.2	24.3	71
COB2RD	City of Buda		Hays	RM 967 (Main St.)	Austin St.	China/Ash St	Intersection improvements	23.5	22.2	21.5	67.2
COA12RD	City of Austin		Travis	South Pleasant Valley Rd.	Slaughter Lane	River Plantation Drive	Expand and extend roadway to a four-lane divided arterial with bicycle and pedestrian facilities	32.5	19.75	11.1	63.4
COA14RD	City of Austin		Travis	West Rundberg Lane	Burnet Road	Metric Blvd.	Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection	32.5	11.11	19.4	63.0
HC7RD	Hays County		Hays	FM 621	De Zavala Drive	CR 266/ Old Bastrop Hwy	Widen roadway with center turn lane	33	24.1	5.6	62.7

*Recommended projects are highlighted in blue.

TC2RD	Travis County		Travis	Pearce Lane	Kellam Road	Travis/Bastrop County Line	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	37.5	13.3	11.8	62.6
COA5RD	City of Austin		Williamson	Lakeline Blvd	Lyndhurst Blvd	Parmer Lane	Add two additional travel lanes and upgrade bicycle facilities and sidewalks	34	10.8	16.7	61.5
HC2RD	Hays County		Hays	RM 967	FM 1626	Oak Forest Drive	Widen roadway with center turn lane	33	23.5	4.2	60.7
CC1RD	Caldwell County		Caldwell	FM 150/Yarrington Road	SH 21 (Hays)	SH 130 (Caldwell)	7-mile extension of FM 150, 10-mile extension of Yarrington road	38	19.1	1.4	58.5
COG3RD*	City of Georgetown		Williamson	Williams Drive			Access Management	35	22.8	0	57.8
TC1RD	Travis County		Travis	Braker Lane North	Samsung Blvd.	Harris Branch Parkway	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	35	10.5	12.2	57.7
HC6RD	Hays County		Hays	FM 110	Intersection at SH 123		Grade separated overpass	32.5	24.7	0	57.2
CORR3RD	City of Round Rock		Williamson	Gattis School Road, Seg. 6	Sonoma Trail	Red Bud Lane	Widen from four to six-lanes including intersection improvements, raised median and turn-lanes	36	12.3	8.3	56.6
HC1RD	Hays County		Hays	Lime Kiln Road	Post Road	Hilliard Road	Realignment and intersection improvements	31	24.4	0.7	56.1
HC5RD	Hays County		Hays	FM 110	East of SH 123	East of I-35 at Yarrington	Construct two-lane roadway	27.5	13.6	13.9	55
COA7RD	City of Austin		Travis	Slaughter Lane	N. Mopac Expressway	Brodie Lane	Convert existing four-lane to six-lane divided roadway with shared use path and intersection improvements	32.5	6.5	16	55
COA13RD	City of Austin		Travis	William Cannon	Running Water Drive	McKinney Falls Pkwy	Convert existing two-lane to four-lane divided roadway with shared use path and intersection improvements	30	14.20	9	53.2

*Recommended projects are highlighted in blue.

COA8RD	City of Austin		Travis	Braker Lane	Dawes Place	Samsung Blvd.	Extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	29	10.5	13.2	52.7
CORR2RD	City of Round Rock	Williamson County	Williamson	Kenney Fort Blvd, Seg. 2. 3	Forest Creek Drive	SH 45 North	Construction of a limited access six-lane divided major arterial with shared use path	22.5	7.7	20.8	51
TxD17RD	TxDOT	City of Lakeway	Travis	RM 620	Aria Dr/Cavalier Dr.	Oak Grove Blvd.	Upgrade existing four-lane roadway to a six-lane divided roadway	25	6.5	18.8	50.3
TxD16RD	TxDOT	City of Lakeway	Travis	RM 620	SH 71	Aria Dr/Cavalier Dr.	Upgrade existing four-lane roadway to a six-lane divided roadway	25	6.5	18.8	50.3
TxD6RD	TxDOT	City of Smithville	Bastrop	SH 95	LP 230	FM 535	Upgrade from a 2-lane rural to a 3-lane urban roadway with continuous left-turn lane	27.5	22.8	0	50.3
HC4RD	Hays County		Hays	US 290	Intersection at Trautwein Rd.		Intersection improvements	31	4.6	14.6	50.2
BUC1RD	Burnet County	TxDOT	Burnet	Wirtz Dam Road	RM 1431	RM 2147	Bridge and approaches	17.5	9.6	22.9	50
TxD11RD	TxDOT	City of Cedar Park	Williamson	FM 734	RM 1431	SH 45	Upgrade to a six-lane divided roadway	30	9.6	10.4	50
BUC14RD	Burnet County	TxDOT	Burnet	US 281	SH 71	Blanco County Line	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders	32.5	17.3	0	49.8
BUC20RD	Burnet County	TxDOT	Burnet	SH 71	Spur 191	Blanco County Line	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders	32.5	17.3	0	49.8
COCP1RD	City of Cedar Park		Williamson	New Hope Dr.	Ronald Reagan Blvd.	CR 175/Sam Bass Rd.	Widen and extend as a new four-lane divided roadway with bicycle and pedestrian facilities	20	7.4	22.2	49.6
BUC12RD	Burnet County	TxDOT	Burnet	SH 29	RM 243 North	Williamson County Line	Reconstruct to four 11-foot lanes, 12-foot continuous turn lane and 5-foot shoulders	27.5	20.7	0	48.2

*Recommended projects are highlighted in blue.

WC6RD	Williamson County		Williamson	RM 2243	183A	IH 35	New location roadway	32.5	15.4	0	47.9
BUC18RD	Burnet County	TxDOT	Burnet	US 281	Nature Heights Drive	Lantana Drive	Curb and gutter, sidewalks and shoulders	42.5	5.2	0	47.7
COB3RD	City of Buda		Hays	New Collector	Cabelas Dr.	Goforth Rd	Build a two-lane collector with bicycle and pedestrian facilities	25	21.6	0	46.6
BUC10RD	Burnet County	TxDOT	Burnet	RM 1431	The Manzano Mile	4.9 Miles East	Reconstruct to two 12-foot lanes and 12-foot paved shoulders	25	20.1	0.7	45.8
TC3RD	Travis County		Travis	Lohman Ford Road	Lago Vista City Limit	Point Venture City Limits	Widen existing facility	22.5	21.9	0.7	45.1
BUC8RD	Burnet County	TxDOT	Burnet	US 281	PR 4	RM 1855	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders	37.5	4	0	41.5
BUC16RD	Burnet County	TxDOT	Burnet	US 281	At 1431		Intersection improvements	37.5	4	0	41.5
TC7RD	Travis County		Travis	Cuernavaca Drive	RM 2244	Mecca Road	Widen existing lanes, add shoulders, and turn lanes at intersections	22.5	18.2	0.7	41.4
HC3RD	Hays County		Hays	RM 3237	RM 150	RM 12	Construct turn-lanes at intersections and new roundabout	21	20.4	0	41.4
TxD1RD	TxDOT	Caldwell County	Caldwell	SH 304	Bastrop County Line	Caldwell County Line	Add additional paved surface and add 10-foot shoulders and turn lanes	22.5	18.5	0	41
BUC4RD	Burnet County	TxDOT	Burnet	SH 29	Longhorn Railroad	RM 243 North	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 5-foot shoulders	30	9.6	0	39.6
BUC6RD	Burnet County	TxDOT	Burnet	SH 71	US 281	Spur 191	Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders	35	4	0	39
WC1RD	Williamson County		Williamson	Corridor C	Sam Houston at Patriot Way	SH 29	New location roadway	22.5	15.4	0.7	38.6
COK3RD	City of Kyle		Hays	N. Burleson Street	Miller Street	Marketplace/Burelson Roundabout	Reconstruct existing two-lane roadway to three-lane roadway	20	14.5	0.7	35.2
COCP2RD	City of Cedar Park	TxDOT	Williamson	RM 1431/ Whitestone Blvd	Bagdad Road	West of Anderson Mill Rd.	Widen existing four-lane to a six-lane divided roadway with	25	9.9	0	34.9

*Recommended projects are highlighted in blue.

							turn lane and pedestrian facilities				
TxD2RD	TxDOT	Bastrop County	Bastrop	SH 304	FM 535	Caldwell County Line	Add additional paved surface and add 10-foot shoulders and turn lanes	22.5	8.6	3.5	34.6
COA11RD	City of Austin		Travis	South Pleasant Valley Rd.	Onion Creek Drive	Nuckols Crossing Rd.	Extend roadway as a four-lane divided arterial with bicycle and pedestrian facilities and includes a bridge over Onion Creek	22.5	11.73	0	34.2
TxD18RD	TxDOT		Travis	FM 812	US 183	SH 130	Upgrade existing two-lane roadway to a four-lane divided roadway	17.5	13.3	2.8	33.6
TxD7RD	TxDOT	Burnet County	Burnet	SH 29	Summit Ridge	RM 243 South	Add five-foot shoulder and a continuous left turn lane	22.5	4	6.3	32.8
TxD12RD	TxDOT	City of Austin	Travis	SH 71	Dalton Lane	Thornberry Rd.	Construct westbound frontage roads	30	2.5	0	32.5
COA10RD	City of Austin		Travis	Pearce Lane	FM 973	Kellam Road	Add two additional travel lanes, bicycle facilities, sidewalks, and raised median	30	0.9	0.7	31.6
TxD19RD	TxDOT		Travis	FM 812	SH 130	Piland Triangle	Upgrade existing two-lane roadway to a four-lane divided roadway	17.5	13.3	0	30.8
TxD3RD	TxDOT	Bastrop County	Bastrop	SH 304	Trigg Road	FM 535	Add additional paved surface and add 10-foot shoulders and turn lanes	22.5	5.6	2	30.1
WC4RD	Williamson County		Williamson	Southeast Corridor	SH 130/FM 3349/Corridor A	FM 3349/SH 95/US79	New location roadway	25	2.2	0	27.2
TxD13RD	TxDOT	City of Austin	Travis	FM 973	US 290	SH 130	Realign and widen from a two-lane minor arterial to a four-lane divided major arterial	7.5	19.1	0	26.6
TxD10RD	TxDOT	City of Round Rock	Williamson	FM 1431	Sam Bass Road	IH 35	Upgrade existing four-lane roadway to a six-lane divided roadway	17.5	7.4	0	24.9
TxD20RD	TxDOT		Travis	RM 2244	Rollingwood Drive	Motebello Road	Add left-turn lane	12.5	8.6	0	21.1
TxD5RD	TxDOT	City of Lockhart	Caldwell	SH 142 Courthouse Square	Main Street	Commerce Street	Roadway realignment and sidewalk improvement projects	17.5	1.5	0.7	19.7

*Recommended projects are highlighted in blue.

ITS/Operations Project Rankings

Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	Planning Factor	CBA Ratio
City of Austin (1) ITS	City of Austin		Travis	Vehicle Detection			Procure and install vehicle detection at 400 signalized intersections	95	24.8
TxDOT (5) ITS	TxDOT			SH 71	SH 130	Norwood Lane	ITS Deployment	85	16
City of Austin (3) ITS	City of Austin		Travis	Traffic Monitoring System			Expand the Traffic Monitoring System including 275 CCTV cameras and video management system	95	15.1
City of Austin (4) ITS	City of Austin		Travis	Emergency/Transit Vehicle Signal Priority			Enhance the Advanced Transportation Management System (ATMS)	85	14.2
TxDOT (2) ITS	TxDOT			Loop 360	Loop 1 (MoPac)	SH 71	ITS Deployment	90	13.5
TxDOT (7) ITS	TxDOT			FM 734 (Parmer)	SH 45-N	US 290-E	ITS Deployment	85	13.5
TxDOT (1) ITS	TxDOT			HERO Program Expansion			Continue and expand the HERO Program	95	9.8
TxDOT (3) ITS	TxDOT			RM 620/SH 71	US 183	US 290	ITS Deployment	95	8.3
TxDOT (6) ITS	TxDOT			Loop 111	I-35	US 183	ITS Deployment	85	3.8
TxDOT (4) ITS	TxDOT			RM 2222	Loop 360	I-35	ITS Deployment	85	2.8
TxDOT (8) ITS	TxDOT			FM 969	Lamar Boulevard	SH 130	ITS Deployment	85	2.8

Transit Project Rankings

Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	Planning Factor	CBA
Capital Metro (1) Transit	Capital Metro			MetroRail Platform Extensions	Plaza Saltillo Station	Leander Station	Modify eight Metrorail stations to accommodate 2-car trains	75	N/A
Capital Metro (2) Transit	Capital Metro	CARTS		Regional Fare System			Installation of a regional fare collection system	70	N/A
CARTS (1) Transit	CARTS			Eastside Bus Plaza	Shady at E. Cesar Chavez		Construction of a bus plaza and passenger terminal	90	N/A
City of Round Rock (1) Transit	City of Round Rock			Bus Stop Lighting			Purchase of solar bus stop lighting systems.	50	N/A

*Recommended projects are highlighted in blue.

Active Transportation Project Rankings

Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	Planning Factor	CBA	Total Score	Rank
COA7AT	City of Austin	Capital Metro	Travis	Pedestrian Safety and Transit Connections Project			Construct 10 pedestrian hybrid beacons	0.87	0.94	0.89	1
COA3AT	City of Austin		Travis	Violet Crown Trail North	Home Depot Boulevard	MoPac Expressway and William Cannon Drive	1.2 mile 12-foot wide natural composite trail	0.85	0.59	0.78	2
COA6AT	City of Austin	Bike Share of Austin	Travis	Bike Share Expansion			Install 25 new bikeshare stations in Austin's central core	0.71	1	0.78	3
COBA1AT	City of Bastrop		Bastrop	Loop 150/SH 71/Water St/Main St	Old Austin Highway	Walnut Street	Complete 1.8 mile 'River Loop' shared-use path	0.76	0.82	0.78	4
COSM3AT	City of San Marcos		Hays	Sessom Drive	Yale Street	N. Comanche Street	Roundabout and intersection improvements	0.79	0.47	0.71	5
COBU1AT	City of Buda		Hays	FM 2001	Overpass Road/FM 2001	FM 119/Old Goforth Road	Construct a 10' wide multi-use path for pedestrian and bicycle traffic along the east side of FM 2001 and Overpass Road	0.65	0.88	0.71	6
COA1AT	City of Austin		Travis	YBC Trail Segment 1	MoPac Mobility Bridges	Southwest Parkway	1.46-mile 12-foot wide concrete trail and Southwest Parkway overpass	0.9	0.06	0.69	7
COSM1AT	City of San Marcos		Hays	Wonder World Drive	At Hunters Road		Intersection improvements	0.68	0.71	0.69	8
COA4AT	City of Austin		Travis	Shoal Creek Trail	W 10th Street	W 15th Street	Reconstruct existing trail as 12-foot concrete section meeting ADA standards	0.85	0.12	0.67	9
COA5AT	City of Austin	Travis County	Travis	Austin to Manor Phase II Urban Trail	Decker and Lindell Lane	Ben E. Fisher Park	12-foot concrete trail from Lindell Ln to Manor, Texas (approximately 2.9 miles)	0.8	0.24	0.66	10
COA2AT	City of Austin		Travis	Shoal Creek Trail	W 5th Street	W 10th Street	Reconstruct existing trail as 12-foot concrete section meeting ADA standards	0.75	0.35	0.65	11
COSM2AT	City of San Marcos		Hays	Sessom Drive	N. Comanche Street	N. LBJ Drive	Construct shared-use path	0.65	0.65	0.65	12
COL1AT	City of Leander		Williamson	S. West Drive Sidewalk	Horseshoe Dr.	Lion Dr	Construct .23 mile sidewalk on S West Drive	0.55	0.76	0.6	13
CODS1AT	City of Dripping Springs		Hays	Old Fitzhugh Road	Mercer Street	RM 12	Multimodal design enhancement	0.66	0.29	0.57	14
COCP1AT	City of Cedar Park		Williamson	Brushy Creek North Fork Trail	Parmer Lane	Brush Creek Road	Construct 3-mile shared-use path along Brushy Creek North Fork	0.55	0.53	0.54	15
TSU1AT	Texas State University		Hays	Comanche Street	Woods Street	Student Center Drive	Construct new pedestrian bridge	0.55	0.18	0.46	16
HC1AT	Hays County		Hays	Sawyer Ranch Road	Meadow Creek Drive	Belterra Drive	Design and construct a shared use path	0.46	0.41	0.45	17

*Recommended projects are highlighted in blue.

TDM Project Rankings

Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	Planning Factor	CBA
CAPCOG1TDM	CAPCOG			Regional Commute Solutions Program			Implement the Commute Solution program	85	N/A
CM1TDM	Capital Metro			MetroRideShare Vanpool Program			Expand the MetroRideShare program within the CAMPO region	85	N/A
COA1TDM	City of Austin	Capital Metro	Travis	Smart Trips Austin			Implement the Smart Trips program for four additional neighborhoods	85	N/A
TSU1TDM	Texas State University		Hays	None given	Woods St - Comanche St	Woods St-Moon St	Purchase of Autonomous Vehicle	45	N/A

Other Project Rankings

Application ID	Sponsor	Co-Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	Planning Factor	CBA
City of Bastrop (1) Other	City of Bastrop		Bastrop	Agnes Street Extension	Agnes Street	SH 304	Extend Agnes Street as a MAD-4	N/A	N/A
City of Kyle (1) Other	City of Kyle	Hays County	Hays	Center Street Rail Siding Project	Burleson Street	Kohlers Crossing	Center Street Rail Siding Relocation	N/A	N/A

*Recommended projects are highlighted in blue.



Benefits of New Criteria

- Complies with HB 20 requirements by
- Using performance-based measures to determine project selection
- Considering project-readiness in scoring projects
- Using local goals and objectives unique to the CAMPO region
- Including points for projects addressing congestion and safety, serving underserved populations, minimizing impacts to the environment, and supporting economic development
- Complies with FAST Act performance-based planning
- Offers a more transparent and fair process for scoring projects and allocating limited transportation funding
- Encourages multi-modal project implementation by scoring modes separately
- Allows project sponsors to self-score



Wirtz Dam Road
Bridge and approaches.
Burnet County / TxDOT, PE
\$2,981,250 / BUC1RD



SH 29
Reconstruct to four 11-foot lanes, 12-foot continuous turn lane and 10-foot shoulders.
Burnet County / TxDOT, Construction
\$5,184,000 / BUC12RD



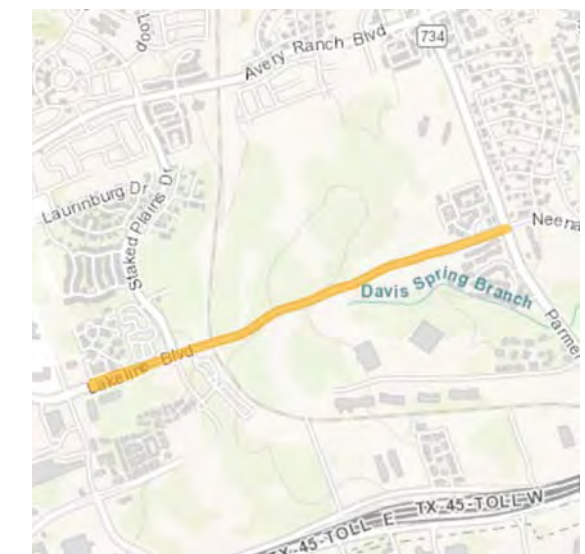
US 281
Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders.
Burnet County / TxDOT, Construction
\$5,616,000 / BUC14RD



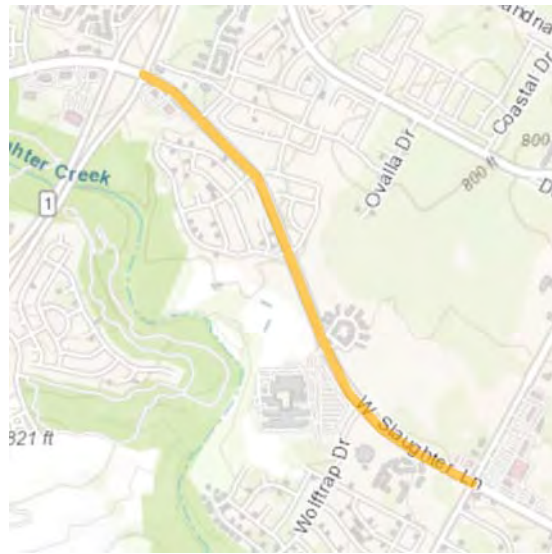
US 281
Curb and gutter, sidewalks and shoulders.
Burnet County / TxDOT, Construction
\$1,080,000 / BUC18RD



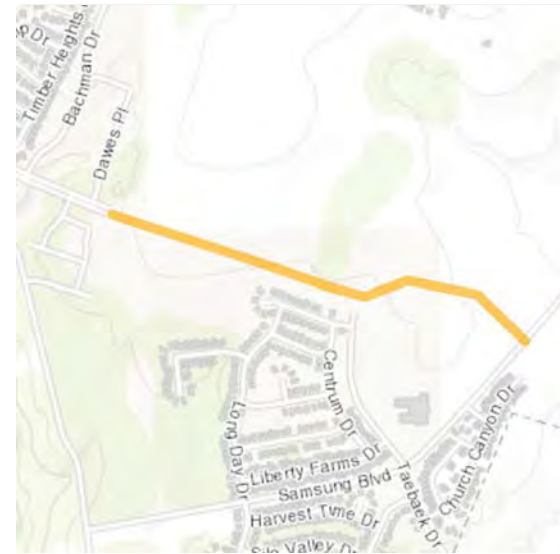
SH 71
Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders.
Burnet County / TxDOT
\$9,720,000 / BUC20RD



Lakeline Blvd
Add two additional travel lanes and upgrade bicycle facilities and sidewalks.
City of Austin, PE, Construction
\$13,700,000 / CAO5RD



Slaughter Lane
 Convert existing four-lane to six-lane roadway.
 City of Austin, PE, Construction
 \$12,581,000 / CAO7RD



Braker Lane
 Extend roadway as four-lane divided with bike and pedestrian facilities.
 City of Austin, Construction
 \$11,240,000 / COA8RD



William Cannon
 Convert existing two-lane to four-lane divided roadway.
 City of Austin, PE, Construction
 \$11,750,000 / COA13RD



West Rundberg Lane
 Extend roadway as four-lane major arterial.
 City of Austin, Construction
 \$8,800,000 / COA14RD



North Lamar / Airport Blvd
 Grade separation of Metrorail Red Line and N. Lamar Blvd.
 Capital Metro, PE
 \$4,697,745 / CMTA1RD



COB2RD RM 967 (Main St.)
 Intersection improvements.
 City of Buda, Construction
 \$1,384,000 / COB2RD



New Hope Dr.
 Widen and extend as four-lane roadway.
 City of Cedar Park, Construction
 \$12,403,200 / COCP1RD



FM 150/Yarrington Rd.
 7-mile extension of FM 150, 10-mile extension of Yarrington Rd.
 Caldwell County, PE
 \$1,725,000 / CC1RD

For more details and project descriptions associated with the project ID numbers shown here, please visit www.campotexas.org/open-house/2019-2022-project-call/ or call **512.215.8225**





Williams Drive
Access management
City of Georgetown, PE, Construction
\$1,380,000 / COG3RD



University Blvd.
Reconstruct to four-lane divided roadway.
City of Round Rock/ Williamson County,
Construction
\$6,300,000 / CORR1RD



Kenney Fort Blvd, Seg. 2.3
Construct limited access six-lane divided
major arterial roadway.
City of Round Rock / Williamson County
\$12,250,000 / CORR2RD



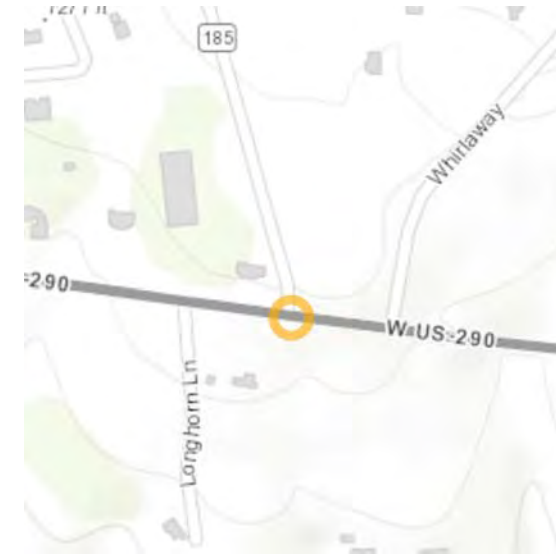
Gattis School Road, Seg. 6
Widen from four-lane to six-lanes.
City of Round Rock, Construction
\$9,100,000 / CORR3RD



Braker Lane North
Extend as four-lane roadway with bike and
pedestrian facilities.
Travis County, ROW, Construction
\$11,737,000 / TC1RD



Lime Kiln Road
Realignment and intersection improvements
Hays County, Construction
\$4,178,000 / HC1RD



US 290
Intersection improvements
Hays County, Construction
\$1,049,000 / HC4RD



FM 110
Construct two-lane roadway
Hays County, Construction
\$30,000,000/HC5RD

For more details and project descriptions associated with the project ID numbers shown here,
please visit www.campotexas.org/open-house/2019-2022-project-call/ or call **512.215.8225**





FM 110
Grade separated overpass
Hays County, Construction
\$5,217,000 / HC6RD



FM 621
Widen roadway with center turn lane
Hays County, Construction
\$4,080,000 / HC7RD



FM 2001
Upgrade to four-lane divided with new signals
and pedestrian improvements.
Hays County, Construction
\$5,808,000 / HC8RD



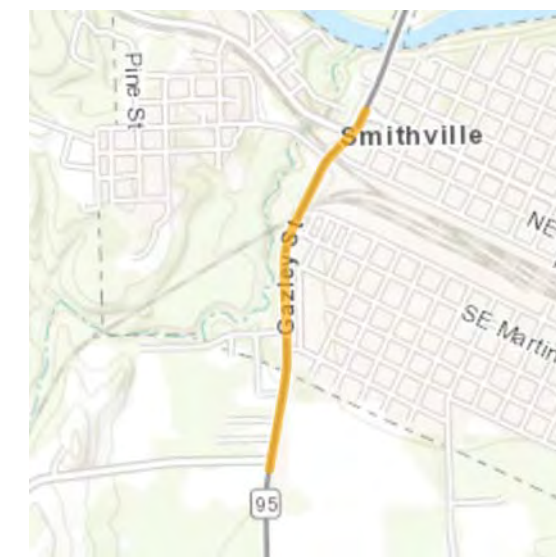
Pearce lane
Widen from 2-lane to four-lane with
bike and pedestrian facilities.
Travis County, Construction
\$17,600,000 / TC2RD



RM 1826
Improve to four-lane divided arterial
with bike and pedestrian facilities.
Travis County / TxDOT, PE
\$4,320,000 / TC5RD



FM 1626
Widen from two-lane to five-lane.
Travis County / TxDOT, PE ROW
Construction
\$14,000,000 / TC6RD



SH 95
Upgrade from 2-lane rural to 3-lane urban
roadway.
TxDOT / City of Smithville, Construction
\$6,537,686 / TxD6RD



SH 29
Add five-foot shoulder and continuous left
turn lane.
TxDOT / Burnet County, Construction
\$5,192,778 / TxD8RD

For more details and project descriptions associated with the project ID numbers shown here,
please visit www.campotexas.org/open-house/2019-2022-project-call/ or call **512.215.8225**





FM 734
Upgrade to a six-lane divided roadway.
TxDOT / City of Cedar Park, Construction
\$28,800,000 / TxD11RD



RM 620
Upgrade from four-lane to six-lane divided.
TxDOT / City of Lakeway, Construction
\$18,000,000 / TxD16RD



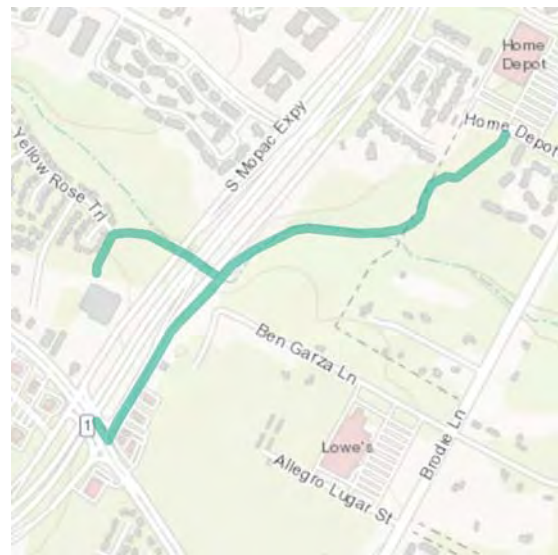
RM 620
Upgrade from four-lane to six-lane divided.
TxDOT / City of Lakeway, Construction
\$41,000,000 / TxD17RD



RM 2243 (Leander Rd.)
Upgrade to four-lane divided with bike and pedestrian facilities.
City of Georgetown, Construction
\$4,500,000 / COG2RD



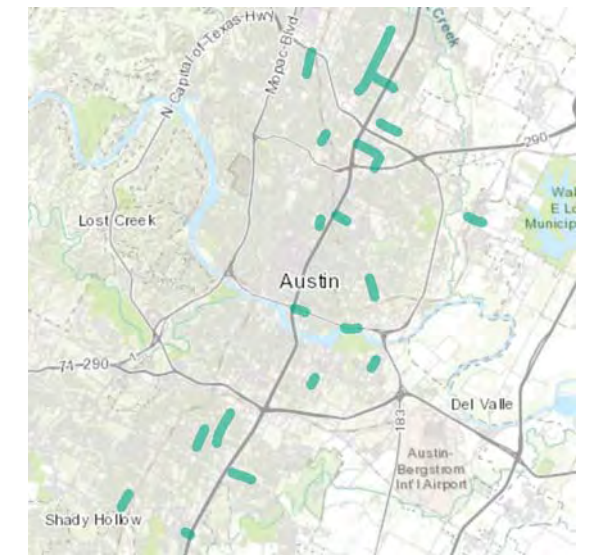
RM 2243
New location roadway.
Williamson County, PE
\$8,900,000 / WC6RD



Violet Crown Trail North
1.2 mile 12-foot wide natural composite trail.
City of Austin, Construction
\$1,177,000 / COA3AT



Austin to manor Phase II Urban Trail
2.9 mile 12-foot concrete trail.
City of Austin / Travis County, Construction
\$3,773,000 / COA5AT



Pedestrian Safety and Transit Connections
Construct 10 pedestrian hybrid beacons.
City of Austin, PE/ Construction
\$1,167,600 / COA7AT

For more details and project descriptions associated with the project ID numbers shown here,
please visit www.campotexas.org/open-house/2019-2022-project-call/ or call 512.215.8225

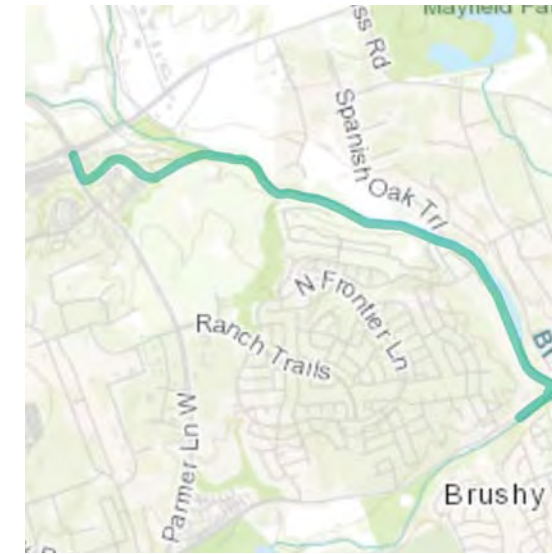




Loop 150 / SH 71 / Water St / Main St
Complete 1.8 mile shared path.
City of Bastrop, Construction
\$475,200 / COB1AT



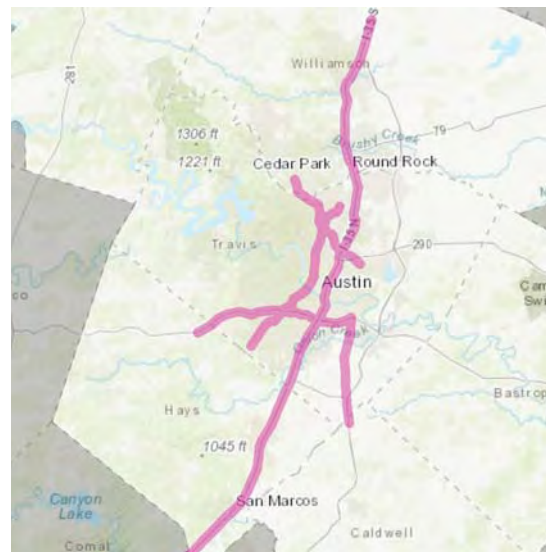
FM 2001
Construct 10' wide multi-use path.
City of Buda, PE, Construction
\$400,000 / COBU1AT



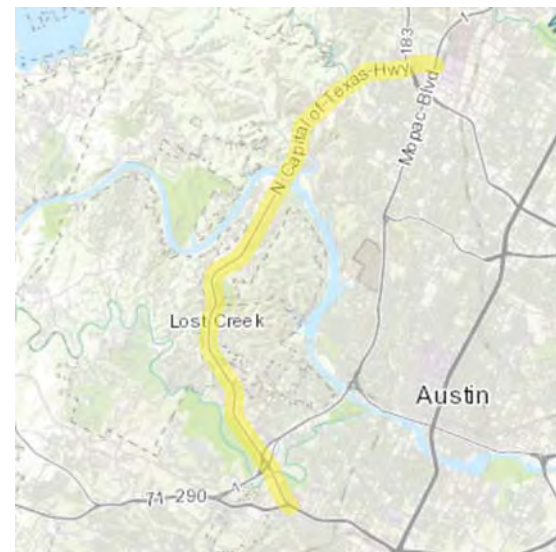
Brushy Creek North Fork Trail
Construct 3-mile shared use path.
City of Cedar Park, Construction
\$2,672,408 / COCP1AT



S. West Drive Sidewalk
Construct 0.23 mile sidewalk
City of Leander, PE, Construction
\$244,610 / COL1AT



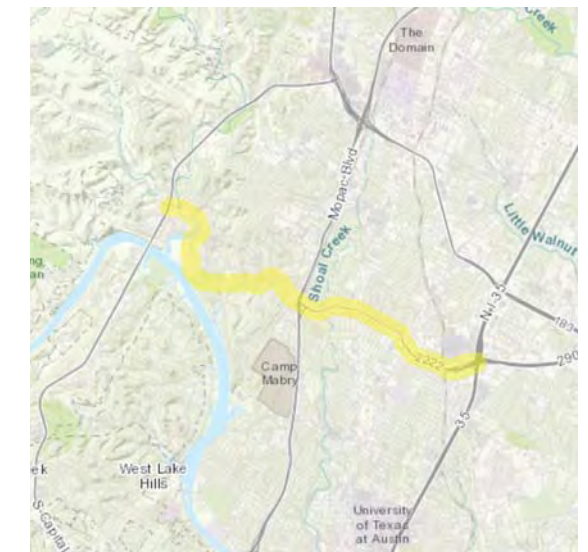
HERO Program Expansion
Continue and expand the HERO
Program
TxDOT, Construction
\$24,461,363 / TxDOT (1) ITS



Loop 360
ITS Deployment
TxDOT, Construction
\$5,599,304 / TxDOT (2) ITS



RM 620/SH 71
ITS Deployment
TxDOT, Construction
\$10,544,227 / TxDOT (3) ITS



RM 222
ITS Deployment
TxDOT, Construction
\$3,934,903 / TxDOT (4) ITS

For more details and project descriptions associated with the project ID numbers shown here,
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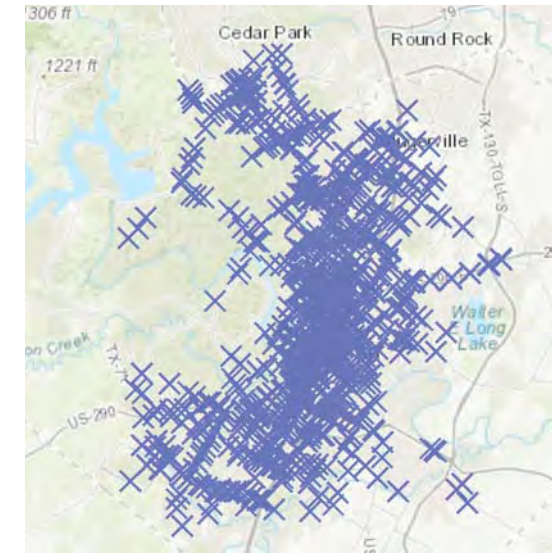




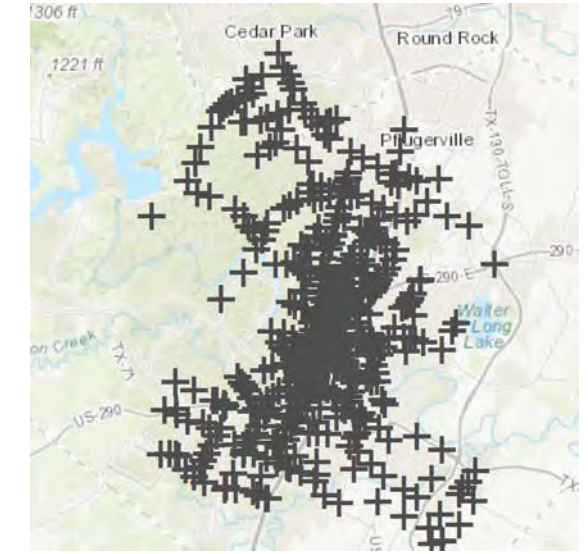
SH 71
ITS Deployment
TxDOT, Construction
\$826,450/ TxDOT (5) ITS



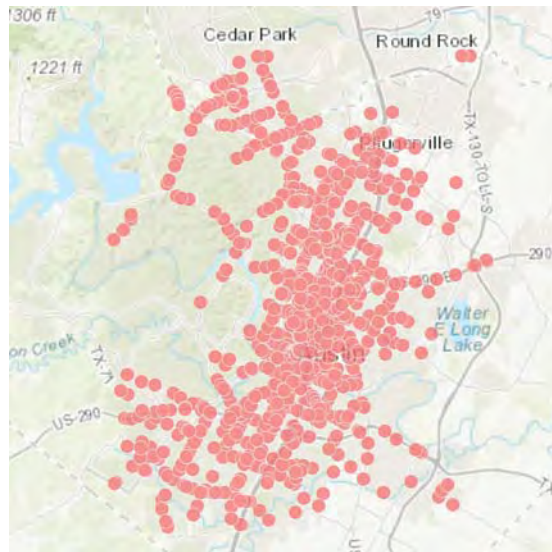
FM 734 (Parmer)
ITS Deployment
TxDOT, Construction
\$6,192,225/ TxDOT (7) ITS



Vehicle Detection
Installation at 400 signalized intersections
City of Austin, Construction
\$8,960,000/ City of Austin (1) ITS



Traffic Monitoring System
Addition of 275 CCTV cameras
City of Austin, Construction
\$1,120,000 / City of Austin (3) ITS



Emergency/Transit Vehicle Signal Priority
Enhancements to management system
TxDOT, Construction
\$5,824,000 / City of Austin (4) ITS



Eastside Bus Plaza
Construction of bus plaza and passenger terminal
CARTS, Construction
\$3,000,000 / CARTS (1) Transit

For more details and project descriptions associated with the project ID numbers shown here,
please visit www.campotexas.org/open-house/2019-2022-project-call/ or call 512.215.8225



Attachment C

2019-2022 Transportation Improvement Program

(Draft Copy)

May 2018



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Overview

The Capital Area Metropolitan Planning Organization (CAMPO), established in 1973, serves as the federally-designated Metropolitan Planning Organization (MPO) for the six-county Capital region in central Texas. CAMPO coordinates regional transportation planning and funding within Bastrop, Burnet, Caldwell, Hays, Travis and Williamson counties, municipalities, and transportation providers.

In cooperation with the state transportation department and transit operators, CAMPO develops the Transportation Improvement Program (TIP). The four-year program lists all federal funded highway and transit projects in addition to regionally significant projects. This program must also be consistent with the long-range Regional Transportation Plan.

In developing the TIP, CAMPO provides citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties with a reasonable opportunity to comment on the proposed program. According to Texas Administrative Code, Title 43, Chapter 16, Section 101(b), the TIP shall be updated and approved at least every two years. The TIP development process, including public involvement activities and opportunities for public review and comment, is being used to satisfy program or project requirements of the Federal Transit Administration Urbanized Area Formula Program.

To maintain consistency throughout the TIP, a set of General Policies and TIP Modification and Amendment Policies and Procedures have been developed to govern the TIP and its associated projects. These policies and procedures are listed below.

Highway Project Listings

Highway project listings include projects funded through the Federal Highway Administration (FHWA), Texas Department of Transportation and local sponsors whose projects are required to be individually listed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each project listing is independently reviewed and approved directly by FHWA.

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Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Bastrop	0114-05-037	US 290	C, PE, ROW		TxDOT	2019	
Limits (From):	1.0 Miles East of FM 696				MPO ID:	11-00027-00		
Limits (To):	8.864 Miles East of FM 696				Revision Date:			
Description:	Reconstruct existing 4-Lane undivided roadway to a 4-Lane divided roadway				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$1,744,240.31							
Right-of-Way:	\$3,491,829.00	1	\$0.80	\$0.20	\$0.00	\$0.00	\$0.00	\$1.00
Construction:	\$35,596,740.99	2	\$16,320,000.00	\$4,080,000.00	\$0.00	\$0.00	\$0.00	\$20,400,000.00
Construction Engineering	\$1,740,680.63	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$402,243.17	4	\$14,240,000.00	\$3,560,000.00	\$0.00	\$0.00	\$0.00	\$17,800,000.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$1,480,824.43	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$44,456,558.53	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$30,560,000.80	\$7,640,000.20	\$0.00	\$0.00	\$0.00	\$38,200,001.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Bastrop	0114-06-029	US 290	C, PE, ROW		TxDOT	2019	
Limits (From):	FM 2104				MPO ID:	11-00028-00		
Limits (To):	Lee C/L				Revision Date:			
Description:	Reconstruct existing 4-Lane undivided roadway to a 4-Lane divided roadway				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$850,075.09							
Right-of-Way:	\$9,036,255.00	1	\$0.80	\$0.20	\$0.00	\$0.00	\$0.00	\$1.00
Construction:	\$17,348,471.22	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$848,340.24	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$196,037.72	4	\$13,600,000.00	\$3,400,000.00	\$0.00	\$0.00	\$0.00	\$17,000,000.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$721,696.40	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$29,000,875.67	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$13,600,000.80	\$3,400,000.20	\$0.00	\$0.00	\$0.00	\$17,000,001.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Bastrop	0114-06-039	US 290	C		TxDOT	2019	

Limits (From): 8.864 Miles East of FM 696 **MPO ID:** 11-00029-00

Limits (To): 9.12 Miles East of FM 696 **Revision Date:**

Description: Reconstruct existing 4-Lane undivided roadway to a 4-Lane divided roadway **History:**

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering: \$90,229.37								
Right-of-Way: \$0.00	1	\$0.80	\$0.20	\$0.00	\$0.00	\$0.00	\$1.00	
Construction: \$1,841,415.70	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering \$90,045.23	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies: \$20,808.00	4	\$1,440,000.00	\$360,000.00	\$0.00	\$0.00	\$0.00	\$1,800,000.00	
Indirects: \$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing: \$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders: \$76,602.89	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost: \$2,119,101.19	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total	\$1,440,000.80	\$360,000.20	\$0.00	\$0.00	\$0.00	\$1,800,001.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Bastrop	0265-04-062	SH 21	C, PE, ROW		TxDOT	2019	
Limits (From):	1.187 Miles West of SH 95				MPO ID:	11-00033-00		
Limits (To):	0.668 Miles West of SH 95				Revision Date:			
Description:	Convert Existing 2-Lane 2-Way Frontage Roads To 2-Lane One-Way Frontage Roads Over Colorado River				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,181,346.70							
Right-of-Way:	\$2,435,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$24,109,116.37	2	\$23,809,604.80	\$5,952,401.20	\$0.00	\$0.00	\$0.00	\$29,762,006.00
Construction Engineering	\$1,178,935.79	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$272,433.01	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$1,002,939.24	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$30,179,771.11	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$23,809,604.80	\$5,952,401.20	\$0.00	\$0.00	\$0.00	\$29,762,006.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Bastrop	0265-05-076	SH 21	C, PE, ROW		TxDOT	2019	
Limits (From):	0.668 Miles West of SH 95				MPO ID:	11-00034-00		
Limits (To):	0.268 Miles West of SH 95				Revision Date:			
Description:	Convert Existing 2-Lane Two-Way Frontage Roads To 2-Lane One Way Frontage Roads				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$744,098.09							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$15,185,675.29	2	\$14,932,269.60	\$3,733,067.40	\$0.00	\$0.00	\$0.00	\$18,665,337.00
Construction Engineering	\$742,579.52	3	\$0.00	\$0.00	\$0.00	\$32,600.00	\$0.00	\$32,600.00
Contingencies:	\$171,598.13	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$631,724.09	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$17,475,675.12	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$14,932,269.60	\$3,733,067.40	\$0.00	\$32,600.00	\$0.00	\$18,697,937.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Caldwell	0286-02-034	SH 80	C,E		Hays County	2019	\$750,000.00
Limits (From):	CR 266				MPO ID:	31-00001-00		
Limits (To):	.215 Mi E of CR 266				Revision Date:	7/1/2016		
Description:	Install left turn lane				History:	TPB Resolution 2014-11-4.		
Remarks:	Linked to 0286-01-057							

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$38,597.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$787,686.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$50,254.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$45,528.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$10,161.00	7	\$600,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$750,000.00
Total Cost:	\$932,226.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	\$750,000.00	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$600,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$750,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Caldwell	0914-22-061	VA	C		Caldwell County	2019	
Limits (From):	Various In Caldwell County				MPO ID:	31-00027-00		
Limits (To):	Set-Aside For Projects				Revision Date:			
Description:	Caldwell County STPMM Set-Aside				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$108,748.52						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$2,219,357.47	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$108,526.58	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	4	\$25,078.74	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$92,325.27	\$716,518.40	\$179,129.60	\$0.00	\$0.00	\$0.00	\$895,648.00
Total Cost:	8	\$2,554,036.58	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$716,518.40	\$179,129.60	\$0.00	\$0.00	\$0.00	\$895,648.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0016-16-029	RM 967	C	Buda	TxDOT	2019	\$1,200,000.00
Limits (From):	.13 Mi N of Robert S Light				MPO ID:	41-00004-00		
Limits (To):	.141 Mi S of Robert S Light				Revision Date:	7/1/2016		
Description:	Add Left Turn Lane and Shoulders				History:	TTC MO 114417.		
Remarks:	Linked to 0914-33-068							

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$23,475.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$479,085.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$30,566.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$6,180.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$28,158.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$567,464.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	\$1,200,000.00	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$960,000.00	\$240,000.00	\$0.00	\$0.00	\$0.00	\$1,200,000.00
		Total	\$960,000.00	\$240,000.00	\$0.00	\$0.00	\$0.00	\$1,200,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0285-03-059	RM 12	E,R	Wimberley	City of Wimberley/Hays County	2019	\$200,000.00

Limits (From): .13 Miles North of RM 3237 **MPO ID:** 41-00005-00
Limits (To): .12 Miles South of RM 3237 **Revision Date:** 7/1/2016
Description: Engineering, design, and ROW purchase to add turn lanes and pedestrian crossing. **History:** TPB Resolution 2016-4-6.

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$10,192.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$208,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$13,270.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$2,683.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$12,022.00	7	\$160,000.00	\$0.00	\$0.00	\$40,000.00	\$0.00	\$200,000.00
Total Cost:	\$246,167.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	\$200,000.00	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$160,000.00	\$0.00	\$0.00	\$40,000.00	\$0.00	\$200,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0286-01-057	SH 80	C,E		Hays County	2019	\$750,000.00
Limits (From):	.215 Mi W of CR 266				MPO ID:	41-00006-00		
Limits (To):	CR 266				Revision Date:	7/1/2016		
Description:	Install left turn lane				History:	TPB Resolution 2014-11-4.		
Remarks:	Linked to 0286-02-034							

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$38,597.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$787,686.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$50,254.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$10,161.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$45,528.00	7	\$600,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$750,000.00
Total Cost:	\$932,226.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	\$750,000.00	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$600,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$750,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0805-04-030	RM 3237	E,R	Wimberley	City of Wimberley/Hays County	2019	\$200,000.00

Limits (From): RM 12 **MPO ID:** 41-00008-00
Limits (To): .22 Miles East of RM 12 **Revision Date:** 7/1/2016
Description: Engineering, Design, and ROW purchase to add turn lanes and ped crossing **History:** TPB Resolution 2016-4-6.

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$10,192.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$208,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$13,270.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$2,683.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$12,022.00	7	\$160,000.00	\$0.00	\$0.00	\$40,000.00	\$0.00	\$200,000.00
Total Cost:	\$246,167.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	\$200,000.00	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$160,000.00	\$0.00	\$0.00	\$40,000.00	\$0.00	\$200,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0914-33-068	Robert S Light	C,E,R	Buda	Hays County	2019	
Limits (From):	RM 967 at Robert S. Light Blvd.				MPO ID:	41-00010-00		
Limits (To):	FM 1626				Revision Date:	2/1/2017		
Description:	Construct new roadway				History:			
Remarks:	Linked to CSJ 0016-16-029 and CSJ 3210-01-014.							

Total Project Cost Information	Authorized Funding by Category/Share							
	Amount	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,950,000.00							
Right-of-Way:	\$1,000,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$16,327,545.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$1,000,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$979,653.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$21,257,198.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$6,400,000.00	\$1,600,000.00	\$0.00	\$13,257,198.00	\$0.00	\$21,257,198.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$6,400,000.00	\$1,600,000.00	\$0.00	\$13,257,198.00	\$0.00	\$21,257,198.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	3210-01-014	FM 2770	PE, C	Buda	Hays County	2019	\$2,250,000.00
Limits (From):	.955 Miles South of SL 4				MPO ID:	41-00011-00		
Limits (To):	1.414 Miles South of SL 4				Revision Date:	7/1/2016		
Description:	Add left turn lane and shoulders.				History:	TTC MO 144417		
Remarks:	Linked to CSJ 0914-33-068							

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$47,245.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$964,181.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$61,515.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$12,438.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$52,644.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$1,138,023.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	\$2,250,000.00	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$1,800,000.00	\$450,000.00	\$0.00	\$0.00	\$0.00	\$2,250,000.00
		Total	\$1,800,000.00	\$450,000.00	\$0.00	\$0.00	\$0.00	\$2,250,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0016-16-029	RM 967	C, PE		TxDOT, Hays County	2019	

Limits (From): 0.130 Miles North of Robert S Light **MPO ID:** 41-00163-00
Limits (To): 0.141 Miles South of Robert S Light **Revision Date:**
Description: Add Left Turn Lane And Shoulders **History:**

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$29,883.01							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$609,857.43	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$29,822.03	3	\$0.00	\$0.00	\$0.00	\$1.00	\$0.00	\$1.00
Contingencies:	\$6,891.39	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$33,298.22	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$709,752.08	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$960,000.00	\$240,000.00	\$0.00	\$0.00	\$0.00	\$1,200,000.00
		Total	\$960,000.00	\$240,000.00	\$0.00	\$1.00	\$0.00	\$1,200,001.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0914-33-068	CR	C, PE, ROW		TxDOT, Hays County	2019	
Limits (From):	RM 967 at Robert S. Light Blvd.				MPO ID:	41-00165-00		
Limits (To):	FM 1626				Revision Date:			
Description:	Construct A Single-Lane Two Way Roadway And A Grade-Separated Crossing With The Union Pacific Railroad				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$789,136.10							
Right-of-Way:	\$1.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$16,104,818.27	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$789,136.10	3	\$0.00	\$0.00	\$0.00	\$3,950,000.00	\$0.00	\$3,950,000.00
Contingencies:	\$201,310.23	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$879,323.08	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$18,763,724.78	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$110,291.20	\$27,572.80	\$0.00	\$0.00	\$0.00	\$137,864.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$3,640,000.00	\$910,000.00	\$0.00	\$0.00	\$0.00	\$4,550,000.00
		Total	\$3,750,291.20	\$937,572.80	\$0.00	\$3,950,000.00	\$0.00	\$8,637,864.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0914-33-074	CS	C, PE		City of San Marcos	2019	
Limits (From):	Moore Street				MPO ID:	41-00166-00		
Limits (To):	Bishop Street				Revision Date:			
Description:	Reconstruct Roadway With Multi-Use Path, Sidewalks, And Curb And Gutter				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$507,239.65							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$10,351,829.58	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$506,204.47	3	\$0.00	\$0.00	\$0.00	\$1.00	\$0.00	\$1.00
Contingencies:	\$116,975.67	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$430,636.11	7	\$4,400,000.00	\$0.00	\$0.00	\$1,100,000.00	\$0.00	\$5,500,000.00
Total Cost:	\$11,912,885.48	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$4,400,000.00	\$0.00	\$0.00	\$1,100,001.00	\$0.00	\$5,500,001.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0914-33-077	VA	C, PE		City of San Marcos	2019	

Limits (From): Nine Intersections On_Guadalupe, **MPO ID:** 41-00168-00

Limits (To): Hopkins, Gary & LBJ Streets **Revision Date:**

Description: Downtown San Marcos Pedestrian Improvements **History:**

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$8,901.98							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$181,672.96	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$8,883.81	3	\$0.00	\$0.00	\$0.00	\$1.00	\$0.00	\$1.00
Contingencies:	\$2,052.90	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$7,557.60	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$209,069.25	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$142,516.00	\$0.00	\$0.00	\$35,629.00	\$0.00	\$178,145.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$142,516.00	\$0.00	\$0.00	\$35,630.00	\$0.00	\$178,146.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	1186-01-090	FM 969	C, E, R	Austin	Travis County	2019	\$18,128,600.00
Limits (From):	FM 3177				MPO ID:	51-00022-00		
Limits (To):	FM 973				Revision Date:	2/1/2017		
Description:	Widen FM 969, an existing 4-lane undivided arterial, to provide for a continuous left-turn lane, shoulders, and a sidewalk on one side of the roadway.				History:			
Remarks:	Approved for the Pass Through Finance Program for \$9,538,600.00							

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,140,000.00							
Right-of-Way:	\$1,580,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$13,538,600.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$470,000.00	3	\$0.00	\$9,538,600.00	\$0.00	\$0.00	\$8,590,000.00	\$18,128,600.00
Contingencies:	\$1,400,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$18,128,600.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	\$18,128,600.00	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$9,538,600.00	\$0.00	\$0.00	\$8,590,000.00	\$18,128,600.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	1186-01-091	FM 969	C,E,R	Austin	Travis County	2019	\$10,917,185.00
Limits (From):	FM 973				MPO ID:	51-00022-01		
Limits (To):	Hunters Bend Road				Revision Date:	8/1/2017		
Description:	Widen FM 969, an existing 2-lane undivided arterial, to provide for two additional travel lanes, a continuous left turn lane, shoulders, and a sidewalk on one side of the roadway				History:			
Remarks:	Approved in the Pass Through Finance Program for \$5,274,846							

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$952,946.00							
Right-of-Way:	\$2,000,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$6,311,383.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$43,664.00	3	\$0.00	\$5,274,846.00	\$0.00	\$0.00	\$5,642,339.00	\$10,917,185.00
Contingencies:	\$1,609,192.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$10,917,185.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	\$10,917,185.00	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$5,274,846.00	\$0.00	\$0.00	\$5,642,339.00	\$10,917,185.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0000-00-002	VA	C, E	Austin	Travis County	2019	\$1,278,030.00
Limits (From): Various Locations					MPO ID: 51-00029-00			
Limits (To):					Revision Date: 7/1/2016			
Description: Construct new sidewalk on both sides of Elroy Road within SH 130 right-of-way and a shared use path on FM 973 from Moores Bridge Road to Elroy Road.					History: TPB Resolution 2015-10-6.			
Remarks:								

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$185,300.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$850,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$0.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$76,500.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$166,770.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$1,278,570.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	\$1,278,030.00	9	\$1,022,856.00	\$0.00	\$0.00	\$255,174.00	\$0.00	\$1,278,030.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$1,022,856.00	\$0.00	\$0.00	\$255,174.00	\$0.00	\$1,278,030.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0015-13-396	IH 35	C, PE, ROW		TxDOT	2019	
Limits (From): At Parmer Lane					MPO ID: 51-00184-00			
Limits (To):					Revision Date:			
Description: Reconstruct Intersection					History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$1,174,777.51						
Right-of-Way:	1	\$0.90	\$0.10	\$0.00	\$0.00	\$0.00	\$1.00	
Construction:	2	\$14,625,000.00	\$1,625,000.00	\$0.00	\$0.00	\$0.00	\$16,250,000.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$14,625,000.00	\$1,625,000.00	\$0.00	\$0.00	\$0.00	\$16,250,000.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$1,076,479.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$30,371,592.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total	\$29,250,000.90	\$3,250,000.10	\$0.00	\$0.00	\$0.00	\$32,500,001.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0151-06-142	US 183	C, PE, ROW		TxDOT	2019	
Limits (From):	Williamson County Line				MPO ID:	51-00189-00		
Limits (To):	SL 1				Revision Date:			
Description:	Widen From 3 To 4 General Purpose Lanes				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share								
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>		
Preliminary Engineering:		\$3,107,165.16							
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$63,411,533.91	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$2,726,695.96	\$0.00	\$0.00	\$0.00	\$1.00	\$0.00	\$0.00	\$1.00
Contingencies:	4	\$114,140.76	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$2,986,683.25	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$72,346,219.04	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$48,000,000.00	\$12,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$60,000,000.00
	Total		\$48,000,000.00	\$12,000,000.00	\$0.00	\$1.00	\$0.00	\$0.00	\$60,000,001.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0914-04-273	Blake Manor Road	C, PE		Travis County	2019	

Limits (From): Proposed Wildhorse Connector **MPO ID:** 51-00197-00

Limits (To): Travis County East Metro Park **Revision Date:**

Description: Construct a new shared use path **History:**

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$135,265.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$2,760,500.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$134,988.00	3	\$0.00	\$0.00	\$0.00	\$1.00	\$0.00	\$1.00
Contingencies:	\$31,194.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$114,837.00	7	\$2,016,400.00	\$0.00	\$0.00	\$504,100.00	\$0.00	\$2,520,500.00
Total Cost:	\$3,176,784.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$2,016,400.00	\$0.00	\$0.00	\$504,101.00	\$0.00	\$2,520,501.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	2100-01-060	RM 2222	C, ROW		TxDOT, City of Austin	2019	
Limits (From):	RM 620				MPO ID:	51-00201-00		
Limits (To):	Bonaventure Dr.				Revision Date:			
Description:	Operational improvements and new 3 lane connector road (2 westbound lane and 1 eastbound lane)				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$372,821.47							
Right-of-Way:	\$5,040,299.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$7,608,601.51	2	\$3,795,032.00	\$948,758.00	\$0.00	\$0.00	\$0.00	\$4,743,790.00
Construction Engineering	\$518,906.62	3	\$0.00	\$0.00	\$0.00	\$2,256,210.00	\$0.00	\$2,256,210.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$327,169.86	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$13,867,798.46	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$3,795,032.00	\$948,758.00	\$0.00	\$2,256,210.00	\$0.00	\$7,000,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	2689-01-023	FM 2304	C, PE	Austin/Unincorporated	Travis County	2019	
Limits (From):	Ravenscroft Drive				MPO ID:	51-00202-00		
Limits (To):	FM 1626				Revision Date:			
Description:	Reconstruct an existing 2-lane divided arterial to a four-lane divided arterial with bicycle lanes and sidewalks.				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$516,238.59							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$10,535,481.35	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$522,559.87	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$209,656.08	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$394,027.00	7	\$7,600,000.00	\$0.00	\$0.00	\$1,900,000.00	\$0.00	\$9,500,000.00
Total Cost:	\$12,177,962.89	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$7,600,000.00	\$0.00	\$0.00	\$1,900,000.00	\$0.00	\$9,500,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	0015-08-142	IH 35	C, PE, ROW		TxDOT, Williamson County	2019	
Limits (From):	Corn Hill (Bud Stockton Lp) Undrps				MPO ID:	61-00109-00		
Limits (To):	FM 972 Overpass				Revision Date:			
Description:	Convert Existing 2-Lane NB and SB 2-Way Frontage Roads To 2-LN One-Way Frontage Roads And Replace Existing Ramps				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$567,748.25						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$11,586,699.00	\$8,775,584.00	\$2,193,896.00	\$0.00	\$0.00	\$0.00	\$10,969,480.00
Construction Engineering	3	\$566,589.58	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	4	\$579,334.95	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$482,006.68	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$13,782,378.46	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$8,775,584.00	\$2,193,896.00	\$0.00	\$0.00	\$0.00	\$10,969,480.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	0015-09-193	IH 35	C, PE		TxDOT	2019	
Limits (From):		FM 3406			MPO ID:		61-00113-00	
Limits (To):		RM 1431			Revision Date:			
Description:		Widen NB Frontage Rd To 3 Lanes With Associated Paving, Grading, Drainage And Driveway Improvements			History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$455,241.67						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$8,341,768.00	\$2,085,442.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,427,210.00
Construction Engineering	3	\$454,312.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	4	\$104,984.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$386,490.89	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$11,118,575.77	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$8,341,768.00	\$2,085,442.00	\$0.00	\$0.00	\$0.00	\$10,427,210.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	0151-05-113	US 183	C, PE, ROW		TxDOT	2019	
Limits (From):		RM 620/SH 45			MPO ID:		61-00114-00	
Limits (To):		Travis County Line			Revision Date:			
Description:		Widen From 3 To 4 General Purpose Lanes			History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$3,107,165.16							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$63,411,533.91	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$2,726,695.96	3	\$0.00	\$0.00	\$0.00	\$1.00	\$0.00	\$1.00
Contingencies:	\$114,140.76	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$2,986,683.25	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$72,346,219.04	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$48,000,000.00	\$12,000,000.00	\$0.00	\$0.00	\$0.00	\$60,000,000.00
	Total	\$48,000,000.00	\$12,000,000.00	\$0.00	\$1.00	\$0.00	\$60,000,001.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	0683-01-056	RM 620	C, PE, ROW		TxDOT, City of Round Rock	2019	
Limits (From):	Deepwood Drive				MPO ID:	61-00119-00		
Limits (To):	IH 35 (Dot No. 439705H)				Revision Date:			
Description:	Construct New 4-Ln Overpass At Georgetown Rr And Lake Creek With Roundabout And Collector Roads				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$1,369,817.15						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$17,230,400.00	\$4,307,600.00	\$0.00	\$0.00	\$0.00	\$0.00	\$21,538,000.00
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	4	\$315,896.61	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$1,162,946.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$40,940,473.16	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$17,230,400.00	\$4,307,600.00	\$0.00	\$0.00	\$0.00	\$21,538,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	0914-05-190	VA	C, PE		City of Cedar Park	2019	
Limits (From):	800' West of US 183				MPO ID:	61-00120-00		
Limits (To):	500' East of Parmer Lane				Revision Date:			
Description:	Shared Use Path: Adjacent To Roadway				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$20,887.62						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$426,278.03	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$20,845.00	\$0.00	\$0.00	\$0.00	\$1.00	\$0.00	\$1.00
Contingencies:	4	\$4,816.94	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$17,733.17	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$490,560.76	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$1,879,304.00	\$0.00	\$0.00	\$469,826.00	\$0.00	\$2,349,130.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$1,879,304.00	\$0.00	\$0.00	\$469,827.00	\$0.00	\$2,349,131.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	0914-05-191	VA	C, PE		Williamson County	2019	

Limits (From): Heritage Trail at Creekside Plaza **MPO ID:** 61-00121-00

Limits (To): 1.1 Miles NW Along Brushy Creek **Revision Date:**

Description: Construct 10-Ft Wide Shared Use Path In Round Rock With Pedestrian Bridge **History:**

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$72,448.97							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$1,478,550.45	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$72,301.12	3	\$0.00	\$0.00	\$0.00	\$1.00	\$0.00	\$1.00
Contingencies:	\$16,707.62	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$61,507.70	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$1,701,515.86	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$826,407.66	\$0.00	\$0.00	\$623,430.34	\$0.00	\$1,449,838.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$826,407.66	\$0.00	\$0.00	\$623,431.34	\$0.00	\$1,449,839.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Burnet		Wirtz Dam Road	PE		Burnet County	2019	
Limits (From):	RM 1431				MPO ID:	BUC1RD		
Limits (To):	RM 2147				Revision Date:			
Description:	Bridge and approaches				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$2,981,250.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$0.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$0.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$2,981,250.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin			Regional Transportation	C		CAMPO	2019	
Limits (From):					MPO ID:	CAMPO(5)ST		
Limits (To):					Revision Date:			
Description:					History:	Development of regional TDM strategies		

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-of-Way:	\$0.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$360,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$360,000.00	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin			Eastside Bus Plaza	C		CARTS	2019	

Limits (From): Shady at E. Cesar Chavez **MPO ID:** CARTS (1) Transit

Limits (To): **Revision Date:**

Description: Construction of a bus plaza and passenger terminal **History:**

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$650,000.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$3,850,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$100,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$350,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$50,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$5,000,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Caldwell		FM 150/Yarrington Road	PE		Caldwell County	2019	
Limits (From):	SH 21 (Hays)				MPO ID:	CC1RD		
Limits (To):	SH 130 (Caldwell)				Revision Date:			
Description:	7-mile extension of FM 150, 10-mile extension of Yarrington road				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$2,300,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		Vehicle Detection	C		City of Austin	2019	
Limits (From):					MPO ID:	City of Austin (1) ITS		
Limits (To):					Revision Date:			
Description:		Procure and install vehicle detection at 400 signalized intersections			History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$0.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$10,000,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$0.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$1,200,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$11,200,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		Traffic Monitoring System	C		City of Austin	2019	
Limits (From):					MPO ID:	City of Austin (3) ITS		
Limits (To):					Revision Date:			
Description:		Expand the Traffic Monitoring System including 275 CCTV cameras and video management system			History:			
Remarks:								

Total Project Cost Information	Authorized Funding by Category/Share							
	\$	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$0.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$1,250,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$0.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$150,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$1,400,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		Emergency/Transit Vehicle Signal Priority	C		City of Austin	2019	
Limits (From):					MPO ID:	City of Austin (4) ITS		
Limits (To):					Revision Date:			
Description:		Enhance the Advanced Transportation Management System (ATMS)			History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$0.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$6,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$780,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$7,280,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		North Lamar/Airport Blvd	PE		Capital Metro	2019	
Limits (From):		Airport Blvd			MPO ID:		CMTA1RD	
Limits (To):		N. Lamar			Revision Date:			
Description:		Grade separation of Metrorail Red Line and N. Lamar Blvd.			History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$2,978,590.79							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$0.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$2,893,590.79	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$5,872,181.58	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		William Cannon	PE, C		City of Austin	2019	
Limits (From):			Running Water Drive		MPO ID:		COA13RD	
Limits (To):			McKinney Falls Pkwy		Revision Date:			
Description:			Convert existing two-lane to four-lane divided roadway with shared use path and intersection improvements			History:		

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$1,720,000.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$11,520,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$1,590,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$1,730,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$4,804,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$21,364,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		West Rundberg Lane	C		City of Austin	2019	

Limits (From): Burnet Road **MPO ID:** COA14RD

Limits (To): Metric Blvd. **Revision Date:**

Description: Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection **History:**

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$0.00							
Right-of-Way:	\$1,720,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$4,802,216.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$1,246,823.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$1,992,665.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$831,180.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$10,592,884.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		Violet Crown Trail North	C		City of Austin	2019	
Limits (From):	Home Depot Boulevard				MPO ID:	COA3AT		
Limits (To):	MoPac Expressway and William Cannon Drive				Revision Date:			
Description:	1.2 mile 12-foot wide natural composite trail				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$520,000.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$1,340,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$160,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$300,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$280,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$2,600,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		Austin to Manor Phase II Urban Trail	C		City of Austin	2019	
Limits (From):	Decker and Lindell Lane				MPO ID:	COA5AT		
Limits (To):	Ben E. Fisher Park				Revision Date:			
Description:	12-foot concrete trail from Lindell Ln to Manor, Texas (approximately 2.9 miles)				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$1,150,000.00							
Right-of-Way:	\$50,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$4,650,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$250,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$900,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$800,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$7,800,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		Lakeline Blvd	PE, C		City of Austin	2019	
Limits (From):	Lyndhurst Blvd				MPO ID:	COA5RD		
Limits (To):	Parmer Lane				Revision Date:			
Description:	Add two additional travel lanes and upgrade bicycle facilities and sidewalks				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share							
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$2,700,000.00								
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$13,400,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$400,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$4,000,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$2,600,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$23,100,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		Pedestrian Safety and Transit Connections	PE, C		City of Austin	2019	
Limits (From):					MPO ID:	COA7AT		
Limits (To):					Revision Date:			
Description:					History:			
Construct 10 pedestrian hybrid beacons								

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$300,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$168,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$1,668,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		Slaughter Lane	PE, C		City of Austin	2019	
Limits (From):	N. Mopac Expressway				MPO ID:	COA7RD		
Limits (To):	Brodie Lane				Revision Date:			
Description:	Convert existing four-lane to six-lane divided roadway with shared use path and intersection improvements				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,850,000.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$12,400,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$1,710,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$1,860,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$5,055,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$22,875,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Bastop		Loop 150/SH 71/Water St/Main St	C		City of Bastrop	2019	
Limits (From):	Old Austin Highway				MPO ID:	COB1AT		
Limits (To):	Walnut Street				Revision Date:			
Description:	Complete 1.8 mile 'River Loop' shared-use path				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$70,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$446,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$119,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$29,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$664,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		RM 967 (Main St.)	C		City of Buda	2019	
Limits (From):	Austin St.				MPO ID:	COB2RD		
Limits (To):	China/Ash St				Revision Date:			
Description:	Intersection improvements				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$315,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$1,200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$45,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$1,730,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson		Williams Drive	PE, C		City of Georgetown	2019	
Limits (From):					MPO ID:	COG3RD		
Limits (To):					Revision Date:			
Description: Access Management					History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$115,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$495,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$45,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$49,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$26,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$730,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson		S. West Drive Sidewalk	PE, C		City of Leander	2019	
Limits (From):			Horseshoe Dr.		MPO ID:		COL1AT	
Limits (To):			Lion Dr		Revision Date:			
Description:			Construct .23 mile sidewalk on S West Drive			History:		

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	Amount	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$80,210.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$158,400.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$4,500.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$1,500.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$244,610.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson		University Boulevard	C		City of Round Rock	2019	
Limits (From):		A.W. Grimes (FM 1460)			MPO ID:		CORR1RD	
Limits (To):		Co. Rd. 110			Revision Date:			
Description:		Reconstruct two-lane facility with shoulders to four-lane divided roadway with left-turn lanes			History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	Amount	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,000,000.00							
Right-of-Way:	\$300,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$9,000,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$250,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$900,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$450,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$11,900,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson		Kenney Fort Blvd, Seg. 2. 3	C		City of Round Rock	2019	
Limits (From):	Forest Creek Drive				MPO ID:	CORR2RD		
Limits (To):	SH 45 North				Revision Date:			
Description:	Construction of a limited access six-lane divided major arterial with shared use path				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,900,000.00							
Right-of-Way:	\$5,455,180.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$17,500,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$200,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$1,500,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$875,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$27,430,180.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		Lime Kiln Road	C		Hays County	2019	
Limits (From):	Post Road				MPO ID:	HC1RD		
Limits (To):	Hilliard Road				Revision Date:			
Description:	Realignment and intersection improvements				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$747,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		RM 967	C		Hays County	2019	
Limits (From):		FM 1626			MPO ID:		HC2RD	
Limits (To):		Oak Forest Drive			Revision Date:			
Description:		Widen roadway with center turn lane			History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$600,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$3,865,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$387,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$582,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$210,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$5,824,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		US 290	C		Hays County	2019	

Limits (From): Intersection at Trautwein Rd.

MPO ID: HC4RD

Limits (To):

Revision Date:

Description: Intersection improvements

History:

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$225,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$1,508,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		FM 110	C		Hays County	2019	
Limits (From):	East of SH 123				MPO ID:	HC5RD		
Limits (To):	East of I-35 at Yarrington				Revision Date:			
Description:	Construct two-lane roadway				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$4,740,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$11,840,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$1,660,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$118,380,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		FM 110	C		Hays County	2019	

Limits (From): Intersection at SH 123

MPO ID: HC6RD

Limits (To):

Revision Date:

Description: Grade separated overpass

History:

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$600,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$5,217,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$522,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$730,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$210,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$7,279,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		FM 621	C		Hays County	2019	
Limits (From):			De Zavala Drive		MPO ID:		HC7RD	
Limits (To):			CR 266/ Old Bastrop Hwy		Revision Date:			
Description:			Widen roadway with center turn lane		History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$537,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$3,372,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$337,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$510,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$188,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$5,144,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		FM 2001	C		Hays County	2019	
Limits (From):	Sun Bright Blvd.				MPO ID:	HC8RD		
Limits (To):	FM 2001				Revision Date:			
Description:	Upgrade to a four-lane divided with new traffic signals and pedestrian improvements				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$450,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$880,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$158,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$8,818,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		RM 1826	PE		Travis County	2019	
Limits (From):	US 290 West				MPO ID:	TC5RD		
Limits (To):	Travis County Line				Revision Date:			
Description:	Improve current facility to a four-lane divided arterial with bicycle and pedestrian facilities				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$5,400,000.00						
Right-of-Way:	1	\$7,840,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$36,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$49,240,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	1539-02-026	FM 1626	PE, ROW, C	Unincorporated	Travis County	2019	
Limits (From):	West of Brodie Lane				MPO ID:	TC6RD		
Limits (To):	Manchaca Rd. (FM 2304)				Revision Date:			
Description:	Reconstruct an existing 2-lane arterial to a 4-lane arterial with a continuous left turn lane with 5 foot wide shoulders and 6 foot wide sidewalks on both sides.				History:			
Remarks:								

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$1,586,400.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$966,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$16,812,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin			HERO Program Expansion	C		TxDOT	2019	
Limits (From):					MPO ID:	TxDOT (1) ITS		
Limits (To):					Revision Date:			
Description:					History:	Continue and expand the HERO Program		

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$0.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$30,576,704.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$0.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$30,576,704.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin			RM 620/SH 71	C		TxDOT	2019	
Limits (From):	US 183				MPO ID:	TxDOT (3) ITS		
Limits (To):	US 290				Revision Date:			
Description:	ITS Deployment				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$1,580,926.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$12,126,334.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$0.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$1,053,950.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$819,963.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$15,581,173.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin			RM 2222	C		TxDOT	2019	
Limits (From):	Loop 360				MPO ID:	TxDOT (4) ITS		
Limits (To):	I-35				Revision Date:			
Description:	ITS Deployment				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$589,971.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$4,525,315.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$393,314.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$301,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$5,809,800.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin			SH 71	C		TxDOT	2019	
Limits (From):	SH 130				MPO ID:	TxDOT (5) ITS		
Limits (To):	Norwood Lane				Revision Date:			
Description:	ITS Deployment				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$123,925.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$950,558.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$82,617.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$66,100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$1,223,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin			FM 734 (Parmer)	C		TxDOT	2019	
Limits (From):		SH 45-N		MPO ID:		TxDOT (7) ITS		
Limits (To):		US 290-E		Revision Date:				
Description:		ITS Deployment		History:				

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	Amount	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$928,418.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$7,121,337.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$0.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$618,945.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$475,400.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$9,144,100.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson		RM 2243	PE		Williamson County	2019	
Limits (From):	183A				MPO ID:	WC6RD		
Limits (To):	IH 35				Revision Date:			
Description:	New location roadway				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$9,000,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$8,600,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$158,300,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Bastrop	0914-18-109	CS	C, PE		City of Bastrop	2020	
Limits (From):	Bastrop State Park				MPO ID:	11-00035-00		
Limits (To):	Chestnut Street at Loop 150				Revision Date:			
Description:	Construct Multi-Use Path				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$69,331.64						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$1,414,931.33	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$69,190.14	\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	
Contingencies:	4	\$15,988.72	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$58,861.14	\$1,040,000.00	\$0.00	\$0.00	\$260,000.00	\$1,300,000.00	
Total Cost:	8	\$1,628,302.97	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$1,040,000.00	\$0.00	\$0.00	\$260,001.00	\$1,300,001.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0016-03-103	IH 35	C	Unincorporated	Hays County	2020	
Limits (From):	.741 Miles N. of Posey Road				MPO ID:	41-00002-00		
Limits (To):	Comal County Line				Revision Date:	7/1/2016		
Description:	Replace Bridges and Approaches				History:	TTC MO 114264. TTC MO 114417. TPB 2017-5-7		
Remarks:	2017 Prop 1 Candidate List							

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,492,707.00							
Right-of-Way:	\$5,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$23,053,766.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$1,428,733.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$3,458,065.00	4	\$13,680,000.00	\$1,520,000.00	\$0.00	\$0.00	\$0.00	\$15,200,000.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$1,367,807.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$30,806,078.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$12,000,000.00	\$5,224,500.00	\$0.00	\$3,500,000.00	\$0.00	\$20,724,500.00
		Total	\$25,680,000.00	\$6,744,500.00	\$0.00	\$3,500,000.00	\$0.00	\$35,924,500.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0016-03-110	IH 35	C		TxDOT	2020	
Limits (From): Loop 82					MPO ID: 41-00161-00			
Limits (To): South of Loop 82					Revision Date:			
Description: Reconstruct Ramps					History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$54,058.37						
Right-of-Way:	1	\$0.90	\$0.10	\$0.00	\$0.00	\$0.00	\$0.00	\$1.00
Construction:	2	\$918,000.00	\$102,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,020,000.00
Construction Engineering	3	\$53,948.04	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	4	\$12,466.52	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$45,894.45	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$2,011,599.37	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$918,000.90	\$102,000.10	\$0.00	\$0.00	\$0.00	\$1,020,001.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0366-01-077	SH 123	C, PE		TxDOT	2020	
Limits (From):	IH 35				MPO ID:	41-00164-00		
Limits (To):	Dezavalla Dr				Revision Date:			
Description:	Construct Sidewalks				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	Category	Federal	State	Regional	Local	LC	Total	
Preliminary Engineering:	\$3,733.24							
Right-of-Way:	\$0.00	1	\$0.80	\$0.20	\$0.00	\$0.00	\$1.00	
Construction:	\$76,188.61	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$3,725.62	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$860.93	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$3,169.45	7	\$560,000.00	\$140,000.00	\$0.00	\$0.00	\$700,000.00	
Total Cost:	\$87,677.85	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$560,000.80	\$140,000.20	\$0.00	\$0.00	\$700,001.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0914-33-075	CS	C, PE		City of San Marcos	2020	
Limits (From):	CM Allen Parkway				MPO ID:	41-00167-00		
Limits (To):	Thorpe Rd.				Revision Date:			
Description:	Construct Multi-Use Bike/Ped. Facility				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$107,041.23						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$2,184,514.88	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$106,822.78	\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	
Contingencies:	4	\$24,685.02	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$90,875.82	\$1,600,000.00	\$0.00	\$0.00	\$400,000.00	\$2,000,000.00	
Total Cost:	8	\$2,513,939.73	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$1,600,000.00	\$0.00	\$0.00	\$400,001.00	\$2,000,001.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0914-33-078	VA	C, PE		City of San Marcos	2020	
Limits (From):	East of Hopkins St.				MPO ID:	41-00169-00		
Limits (To):	West of IH 35 SBFR				Revision Date:			
Description:	San Marcos River Shared Use Path				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$116,637.45							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$2,380,356.18	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$116,399.42	3	\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	
Contingencies:	\$26,898.02	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$99,022.82	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$2,739,313.89	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$1,683,267.75	\$0.00	\$0.00	\$561,089.25	\$2,244,357.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$1,683,267.75	\$0.00	\$0.00	\$561,090.25	\$2,244,358.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0914-33-079	CS	C, PE		City of Dripping Springs	2020	
Limits (From):	US 290				MPO ID:	41-00170-00		
Limits (To):	Mighty Tiger Trl.				Revision Date:			
Description:	Construct 6-foot sidewalk on Sportsplex Drive				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$18,740.30						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$382,455.18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$18,702.06	\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	
Contingencies:	4	\$4,321.74	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$15,910.14	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$440,129.42	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$288,483.20	\$0.00	\$0.00	\$72,120.80	\$360,604.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$288,483.20	\$0.00	\$0.00	\$72,121.80	\$360,605.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	1776-02-018	FM 2001	C, PE, ROW	Buda	Hays County, TxDOT	2020	
Limits (From):	IH 35				MPO ID:	41-00171-00		
Limits (To):	SH 21				Revision Date:			
Description:	Widen To 4-Lane Divided Roadway By Adding Two Lanes And Shoulders				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share								
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>		
Preliminary Engineering:		\$2,052,170.44							
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$41,881,029.29	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$2,077,299.05	\$0.00	\$0.00	\$0.00	\$1.00	\$0.00	\$0.00	\$1.00
Contingencies:	4	\$833,432.48	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$1,566,350.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$48,410,281.76	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$12,800,000.00	\$3,200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16,000,000.00
	Total		\$12,800,000.00	\$3,200,000.00	\$0.00	\$1.00	\$0.00	\$0.00	\$16,000,001.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0015-10-063	IH 35	C		TxDOT	2020	
Limits (From): Grand Ave Parkway					MPO ID: 51-00182-00			
Limits (To): SH 45N					Revision Date:			
Description: Reverse NB Ramps and Add Auxiliary Lanes					History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$360,519.15						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$4,788,000.00	\$532,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,320,000.00
Construction Engineering	3	\$359,783.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	4	\$83,140.13	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$306,073.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$8,867,049.82	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$4,788,000.00	\$532,000.00	\$0.00	\$0.00	\$0.00	\$5,320,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0015-10-064	IH 35	C, PE, ROW		TxDOT	2020	
Limits (From): At Wells Branch Pkwy					MPO ID: 51-00183-00			
Limits (To):					Revision Date:			
Description: Operational Improvements-Interchange					History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$1,766,629.83						
Right-of-Way:	1	\$0.90	\$0.10	\$0.00	\$0.00	\$0.00	\$0.00	\$1.00
Construction:	2	\$13,160,925.00	\$1,462,325.00	\$0.00	\$0.00	\$0.00	\$0.00	\$14,623,250.00
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	4	\$1,078,004.73	\$13,160,925.00	\$1,462,325.00	\$0.00	\$0.00	\$0.00	\$14,623,250.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$1,618,809.78	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$45,693,659.49	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$26,321,850.90	\$2,924,650.10	\$0.00	\$0.00	\$0.00	\$29,246,501.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0265-02-036	SH 71	C, PE		TxDOT	2020	
Limits (From): At Ross Road and Kellam Road					MPO ID: 51-00193-00			
Limits (To):					Revision Date:			
Description: Construct 2-Lane Overpass					History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$2,559,138.71						
Right-of-Way:	1	\$0.80	\$0.20	\$0.00	\$0.00	\$0.00	\$0.00	\$1.00
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	4	\$38,400,000.00	\$9,600,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$48,000,000.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$2,345,006.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$66,319,352.26	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total	\$38,400,000.80	\$9,600,000.20	\$0.00	\$0.00	\$0.00	\$0.00	\$48,000,001.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	0015-08-141	IH 35	PE, ROW		TxDOT, Williamson County	2020	

Limits (From): At Theon Road (Ronald Reagan Blvd) **MPO ID:** 61-00108-00

Limits (To): **Revision Date:**

Description: Replace Bridge Overpass And Tie-In Approaches **History:**

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$648,354.90							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$13,231,732.71	2	\$10,122,936.80	\$2,530,734.20	\$0.00	\$0.00	\$0.00	\$12,653,671.00
Construction Engineering	\$985,764.09	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$661,586.64	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$316,238.41	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$15,843,676.75	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$10,122,936.80	\$2,530,734.20	\$0.00	\$0.00	\$0.00	\$12,653,671.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	0015-08-144	IH 35	C, PE, ROW		TxDOT	2020	
Limits (From):	South of Lakeway Drive				MPO ID:	61-00110-00		
Limits (To):	South of Williams Drive				Revision Date:			
Description:	Add 3-Lane One-Way NB Frontage Road				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$888,703.09						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$16,200,000.00	\$1,800,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$18,000,000.00
Construction Engineering	3	\$886,889.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	4	\$204,945.82	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$754,490.79	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$41,699,815.94	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$16,200,000.00	\$1,800,000.00	\$0.00	\$0.00	\$0.00	\$18,000,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	0015-08-147	IH 35	C, PE, ROW		TxDOT	2020	
Limits (From): At Williams Dr					MPO ID: 61-00111-00			
Limits (To):					Revision Date:			
Description: Reconstruct Interchange					History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$3,291,556.77						
Right-of-Way:	1	\$0.90	\$0.10	\$0.00	\$0.00	\$0.00	\$0.00	\$1.00
Construction:	2	\$23,400,000.00	\$2,600,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$26,000,000.00
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	4	\$23,400,000.00	\$2,600,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$26,000,000.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$3,016,140.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$78,642,336.97	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$46,800,000.90	\$5,200,000.10	\$0.00	\$0.00	\$0.00	\$52,000,001.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	0151-08-010	SL 332	C, PE		City of Liberty Hill	2020	
Limits (From):		SH 29			MPO ID:		61-00117-00	
Limits (To):		CR 279			Revision Date:			
Description:		Liberty Hill Downtown Bike/Ped Loop			History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$70,079.54						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$1,430,194.69	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$69,936.52	\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	
Contingencies:	4	\$16,161.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$59,496.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$1,645,868.05	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$1,011,361.50	\$0.00	\$0.00	\$337,120.50	\$1,348,482.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$1,011,361.50	\$0.00	\$0.00	\$337,121.50	\$1,348,483.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays, Caldwell	0286-01-058	SH 80	C, PE, ROW		TxDOT	2020	
Limits (From):		SH 21			MPO ID:		71-00008-00	
Limits (To):		FM 1984			Revision Date:			
Description:		Complete Gap In Shoulder For Bicycle Travel			History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$266,660.14						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$5,442,043.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$266,115.93	\$0.00	\$0.00	\$0.00	\$1.00	\$1.00	
Contingencies:	4	\$61,495.09	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$226,389.01	\$4,000,000.00	\$1,000,000.00	\$0.00	\$0.00	\$5,000,000.00	
Total Cost:	8	\$6,262,703.77	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$4,000,000.00	\$1,000,000.00	\$0.00	\$1.00	\$5,000,001.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		Center Street Rail Siding Project	PE, ROW, C		City of Kyle	2020	
Limits (From):	Burleson Street				MPO ID:	City of Kyle (1) Other		
Limits (To):	Kohlers Crossing				Revision Date:			
Description:	Center Street Rail Siding Relocation				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$300,000.00						
Right-of-Way:	1	\$2,014,105.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$9,239,394.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$888,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$2,489,839.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$277,696.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$15,209,034.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		Braker Lane	C		City of Austin	2020	
Limits (From):	Dawes Place				MPO ID:	COA8RD		
Limits (To):	Samsung Blvd.				Revision Date:			
Description:	Extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities				History:			
Remarks:								

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$2,300,000.00							
Right-of-Way:	\$1,000,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$10,500,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$400,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$3,400,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$2,200,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$19,800,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		FM 2001	PE, C		City of Buda	2020	

Limits (From): Overpass Road/FM 2001 **MPO ID:** COBU1AT

Limits (To): FM 119/Old Goforth Road **Revision Date:**

Description: Construct a 10' wide multi-use path for pedestrian and bicycle traffic along the east side of FM 2001 and Overpass Road **History:**

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$50,000.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$357,500.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$10,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$75,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$7,500.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$500,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson		New Hope Dr.	C		City of Cedar Park	2020	

Limits (From): Ronald Reagan Blvd. **MPO ID:** COCP1RD

Limits (To): CR 175/Sam Bass Rd. **Revision Date:**

Description: Widen and extend as a new four-lane divided roadway with bicycle and pedestrian facilities **History:**

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$1,718,300.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson		Gattis School Road, Seg. 6	C		City of Round Rock	2020	
Limits (From):	Sonoma Trail				MPO ID:	CORR3RD		
Limits (To):	Red Bud Lane				Revision Date:			
Description:	Widen from four to six-lanes including intersection improvements, raised median and turn-lanes				History:			
Remarks:								

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,560,000.00							
Right-of-Way:	\$5,360,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$13,000,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$250,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$1,300,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$650,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$22,120,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		Braker Lane North	ROW, C		Travis County	2020	
Limits (From):	Samsung Blvd.				MPO ID:	TC1RD		
Limits (To):	Harris Branch Parkway				Revision Date:			
Description:	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$1,375,790.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$22,715,790.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin			Loop 360	C		TxDOT	2020	
Limits (From):			Loop 1 (MoPac)		MPO ID:		TxDOT (2) ITS	
Limits (To):			SH 71		Revision Date:			
Description:			ITS Deployment		History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$839,519.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$6,439,450.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$0.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$559,680.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$435,395.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$8,274,044.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Bastrop	0265-03-041	SH 71	C		TxDOT	2021	
Limits (From): At FM 1209					MPO ID: 11-00030-00			
Limits (To):					Revision Date:			
Description: Construct 2-Lane Overpass					History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$1,941,285.79						
Right-of-Way:	1	\$0.80	\$0.20	\$0.00	\$0.00	\$0.00	\$0.00	\$1.00
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	4	\$28,000,000.00	\$7,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$35,000,000.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$1,778,851.68	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$46,381,883.25	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total	\$28,000,000.80	\$7,000,000.20	\$0.00	\$0.00	\$0.00	\$0.00	\$35,000,001.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Bastrop	0265-03-042	SH 71	C, PE, ROW		TxDOT	2021	

Limits (From): At Pope Bend Rd. **MPO ID:** 11-00031-00

Limits (To): **Revision Date:**

Description: Construct 2-Lane Overpass **History:**

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$1,393,487.43						
Right-of-Way:	1	\$0.80	\$0.20	\$0.00	\$0.00	\$0.00	\$0.00	\$1.00
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	4	\$20,000,000.00	\$5,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000,000.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$1,276,889.51	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$33,293,974.25	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total	\$20,000,000.80	\$5,000,000.20	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000,001.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Bastrop	0265-03-043	SH 71	C, PE, ROW		TxDOT	2021	
Limits (From):	Travis / Bastrop County Line				MPO ID:	11-00032-00		
Limits (To):	.65 Miles East of Tucker Hill Lane				Revision Date:			
Description:	Construct Overpass And Add 2 Lane One-Way Eastbound And Westbound Frontage Roads				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		Category	Federal	State	Regional	Local	LC	Total
Preliminary Engineering:	\$1,026,911.56							
Right-of-Way:	\$1,000.00	1	\$0.80	\$0.20	\$0.00	\$0.00	\$0.00	\$1.00
Construction:	\$20,957,378.81	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$982,901.07	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$626,625.63	4	\$15,200,000.00	\$3,800,000.00	\$0.00	\$0.00	\$0.00	\$19,000,000.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$940,986.31	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$24,535,803.38	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$15,200,000.80	\$3,800,000.20	\$0.00	\$0.00	\$0.00	\$19,000,001.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	0016-03-114	IH 35	C		TxDOT	2021	
Limits (From):	South of SH 80				MPO ID:	41-00162-00		
Limits (To):	North of RM 12				Revision Date:			
Description:	Add Shlds, Aux Lns, Ramp Imprvmts, Pvmt Rehab, Frtg Rd Inter				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$4,039,200.76						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$96,300,000.00	\$10,700,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$107,000,000.00
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	4	\$2,464,736.79	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$3,701,226.82	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$96,504,925.13	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$96,300,000.00	\$10,700,000.00	\$0.00	\$0.00	\$0.00	\$107,000,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0265-01-113	SH 71	C		TxDOT	2021	
Limits (From):	SH 71/US 183 Interchange				MPO ID:	51-00191-00		
Limits (To):	Presidential Blvd.				Revision Date:			
Description:	Construct Frontage Road, Ramps And Direct Connects				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$1,302,923.74						
Right-of-Way:	1	\$5,451,733.00	\$0.80	\$0.20	\$0.00	\$0.00	\$0.00	\$1.00
Construction:	2	\$26,590,280.51	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$1,247,084.16	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	4	\$795,049.39	\$20,800,000.00	\$5,200,000.00	\$0.00	\$0.00	\$0.00	\$26,000,000.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$1,193,903.59	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$36,580,974.39	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$20,800,000.80	\$5,200,000.20	\$0.00	\$0.00	\$0.00	\$26,000,001.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0265-01-116	US 183	C		TxDOT	2021	

Limits (From): 0.46 Miles South of Thompson Ln **MPO ID:** 51-00192-00

Limits (To): 0.07 Miles SW of Airport Commerce Dr **Revision Date:**

Description: Construct New Frontage Road **History:**

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$262,634.86							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$5,359,895.15	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$262,634.86	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$66,998.69	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$292,650.28	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$6,244,813.84	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$3,800,000.00	\$950,000.00	\$0.00	\$0.00	\$0.00	\$4,750,000.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$3,800,000.00	\$950,000.00	\$0.00	\$0.00	\$0.00	\$4,750,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0265-02-042	SH 71	C, PE, ROW		TxDOT	2021	

Limits (From): .85 Miles West of Tucker Hill Lane **MPO ID:** 51-00194-00

Limits (To): Travis / Bastrop County Line **Revision Date:**

Description: Construct Overpass and Add 2 Lane One-Way Eastbound And Westbound Frontage Roads **History:**

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$594,527.73							
Right-of-Way:	\$0.00	1	\$0.80	\$0.20	\$0.00	\$0.00	\$0.00	\$1.00
Construction:	\$12,133,218.91	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$569,047.97	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$362,783.25	4	\$8,800,000.00	\$2,200,000.00	\$0.00	\$0.00	\$0.00	\$11,000,000.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$544,781.53	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$14,204,359.39	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$8,800,000.80	\$2,200,000.20	\$0.00	\$0.00	\$0.00	\$11,000,001.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Burnet		SH 29	C		Burnet County	2021	

Limits (From): RM 243 North **MPO ID:** BUC12RD

Limits (To): Williamson County Line **Revision Date:**

Description: Reconstruct to four 11-foot lanes, 12-foot continuous turn lane and 5-foot shoulders **History:**

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	Amount	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$0.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$4,800,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$384,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$5,184,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Burnet		US 281	C		Burnet County	2021	

Limits (From): SH 71 **MPO ID:** BUC14RD

Limits (To): Blanco County Line **Revision Date:**

Description: Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders **History:**

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$0.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$5,200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$416,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$5,616,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Burnet		US 281	C		Burnet County	2021	
Limits (From):	Nature Heights Drive				MPO ID:	BUC18RD		
Limits (To):	Lantana Drive				Revision Date:			
Description:	Curb and gutter, sidewalks and shoulders				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	\$	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$0.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$1,000,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$80,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$1,080,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Burnet		SH 71	C		Burnet County	2021	

Limits (From): Spur 191 **MPO ID:** BUC20RD

Limits (To): Blanco County Line **Revision Date:**

Description: Reconstruct to four 12-foot lanes, 14-foot continuous turn lane and 10-foot shoulders **History:**

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	\$	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$0.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$9,000,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$720,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$9,720,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin			FM 1626/RM 957 Intersection	C		CAMPO	2021	
Limits (From):					MPO ID:	CAMPO(1)ST		
Limits (To):					Revision Date:			
Description:					History:	Land use and transportation nodal analysis		

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$0.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$200,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$0.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$200,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin			Garlic Creek Parkway	C		CAMPO	2021	

Limits (From): **MPO ID:** CAMPO(2)ST

Limits (To): **Revision Date:**

Description: Corridor and connectivity analysis **History:**

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	\$	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$0.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$350,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$0.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$350,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin			Bergstrom Spur	C		CAMPO	2021	

Limits (From): **MPO ID:** CAMPO(3)ST

Limits (To): **Revision Date:**

Description: Feasibility analysis of an abandoned rail corridor **History:**

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	\$	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$0.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$350,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$0.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$350,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson		Brushy Creek North Fork Trail	C		City of Cedar Park	2021	
Limits (From):	Parmer Lane				MPO ID:	COCP1AT		
Limits (To):	Brush Creek Road				Revision Date:			
Description:	Construct 3-mile shared-use path along Brushy Creek North Fork				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$387,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson		RM 2243 (Leander Rd)	C		City of Georgetown	2021	
Limits (From):	Norwood Drive				MPO ID:	COG2RD		
Limits (To):	SW Bypass				Revision Date:			
Description:	Upgrade to a four-lane divided with new traffic signals and pedestrian improvements				History:			
Remarks:								

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,200,000.00							
Right-of-Way:	\$748,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$6,850,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$120,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$665,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$9,583,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Bastrop		SH 95	C		TxDOT	2021	
Limits (From):	LP 230				MPO ID:	TxD6RD		
Limits (To):	FM 535				Revision Date:			
Description:	Upgrade from a 2-lane rural to a 3-lane urban roadway with continuous left-turn lane				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$882,588.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$6,537,686.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$523,015.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$653,769.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$388,339.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$8,985,397.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0113-13-163	SH 71	C, PE, ROW		TxDOT	2022	

Limits (From): East of Riverside Dr. **MPO ID:** 51-00186-00

Limits (To): US 183 **Revision Date:**

Description: Construct Frontage Road And Ramp **History:**

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$158,840.88						
Right-of-Way:	1	\$0.80	\$0.20	\$0.00	\$0.00	\$0.00	\$1.00	
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$2,400,000.00	\$600,000.00	\$0.00	\$0.00	\$0.00	\$3,000,000.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$145,550.11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$3,741,188.94	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total	\$2,400,000.80	\$600,000.20	\$0.00	\$0.00	\$0.00	\$3,000,001.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0113-13-166	SL 360	C		TxDOT, City of Austin	2022	

Limits (From): At Westlake Drive

MPO ID: 51-00187-00

Limits (To):

Revision Date:

Description: Grade Separate Intersection

History:

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$2,796,110.59							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$57,063,481.34	2	\$27,200,000.00	\$6,800,000.00	\$0.00	\$0.00	\$0.00	\$34,000,000.00
Construction Engineering	\$2,676,277.27	3	\$0.00	\$0.00	\$0.00	\$14,000,000.00	\$0.00	\$14,000,000.00
Contingencies:	\$1,706,198.09	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$2,562,150.31	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$66,804,217.60	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$27,200,000.00	\$6,800,000.00	\$0.00	\$14,000,000.00	\$0.00	\$48,000,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0113-13-167	SL 360	C		TxDOT, City of Austin	2022	
Limits (From): At Spicewood Springs Road					MPO ID: 51-00188-00			
Limits (To):					Revision Date:			
Description: Grade Separate Intersection					History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share								
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>		
Preliminary Engineering:		\$2,621,353.67							
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$53,497,013.76	\$26,400,000.00	\$6,600,000.00	\$0.00	\$0.00	\$0.00	\$33,000,000.00	
Construction Engineering	3	\$2,509,009.95	\$0.00	\$0.00	\$0.00	\$12,000,000.00	\$0.00	\$12,000,000.00	
Contingencies:	4	\$1,599,560.71	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$2,402,015.92	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$62,628,954.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$26,400,000.00	\$6,600,000.00	\$0.00	\$12,000,000.00	\$0.00	\$45,000,000.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	0204-01-063	US 79	C, PE, ROW		TxDOT	2022	
Limits (From):	IH 35				MPO ID:	61-00118-00		
Limits (To):	East of FM 1460				Revision Date:			
Description:	Add One Lane In Each Direction				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,605,045.94							
Right-of-Way:	\$212,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$32,756,039.67	2	\$22,400,000.00	\$5,600,000.00	\$0.00	\$0.00	\$0.00	\$28,000,000.00
Construction Engineering	\$1,624,699.57	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$651,845.19	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$1,225,075.88	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$38,074,706.25	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$22,400,000.00	\$5,600,000.00	\$0.00	\$0.00	\$0.00	\$28,000,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost	
Austin			US 290/RM 12 & Mercer District	C		CAMPO	2022		
Limits (From):					MPO ID:	CAMPO(4)ST			
Limits (To):					Revision Date:				
Description:					History:	Land use, corridor and node analysis			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-of-Way:	\$0.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$450,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$450,000.00	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost	
Austin			San Marcos - Southwestern Hays	C		CAMPO	2022		
Limits (From):					MPO ID:	CAMPO(6)ST			
Limits (To):					Revision Date:				
Description:					History:	Land use, corridor and node analysis			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$0.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$1,000,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$0.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$1,000,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		Pearce Lane	C		Travis County	2022	
Limits (From):	Kellam Road				MPO ID:	TC2RD		
Limits (To):	Travis/Bastrop County Line				Revision Date:			
Description:	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,870,000.00							
Right-of-Way:	\$1,650,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$22,000,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$0.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$25,520,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson		FM 734	C		TxDOT	2022	
Limits (From):		RM 1431			MPO ID:		TxD11RD	
Limits (To):		SH 45			Revision Date:			
Description:		Upgrade to a six-lane divided roadway			History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$5,719,573.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$45,756,586.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$3,660,527.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$4,575,659.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$2,717,941.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$62,430,286.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		RM 620	C		TxDOT	2022	
Limits (From):	SH 71				MPO ID:	TxD16RD		
Limits (To):	Aria Dr/Cavalier Dr.				Revision Date:			
Description:	Upgrade existing four-lane roadway to a six-lane divided roadway				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$2,430,000.00						
Right-of-Way:	1	\$12,300,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$18,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$1,440,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	4	\$1,800,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$1,069,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$37,039,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		RM 620	C		TxDOT	2022	
Limits (From): Aria Dr/Cavalier Dr.					MPO ID: TxD17RD			
Limits (To): Oak Grove Blvd.					Revision Date:			
Description: Upgrade existing four-lane roadway to a six-lane divided roadway					History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$4,612,500.00							
Right-of-Way:	\$5,400,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$41,000,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$3,280,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contingencies:	\$4,100,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$2,435,400.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$60,827,900.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Highway Project Financial Summary

DRAFT

Transit Project Listings

Transit project listings include projects funded through the Federal Transit Administration (FTA) including the programs of direct recipients Capital Metropolitan Transit Authority (Capital Metro) and Capital Area Rural Transit System (CARTS). These projects are required to be individually listed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each project listing is independently reviewed and approved directly by FTA.

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Transit Projects

Project Sponsor	City of Round Rock	Funding Category	5303
MPO ID	73-00038-00	FTA Funds	\$673,711
FTA Apportionment Yea	2017	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Local Fixed Route and Commuter Service to provide access to jobs, schools and quality of life activities. This project is JARC eligible.	Other Funding Sources	\$547,390
		Fiscal Year Cost	\$1,221,101.00
		Total Project Cost	\$1,221,101.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	City of Round Rock	Funding Category	5303
MPO ID	73-00039-00	FTA Funds	\$693,922
FTA Apportionment Yea	2018	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Local Fixed Route and Commuter Service to provide access to jobs, schools and quality of life activities. This project is JARC eligible.	Other Funding Sources	\$563,812
		Fiscal Year Cost	\$1,257,734.00
		Total Project Cost	\$1,257,734.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	Capital Metro	Funding Category	5339
MPO ID	73-00009-00	FTA Funds	\$2,100,000
FTA Apportionment Yea	2019	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Revenue vehicle acquisition	Other Funding Sources	\$525,000
		Fiscal Year Cost	\$2,625,000.00
		Total Project Cost	\$2,625,000.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Transit Projects

Project Sponsor	Capital Metro	Funding Category	5310
MPO ID	73-00013-00	FTA Funds	\$906,053
FTA Apportionment Yea	2019	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Other Funding Sources	\$226,514
		Fiscal Year Cost	\$1,132,567.00
		Total Project Cost	\$1,132,567.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	Capital Metro	Funding Category	5337
MPO ID	73-00016-00	FTA Funds	\$5,871,000
FTA Apportionment Yea	2019	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Other Funding Sources	\$1,467,750
		Fiscal Year Cost	\$7,338,750.00
		Total Project Cost	\$7,338,750.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	Capital Metro	Funding Category	
MPO ID	73-00020-00	FTA Funds	\$0
FTA Apportionment Yea	2019	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	MetroRail and Freight Rail Projects	Other Funding Sources	\$0
		Fiscal Year Cost	\$0.00
		Total Project Cost	\$0.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Transit Projects

Project Sponsor	Capital Metro	Funding Category	
MPO ID	73-00024-00	FTA Funds	
FTA Apportionment Yea	2019	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Bus Replacements	Other Funding Sources	\$16,000,000
		Fiscal Year Cost	\$16,000,000.00
		Total Project Cost	\$16,000,000.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	Capital Metro	Funding Category	
MPO ID	73-00028-00	FTA Funds	
FTA Apportionment Yea	2019	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Non-revenue vehicle replacements	Other Funding Sources	\$180,000
		Fiscal Year Cost	\$180,000.00
		Total Project Cost	\$180,000.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	CARTS	Funding Category	5307
MPO ID	73-00033-00	FTA Funds	\$904,026
FTA Apportionment Yea	2019	State Funds from TxDOT	\$264,887
Project Phase		Other State Agencies	
Project Description	San Marcos Transit District Operations	Other Funding Sources	
		Fiscal Year Cost	\$1,168,913.02
		Total Project Cost	\$1,168,913.02
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Transit Projects

Project Sponsor	Capital Metro	Funding Category	5307
MPO ID	73-00005-00	FTA Funds	\$28,800,000
FTA Apportionment Year	2019	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Capital cost of third party contracting for purchased transportation services	Other Funding Sources	\$7,200,000
		Fiscal Year Cost	\$36,000,000.00
		Total Project Cost	\$36,000,000.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	Capital Metro	Funding Category	
MPO ID	73-00042-00	FTA Funds	
FTA Apportionment Year	2019	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Non-revenue vehicle replacements	Other Funding Sources	\$180,000
		Fiscal Year Cost	\$180,000.00
		Total Project Cost	\$180,000.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	CARTS	Funding Category	5311
MPO ID	73-00059-00	FTA Funds	\$650,000
FTA Apportionment Year	2019	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Design of Eastside Bus Plaza located at 101 Shady Lane, Austin TX	Other Funding Sources	
		Fiscal Year Cost	\$650,000.00
		Total Project Cost	\$650,000.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	

Transit Projects

Project Sponsor	Capital Metro	Funding Category	
MPO ID	73-00043-00	FTA Funds	
FTA Apportionment Year	2019	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Bus replacements	Other Funding Sources	\$16,000,000
		Fiscal Year Cost	\$16,000,000.00
		Total Project Cost	\$16,000,000.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	
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Project Sponsor	Capital Metro	Funding Category	5307
MPO ID	73-00041-00	FTA Funds	\$2,373,317
FTA Apportionment Year	2019	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Grouped transit improvements and programs including eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Other Funding Sources	\$593,329
		Fiscal Year Cost	\$2,966,646.00
		Total Project Cost	\$2,966,646.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	
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Project Sponsor	CARTS	Funding Category	5307
MPO ID	73-00034-00	FTA Funds	\$931,147
FTA Apportionment Year	2020	State Funds from TxDOT	\$272,833
Project Phase		Other State Agencies	
Project Description	San Marcos Transit District Operations	Other Funding Sources	
		Fiscal Year Cost	\$1,203,980.41
		Total Project Cost	\$1,203,980.41
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Transit Projects

Project Sponsor	Capital Metro	Funding Category	5337
MPO ID	73-00017-00	FTA Funds	\$5,871,000
FTA Apportionment Year	2020	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Other Funding Sources	\$1,467,750
		Fiscal Year Cost	\$7,338,750.00
		Total Project Cost	\$7,338,750.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	Capital Metro	Funding Category	5339
MPO ID	73-00010-00	FTA Funds	\$2,100,000
FTA Apportionment Year	2020	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Revenue vehicle acquisition	Other Funding Sources	\$525,000
		Fiscal Year Cost	\$2,625,000.00
		Total Project Cost	\$2,625,000.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	Capital Metro	Funding Category	
MPO ID	73-00021-00	FTA Funds	\$0
FTA Apportionment Year	2020	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	MetroRail and Freight Rail Projects	Other Funding Sources	\$0
		Fiscal Year Cost	\$0.00
		Total Project Cost	\$0.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Transit Projects

Project Sponsor	Capital Metro	Funding Category	
MPO ID	73-00046-00	FTA Funds	
FTA Apportionment Yea	2020	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Bus replacements	Other Funding Sources	\$16,000,000
		Fiscal Year Cost	\$16,000,000.00
		Total Project Cost	\$16,000,000.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	
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Project Sponsor	Capital Metro	Funding Category	5310
MPO ID	73-00014-00	FTA Funds	\$925,266
FTA Apportionment Yea	2020	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Other Funding Sources	\$231,317
		Fiscal Year Cost	\$1,156,583.00
		Total Project Cost	\$1,156,583.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	
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Project Sponsor	Capital Metro	Funding Category	5307
MPO ID	73-00006-00	FTA Funds	\$29,410,589
FTA Apportionment Yea	2020	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Capital cost of third party contracting for purchased transportation services	Other Funding Sources	\$7,352,648
		Fiscal Year Cost	\$36,763,237.00
		Total Project Cost	\$36,763,237.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Transit Projects

Project Sponsor	Capital Metro	Funding Category	
MPO ID	73-00025-00	FTA Funds	
FTA Apportionment Year	2020	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Bus Replacements	Other Funding Sources	\$16,000,000
		Fiscal Year Cost	\$16,000,000.00
		Total Project Cost	\$16,000,000.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	Capital Metro	Funding Category	5307
MPO ID	73-00044-00	FTA Funds	\$2,423,634
FTA Apportionment Year	2020	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Grouped transit improvements and programs including eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Other Funding Sources	\$605,909
		Fiscal Year Cost	\$3,029,543.00
		Total Project Cost	\$3,029,543.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	Capital Metro	Funding Category	
MPO ID	73-00045-00	FTA Funds	
FTA Apportionment Year	2020	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Non-revenue vehicle replacements	Other Funding Sources	\$180,000
		Fiscal Year Cost	\$180,000.00
		Total Project Cost	\$180,000.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	

Transit Projects

Project Sponsor	Capital Metro	Funding Category	
MPO ID	73-00029-00	FTA Funds	
FTA Apportionment Yea	2020	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Non-revenue vehicle replacements	Other Funding Sources	\$180,000
		Fiscal Year Cost	\$180,000.00
		Total Project Cost	\$180,000.00
Section 5310 ID		TDC (Requested)	
Action	7/1/2016	TDC (Awarded)	
		TDC (Awarded to Date)	
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Project Sponsor	Capital Metro	Funding Category	5339
MPO ID	73-00051-00	FTA Funds	\$2,100,000
FTA Apportionment Yea	2021	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Revenue vehicle acquisition	Other Funding Sources	\$525,000
		Fiscal Year Cost	\$2,625,000.00
		Total Project Cost	\$2,625,000.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	
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Project Sponsor	Capital Metro	Funding Category	5337
MPO ID	73-00050-00	FTA Funds	\$5,871,000
FTA Apportionment Yea	2021	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Other Funding Sources	\$1,467,750
		Fiscal Year Cost	\$7,338,750.00
		Total Project Cost	\$7,338,750.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	

Transit Projects

Project Sponsor	Capital Metro	Funding Category	5310
MPO ID	73-00049-00	FTA Funds	\$925,266
FTA Apportionment Year	2021	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Other Funding Sources	\$231,317
		Fiscal Year Cost	\$1,156,583.00
		Total Project Cost	\$1,156,583.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	
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Project Sponsor	Capital Metro	Funding Category	5307
MPO ID	73-00048-00	FTA Funds	\$2,423,634
FTA Apportionment Year	2021	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Grouped transit improvements and programs including eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Other Funding Sources	\$605,909
		Fiscal Year Cost	\$3,029,543.00
		Total Project Cost	\$3,029,543.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	
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Project Sponsor	Capital Metro	Funding Category	5307
MPO ID	73-00047-00	FTA Funds	\$29,410,589
FTA Apportionment Year	2021	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Capital cost of third party contracting for purchased transportation services	Other Funding Sources	\$7,352,648
		Fiscal Year Cost	\$36,763,237.00
		Total Project Cost	\$36,763,237.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	

Transit Projects

Project Sponsor	CARTS	Funding Category	5307
MPO ID	73-00057-00	FTA Funds	\$949,770
FTA Apportionment Yea	2021	State Funds from TxDOT	\$278,290
Project Phase		Other State Agencies	
Project Description	San Marcos Transit District Operations	Other Funding Sources	
		Fiscal Year Cost	\$1,228,060.00
		Total Project Cost	\$1,228,060.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	CARTS	Funding Category	5307
MPO ID	73-00058-00	FTA Funds	\$968,765
FTA Apportionment Yea	2022	State Funds from TxDOT	\$283,855
Project Phase		Other State Agencies	
Project Description	San Marcos Transit District Operations	Other Funding Sources	
		Fiscal Year Cost	\$1,252,621.00
		Total Project Cost	\$1,252,621.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	Capital Metro	Funding Category	5339
MPO ID	73-00056-00	FTA Funds	\$2,100,000
FTA Apportionment Yea	2022	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Revenue vehicle acquisition	Other Funding Sources	\$525,000
		Fiscal Year Cost	\$2,625,000.00
		Total Project Cost	\$2,625,000.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	

Transit Projects

Project Sponsor	Capital Metro	Funding Category	5337
MPO ID	73-00055-00	FTA Funds	\$5,871,000
FTA Apportionment Year	2022	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	MetroRail capital repair, rehabilitation and replacement projects including any eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Other Funding Sources	\$1,467,750
		Fiscal Year Cost	\$7,338,750.00
		Total Project Cost	\$7,338,750.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	Capital Metro	Funding Category	5307
MPO ID	73-00053-00	FTA Funds	\$2,423,634
FTA Apportionment Year	2022	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Grouped transit improvements and programs including eligible activities in the Capital Metro approved Budget and Capital Improvement Plan.	Other Funding Sources	\$605,909
		Fiscal Year Cost	\$3,029,543.00
		Total Project Cost	\$3,029,543.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	

Project Sponsor	Capital Metro	Funding Category	5307
MPO ID	73-00052-00	FTA Funds	\$29,410,589
FTA Apportionment Year	2022	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Capital cost of third party contracting for purchased transportation services	Other Funding Sources	\$7,352,648
		Fiscal Year Cost	\$36,763,237.00
		Total Project Cost	\$36,763,237.00
Section 5310 ID		TDC (Requested)	
Action		TDC (Awarded)	
		TDC (Awarded to Date)	

Transit Projects

Project Sponsor	Capital Metro	Funding Category	5310
MPO ID	73-00054-00	FTA Funds	\$925,266
FTA Apportionment Year	2022	State Funds from TxDOT	
Project Phase		Other State Agencies	
Project Description	Traditional capital, other capital and operating projects to enhance mobility for seniors and individuals with disabilities. Includes subawards and program administration	Other Funding Sources	\$231,317
Section 5310 ID		Fiscal Year Cost	\$1,156,583.00
Action		Total Project Cost	\$1,156,583.00
		TDC (Requested)	
		TDC (Awarded)	
		TDC (Awarded to Date)	

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Transit Project Financial Summary

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Appendix A: Grouped Projects

Overview

The Texas Department of Transportation (TxDOT), in consultation with the Federal Highway Administration (FHWA), developed 11 grouped project categories for use in the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). Chapter 23 part 450.216 of the Code of Federal Regulations defines the general grouping of projects as:

“Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.”

In the development of the 2019-2022 TIP, the Capital Area Metropolitan Planning Organization (CAMPO) uses project grouping categories to allow the TIP to more appropriately focus on the most regionally significant projects. It also allows for a more streamlined process for projects undergoing development as it considerably reduces delays and allows for a more efficient method of scheduling and letting projects.

The Transportation Policy Board (TPB) has authorized the use all 11 available grouped categories for use. CAMPO reviews each project submitted for inclusion in the TIP to determine project eligibility for grouping. Regardless of eligibility, selection for inclusion in the grouped listing is at the discretion of TPB.

Additional Notes

- Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding require a Federal eligibility determination and are not approved to be grouped.
- Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

Grouped Project Categories

CSJ	Group	Definition
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	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/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination.

Grouped Projects

MPO ID	CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor(s)	FY	Total Cost
14-00001-00	0914-18-107	Bastrop	CR	ON OLD MCDADE RD AT BIG SANDY CREEK	(14-011-0-AA01-06-002)	Rehabilitate Bridges & Approaches	TxDOT	2019	\$805,785.00
14-00006-00	2190-01-007	Bastrop	FM 2336	US 290	SH 95	Improve Guardrail, Safety Treat and Fixed Object	TxDOT	2019	\$5,714,291.00
14-00008-00	3115-01-011	Bastrop	FM 3000	SL 109	3.6 MI. NORTH OF SL 109	Improve Guardrail, Safety Treat and Fixed Object	TxDOT	2019	\$607,777.00
14-00009-00	1186-02-017	Bastrop	FM 969	TRAVIS COUNTY LINE	SH 21/ SH 71	Profile Pavement Markings	TxDOT	2019	\$238,922.00
14-00020-00	0265-05-069	Bastrop	SH 21	At Gills Branch		Rehabilitate Bridges & Approaches	TxDOT	2019	\$734,654.00
14-00021-00	0573-01-032	Bastrop	SH 304	2.677 MI S OF SH 71	FM 535	Provide Additional Paved Surface	TxDOT	2019	\$13,829,146.00
14-00032-00	2991-01-010	Bastrop	SH 95	SH 95	SH 21	Profile Pavement Markings	TxDOT	2019	\$105,702.00
14-00033-00	0322-01-050	Bastrop	SH 95	On SH 21 from LP 150	SH 71	Mill, Seal & Tom Overlay	TxDOT	2019	\$229,000.00
14-00034-00	0322-0-1--049	Bastrop	SH 95	0.372 Mi. South of FM 1441 LP 150		Mill, Seal & Tom Overlay	TxDOT	2019	\$1,247,000.00
14-00040-00	0114-04-069	Bastrop	US 290	0.650 MI E OF SH 95 S	SH 95 SOUTH	Mill, Seal & Tom	TxDOT	2019	\$2,377,824.00
14-00041-00	0114-05-045	Bastrop	US 290	1.280 MI E of FM 696	8.846 MI E of FM 696	Repair & Seal Coat	TxDOT	2019	\$1,598,999.00
24-00002-00	3413-01-006	Burnet	FM 1980	3.694 MI. NORTH OF RM 1431	RM 1431	Profile Edgeline & Centerline Markings	TxDOT	2019	\$70,236.00
24-00008-00	1378-03-034	Burnet	RM 1431	US 281 ON RM 1431	MANZANO MILE	Mill, Seal & TOM	TxDOT	2019	\$1,949,579.00
24-00009-00	1378-04-049	Burnet	RM 1431	INDUSTRIAL BLVD	US 281 ON RM 1431	Mill, Seal & TOM	TxDOT	2019	\$1,949,579.00
24-00010-00	1378-03-036	Burnet	RM 1431	Cimarron Ranch Road	BF 1431J	Full Depth Repair, Seal Coat And Tom	TxDOT	2019	\$1,021,000.00
24-00012-00	2687-02-019	Burnet	RM 2147	COTTONWOOD SHORES CITY LIMITS	US 281	Mill, Seal and Overlay	TxDOT	2019	\$1,622,540.00
24-00017-00	0150-05-048	Burnet	SH 29	SH 29 ST FANNIN ST	US 281	Edge Mill, Repair & TOM	TxDOT	2019	\$2,100,425.00

Grouped Projects

MPO ID	CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor(s)	FY	Total Cost
24-00019-00	0151-01-047	Burnet	SH 29	US 281	0.450 MI E OF CR 250 AT RR TRACKS	Edge Mill, Repair & TOM	TxDOT	2019	\$2,100,425.00
24-00024-00	0700-01-041	Burnet	SH 71	BLANCO COUNTY LINE	US 281	Seal Coat and Pavement Markings	TxDOT	2019	\$1,507,255.00
24-00042-00	0252-01-078	Burnet	US 281	AT PR 4	.	Install Flashing Beacon and Safety Lighting	TxDOT	2019	\$76,918.00
34-00007-00	0571-02-036	Caldwell	FM 86	AT FM 713		Install Intersection Flashing Beacon & Saftey	TxDOT	2019	\$76,944.00
34-00010-00	0384-01-023	Caldwell	SH 142	SH 80	FM 2720	Profile Pavement Markings	TxDOT	2019	\$158,037.00
34-00013-00	0286-03-017	Caldwell	SH 80	FM 20	US 183	Seal Coat	TxDOT	2019	\$1,046,000.00
34-00014-00	0286-02-033	Caldwell	SH 80	0.343 Mi West of FM 20	FM 20	Seal Coat	TxDOT	2019	\$40,000.00
44-00004-00	1539-03-001	Hays	FM 1626	FM 2770	IH 35	Repair and Overlay	TxDOT	2019	\$1,975,362.00
44-00005-00	0016-03-119	Hays	IH 35	Hays County Line	SH 80	Mill, Seal And Pfc-C Inlay	TxDOT	2019	\$10,363,000.00
44-00009-00	0683-03-039	Hays	RM 12	SPORTS PARK ROAD	0.1 MI. SOUTH OF POST OAK ROAD	Add Shoulders & Center Turn Lane	TxDOT	2019	\$1,352,617.00
44-00010-00	3379-01-015	Hays	RM 12	0.18 Mi. North of FM 2439	Stagecoach Trail	Repair & Thin Overlay	TxDOT	2019	\$514,000.00
44-00014-00	0285-02-013	Hays	RM 2325	BLANCO COUNTY LINE	FISCHER STORE ROAD	Seal Coat	TxDOT	2019	\$1,136,338.00
44-00021-00	0016-09-039	Hays	SL 82	IH 35 NORTH	SH 80	Mill, Seal and Inlay	TxDOT	2019	\$2,008,741.00
44-00022-00	0366-01-076	Hays	SL 82	IH 35 NORTH	SH 80	Mill, Seal and Inlay	TxDOT	2019	\$825,694.00
44-00024-00	0113-07-066	Hays	US 290	BLANCO COUNTY LINE	1.667 MI NW OF RM 12	Profile Edgeline & Centerline Markings	TxDOT	2019	\$186,378.00
54-00010-00	0914-04-248	Travis	CR	CRUMLEY RANCH RD(CR 416)@ ROCKY CRK	STR AA0416002	Replace Bridge and Approaches	TxDOT	2019	\$915,238.00
54-00014-00	1376-02-040	Travis	FM 1325	Williamson C/L	Merriltown Dr.	Seal & TOM Overlay	TxDOT	2019	\$637,387.00

Grouped Projects

MPO ID	CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor(s)	FY	Total Cost
54-00016-00	2689-01-027	Travis	FM 2304	Matthews Ln.	Slaughter Ln.	Mill and Inlay Road	TxDOT	2019	\$2,602,523.00
54-00019-00	3417-01-029	Travis	FM 734	Williamson County Line	LP 1	Pavement Repair, Underseal & Overlay	TxDOT	2019	\$2,422,000.00
54-00027-00	0015-13-402	Travis	IH 35	AT 8th St.		Install Travis Signal	TxDOT	2019	\$271,226.00
54-00028-00	0015-13-403	Travis	IH 35	At Rundberg Ln.		Safety Lighting	TxDOT	2019	\$512,501.00
54-00041-00	2210-01-007	Travis	RM 2322	4.6 MI N of SH 71	SH 71	Install Edge/Centerline Profile Markings	TxDOT	2019	\$92,060.00
54-00042-00	2718-01-014	Travis	RM 2769	6.231 MI W of Anderson Mill Rd.	Anderson Mill Rd.	Install Edge/Centerline Profile Markings	TxDOT	2019	\$112,576.00
54-00043-00	0683-02-065	Travis	RM 620	Steiner Ranch Road	RM 2222	Restripe road to add auxiliary lane	TxDOT	2019	\$518,700.00
54-00045-00	0440-06-016	Travis	SH 130	AT FM 812		Install Intersection Flashing Beacon	TxDOT	2019	\$153,837.00
54-00047-00	0700-03-141	Travis	SH 71	AT FALL CREEK ROAD		Install Intersection Flashing Beacon & Safety	TxDOT	2019	\$76,944.00
54-00048-00	0700-03-140	Travis	SH 71	PEDERNALES RIVER	BLANCO COUNTY LINE	Seal Coat and Pavement Markings	TxDOT	2019	\$488,218.00
54-00050-00	0265-02-040	Travis	SH 71	AT BUCK LANE		Install Intersection Flashing Beacon & Safety	TxDOT	2019	\$76,919.00
54-00058-00	0015-11-064	Travis	SL 275	RUNDBERG LN	MORROW LN	Mill, Seal and Inlay	TxDOT	2019	\$2,886,919.00
54-00061-00	0113-13-162	Travis	SL 360	BULL CREEK	0.02 MI N OF RM 2222	Upgrade Bridge and Approach Railings	TxDOT	2019	\$1,052,982.00
54-00082-00	0914-00-000	Travis	VA	Various Locations Districtwide		FY 2019 Site Specific Signals	TxDOT	2019	\$2,341,025.00
54-00083-00	0914-00-399	Travis	VA	Various Locations Districtwide		FY 2019 Non-Site Specific Signals	TxDOT	2019	\$2,341,025.00
64-00003-00	0914-05-132	Williamson	CR	On CR 258 At North San Gabriel	STR AA01-47-002	Rehabilitate Bridge and Approaches	TxDOT	2019	\$2,203,961.00
64-00012-00	1376-01-020	Williamson	FM 1325	SH 45	Travis County Line	Seal & TOM Overlay	TxDOT	2019	\$1,233,063.00

Grouped Projects

MPO ID	CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor(s)	FY	Total Cost
64-00015-00	1566-01-011	Williamson	FM 1660	US 79	SH 29	Depth Repair, Underseal & Thin Overlay	TxDOT	2019	\$4,325,320.00
64-00021-00	1201-01-014	Williamson	FM 970	RM 2338	SH 195	Widening & Safety Improvements_To Include	TxDOT	2019	\$5,759,000.00
64-00022-00	1210-01-014	Williamson	FM 970	RM 2338	SH 195	Widening and Safety Improvements	TxDOT	2019	\$6,039,865.00
64-00023-00	1202-02-013	Williamson	FM 971	SH 95	Granger Lake Dam Rd. (SME)	Depth Repair, Underseal & Thin Overlay	TxDOT	2019	\$2,538,116.00
64-00028-00	0015-09-177	Williamson	IH 35	At West Fork Smith Branch		Upgrade Bridge and Approach Railing	TxDOT	2019	\$57,540.00
64-00029-00	0015-09-176	Williamson	IH 35	US 79	BI 35L	Upgrade Bridge and Approach Railing	TxDOT	2019	\$333,732.00
64-00031-00	0015-08-139	Williamson	IH 35	At SS 158		Upgrade Bridge and Approach Railing	TxDOT	2019	\$80,556.00
64-00037-00	0440-01-043	Williamson	SH 195	FM 138	SH 195	Repair and Overlay (Type D)	TxDOT	2019	\$1,913,167.00
64-00042-00	0337-02-046	Williamson	SH 29	At Smith Branch		Upgrade Bridge and Approach Railings	TxDOT	2019	\$115,080.00
64-00043-00	0337-02-047	Williamson	SH 29	At CR 366		Install Intersection Flashing Beacon and	TxDOT	2019	\$76,919.00
64-00045-00	0683-01-089	Williamson	SH 45	1.85 MI E of US 183	1.88 MI E of US 183	Upgrade Bridge and Approach Railings	TxDOT	2019	\$93,215.00
64-00046-00	0683-06-033	Williamson	SH 45	Loop 1	0.1 MI E of AW Grimes	Upgrade Bridge and Approach Railings	TxDOT	2019	\$179,525.00
64-00049-00	0320-03-096	Williamson	SH 95	0.75 MI N of FM 397	0.58 MI N of SH 29	Upgrade Bridge and Approach Railings	TxDOT	2019	\$230,160.00
64-00050-00	0015-17-027	Williamson	SS 158	Lakeway Dr.	Williamson Dr.	Mill, Seal & Inlay	TxDOT	2019	\$2,675,680.00
64-00051-00	0015-16-021	Williamson	SS 379	0.152 MI N of US 79	0.129 MI N of US 79	Upgrade Bridge and Approach Railings	TxDOT	2019	\$138,096.00
64-00052-00	0151-05-112	Williamson	US 183	At Pecan Park Blvd.		Improve Traffic Signals	TxDOT	2019	\$208,535.00
64-00054-00	0273-04-036	Williamson	US 183	Burnet C/L	1.244 MI N of SH 29	Full Depth Repair & Overlay	TxDOT	2019	\$6,243,254.00

Grouped Projects

MPO ID	CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor(s)	FY	Total Cost
64-00056-00	0273-04-037	Williamson	US 183	At CR 213		Install Intersection Flashing Beacon and	TxDOT	2019	\$76,944.00
64-00058-00	0204-01-066	Williamson	US 79	2.126 MI W of SH 130	2.395 MI W of SH 130	Upgrade Bridge and Approach Railings	TxDOT	2019	\$130,040.00
14-00014-00	0265-05-063	Bastrop	SH 21	At Gills Branch & Mkt RR		Rehabilitate Bridges & Approaches	TxDOT	2020	\$2,576,055.00
24-00016-00	0151-0-1--049	Burnet	SH 29	Rail Road Track, South of Summit Ridge Rd.	North of FM 243	Level-Up And Seal Coat	TxDOT	2020	\$2,531,000.00
24-00020-00	0151-0-2--025	Burnet	SH 29	North of FM 243	Williamson County Line	Level-Up And Seal Coat	TxDOT	2020	\$1,166,000.00
24-00036-00	0252-01-079	Burnet	US 281	0.1 Mi. South of RM 1855	Third St.	Mill, Seal And Overlay	TxDOT	2020	\$3,086,000.00
24-00038-00	0252-0-2--056	Burnet	US 281	SH 71	Blanco County Line	Seal Coat	TxDOT	2020	\$554,000.00
44-00027-00	0987-03-011	Hays	FM 621	0.2 MI N OF OLD BASTROP HWY	0.2 MI S OF OLD BASTROP HWY	WIDEN PAVED SHOULDER TO 5 FT OR	TxDOT	2020	\$858,597.00
51-00004-00	0015-10-064	Travis	IH 35	At Wells Branch Pkwy		Operational improvements-interchange	TxDOT	2020	\$38,273,484.00
51-00005-00	0015-08-147	Travis	IH 35	At Williams Drive		Reconstruct interchange	TxDOT	2020	\$61,853,480.00
54-00007-00	0914-04-271	Travis	CR	ON OLD GREGG LN 3.35 MI E OF IH35	STR AA1450-003	Rehabilitate Bridge and Approaches	TxDOT	2020	\$282,978.00
54-00009-00	0914-04-227	Travis	CR	ON LUND CARLSON RD AT WILLOW CREEK	STR AA1531002	Rehabilitate Bridge and Approaches	TxDOT	2020	\$636,700.00
54-00011-00	0914-04-229	Travis	CS	ON BOYCE LANE AT HARRIS BRANCH	STR AA14-81-002	Rehabilitate Bridge and Approaches	TxDOT	2020	\$778,189.00
54-00013-00	0091-44-294	Travis	CS	Old Manor Rd. At Walnut Creek		Rehabilitate Bridge	TxDOT	2020	\$924,310.00
54-00031-00	0015-13-374	Travis	IH 35	Rundberg Lane	Ladybird Lake	Mill, Seal & Thin Ov Frontage Rds	TxDOT	2020	\$9,514,000.00
54-00034-00	1378-01-042	Travis	RM 1431	Burnet County Line	0.4 Mile West of Bark K	One Course Surface Treatment	TxDOT	2020	\$1,203,000.00
54-00046-00	0414-01-001	Travis	SH 165	11th Street	Comal Street	Widen Cemetery Road	TxDOT	2020	\$1,940,000.00

Grouped Projects

MPO ID	CSJ	County	Roadway	Limits (From)	Limits (To)	Description	Sponsor(s)	FY	Total Cost
54-00051-00	0700-03-142	Travis	SH 71	0.60 Mi. North of RM 620	.78 Mi. North of US 290	Pfc-F Overlay	TxDOT	2020	\$5,635,000.00
54-00074-00	0914-00-401	Travis	VA	Various Locations Districtwide		FY 2020 Non-Site Specific Signals	TxDOT	2020	\$2,435,000.00
54-00081-00	0914-00-402	Travis	VA	Various Locations Districtwide		FY 2020 Site Specific Signals	TxDOT	2020	\$2,435,000.00
64-00004-00	0914-05-137	Williamson	CR	On CR 126 At Mileham Bridge	(STR AA04-87-001)	Replace Bridges & Approaches	TxDOT	2020	\$951,847.00
64-00005-00	0914-05-174	Williamson	CR	On CR 452 at Branch of Mustang Creek	STR AA04-13-001	Bridge Replacement	TxDOT	2020	\$636,700.00
64-00007-00	0914-05-153	Williamson	CR	Brushy Bend Rd. @ Brushy Creek	STR AA0836001	Rehabilitate Bridge and Approaches	TxDOT	2020	\$1,131,911.00
64-00038-00		Williamson	SH 195	At Shell Road		Construct Overpass	TxDOT	2020	\$1,900,000.00
64-00063-00	0273-04-040	Williamson	US 183	0.230 MI N of LIVE OAK DR	0.230 MI S OF CR 212	INSTALL CONTINUOUS TURN LANE	TxDOT	2020	\$1,649,601.00
74-00006-00	0914-04-294		CS	Old Manor Rd. At Walnut Creek		Rehabilitate Bridge	TxDOT	2020	\$924,310.00
14-00026-00	0265-0-3--043	Bastrop	SH 71	At Tucker Hill Lane (CR 214)		Construct Overpass	TxDOT	2021	\$41,622,836.00
14-00029-00	0265-0-3--041	Bastrop	SH 71	At FM 1209		Construct Overpass	TxDOT	2021	\$47,300,406.00
14-00030-00	0265-0-3--042	Bastrop	SH 71	At Pope Bend Rd.		Construct Overpass	TxDOT	2021	\$33,786,290.00
64-00006-00	0914-05-181	Williamson	CR	On CR 456	At Brushy Creek	Realign Roadway & Replace Bridge	TxDOT	2021	\$1,019,347.00
64-00017-00	1566-02-019	Williamson	FM 1660	King Lane in Hutto	FM 973	Rehab Rdwy	TxDOT	2021	\$13,022,000.00
64-00034-00	0683-01-056	Williamson	RM 620	Deepwood Drive	IH 35 (DOT No. 439705H)	Construct Railroad Grade Separation Structure	TxDOT	2021	\$37,000,000.00
64-00011-00	0334-01-047	Williamson	FM 112	SH 95	US 79	Rehabilitate Roadway	TxDOT	2022	\$6,990,000.00

Appendix B: Local Projects

Overview

The main section of the Transportation Improvement Program (TIP) includes required individual listings for those projects funded from federal sources or include federal decisions. In addition to these projects, the TIP includes regionally significant projects funded from local sources. These projects are not required to be listed in the Statewide Transportation Improvement Program (STIP) and are not subject to federal review but are listed here for transparency and an inclusive presentation of the region's 4-year transportation program.

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Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		Burnet Road	PE, ROW, C	Austin	City of Austin	2018	
Limits (From):	W Koenig Ln				MPO ID:	51-00214-00		
Limits (To):	Mopac				Revision Date:			
Description:	Up to 5 miles of corridor-wide system safety and mobility improvements				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$8,100,000.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$39,700,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$3,400,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$53,200,000.00	\$53,200,000.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$2,000,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$53,200,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$53,200,000.00	\$53,200,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		E. MLK Blvd.	PE, ROW, C	Austin	City of Austin	2018	
Limits (From):	US 183				MPO ID:	51-00216-00		
Limits (To):	Decker Ln				Revision Date:			
Description:	Up to 1.5 miles of corridor-wide system safety and mobility improvements				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,100,000.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$5,900,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$600,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$7,900,000.00	\$7,900,000.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$300,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$7,900,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$7,900,000.00	\$7,900,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		North Lamar	PE, ROW, C	Austin	City of Austin	2018	
Limits (From):	US 183				MPO ID:	51-00217-00		
Limits (To):	Howard Ln				Revision Date:			
Description:	Up to 5.5 miles of corridor-wide system safety and mobility improvements				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$10,180,000.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$48,770,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$5,520,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$66,930,000.00	\$66,930,000.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$2,460,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$66,930,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$66,930,000.00	\$66,930,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		South Lamar Boulevard	PE, ROW, C	Austin	City of Austin	2018	
Limits (From):	Riverside Dr				MPO ID:	51-00218-00		
Limits (To):	US 290				Revision Date:			
Description:	Up to 3 miles of corridor-wide system safety and mobility improvements				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$4,800,000.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$27,180,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$2,850,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$36,200,000.00	\$36,200,000.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$1,370,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$36,200,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$36,200,000.00	\$36,200,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		Airport Boulevard	PE, ROW, C	Austin	City of Austin	2018	
Limits (From):	Manor Rd				MPO ID:	51-00219-00		
Limits (To):	US 183				Revision Date:			
Description:	Up to 1.5 miles of full street reconstruction				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$9,700,000.00							
Right-of-Way:	\$2,400,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$46,000,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$4,800,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$65,200,000.00	\$65,200,000.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$2,300,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$65,200,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$65,200,000.00	\$65,200,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis		South Lamar	PE, ROW, C	Austin	City of Austin	2018	
Limits (From):	Panther Trail				MPO ID:	51-00220-00		
Limits (To):	US 290				Revision Date:			
Description:	Up to 0.5 miles of full street reconstruction				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:	\$2,100,000.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$11,800,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$1,000,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$15,400,000.00	\$15,400,000.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$500,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$15,400,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$15,400,000.00	\$15,400,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Caldwell	3545-03-003	FM 110	C, PE		Hays County, TxDOT	2019	
Limits (From):	SH 80				MPO ID:	31-00028-00		
Limits (To):	SH 21				Revision Date:			
Description:	Construct Two Lanes And Shoulders				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$1,260,210.16						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$25,718,574.79	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$1,260,210.16	\$0.00	\$0.00	\$0.00	\$5,884,100.00	\$5,884,100.00	
Contingencies:	4	\$321,482.18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$1,404,234.18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$29,964,711.47	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$5,884,100.00	\$5,884,100.00	

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Caldwell	3545-03-004	FM 110	C, PE, ROW		Hays County, TxDOT	2019	
Limits (From): Hays County Line					MPO ID: 31-00030-00			
Limits (To): SH 80					Revision Date:			
Description: Construct Two Lanes And Shoulders					History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$332,394.42						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$6,783,559.67	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$332,394.42	\$0.00	\$0.00	\$0.00	\$2,000,000.00	\$0.00	\$2,000,000.00
Contingencies:	4	\$84,794.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$370,382.36	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$7,903,525.37	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$0.00	\$0.00	\$0.00	\$2,000,000.00	\$0.00	\$2,000,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Caldwell		FM 110	PE, ROW, C	San Marcos	Hays County	2019	
Limits (From):	SH 80				MPO ID:	31-00031-00		
Limits (To):	SH 21				Revision Date:			
Description:	Construct two lanes and shoulders				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,534,330.00							
Right-of-Way:	\$1,725,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$21,326,436.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$2,132,643.60	3	\$0.00	\$0.00	\$0.00	\$0.00	\$27,743,285.82	\$27,743,285.82
Contingencies:	\$491,715.32	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$533,160.90	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$27,743,285.82	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$27,743,285.82	\$27,743,285.82

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Caldwell		FM 110	PE, ROW, C	San Marcos	Hays County	2019	
Limits (From):	Hays County Line				MPO ID:	31-00032-00		
Limits (To):	SH 80				Revision Date:			
Description:	Construct two lanes and shoulders				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$631,457.00							
Right-of-Way:	\$1,124,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$5,892,048.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$589,204.80	3	\$0.00	\$0.00	\$0.00	\$0.00	\$5,900,000.00	\$5,900,000.00
Contingencies:	\$152,950.10	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$147,301.20	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$8,536,961.10	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$5,900,000.00	\$5,900,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	3545-01-005	FM 110	C, PE		Hays County, TxDOT	2019	
Limits (From):	SH 21				MPO ID:	41-00172-00		
Limits (To):	800' East Of Ih 35 Nbfr				Revision Date:			
Description:	Construct Two Lanes And Shoulders				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	Category	Federal	State	Regional	Local	LC	Total	
Preliminary Engineering:	\$1,201,237.25							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	\$24,515,045.92	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	\$1,201,237.25	3	\$0.00	\$0.00	\$0.00	\$18,650,900.00	\$18,650,900.00	
Contingencies:	\$306,438.07	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	\$1,338,521.51	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	\$28,562,480.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
		Total	\$0.00	\$0.00	\$0.00	\$18,650,900.00	\$18,650,900.00	

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	3545-02-007	FM 110	C, PE, ROW		Hays County, TxDOT	2019	
Limits (From):	SH 123				MPO ID:	41-00173-00		
Limits (To):	CR 245 (Redwood Road)				Revision Date:			
Description:	Construct Two Lanes And Shoulders				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$461,855.36							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$9,425,619.52	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$461,855.36	3	\$0.00	\$0.00	\$0.00	\$7,549,278.00	\$0.00	\$7,549,278.00
Contingencies:	\$117,820.24	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$514,638.83	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$10,981,789.31	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$7,549,278.00	\$0.00	\$7,549,278.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	3545-02-008	FM 110	C, PE		Hays County, TxDOT	2019	
Limits (From):	FM 621				MPO ID:	41-00174-00		
Limits (To):	Caldwell County Line				Revision Date:			
Description:	Construct Two Lanes And Shoulders				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$585,531.82							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$11,949,628.88	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$585,531.82	3	\$0.00	\$0.00	\$0.00	\$12,024,474.00	\$0.00	\$12,024,474.00
Contingencies:	\$149,370.36	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$652,449.74	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$13,922,512.62	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$12,024,474.00	\$0.00	\$12,024,474.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays	3545-02-009	FM 110	C, PE, ROW		Hays County, TxDOT	2019	
Limits (From):	CR 245 (Redwood Road)				MPO ID:	41-00175-00		
Limits (To):	FM 621				Revision Date:			
Description:	Construct Two Lanes And Shoulders				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$163,770.35						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$3,342,252.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$163,770.35	\$0.00	\$0.00	\$0.00	\$1,210,329.00	\$1,210,329.00	
Contingencies:	4	\$41,778.15	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$182,486.96	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$3,894,057.82	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$1,210,329.00	\$1,210,329.00	

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		FM 150	PE, C	Kyle	Hays County	2019	
Limits (From):	Lehman Road				MPO ID:	41-00176-00		
Limits (To):	SH 21				Revision Date:			
Description:	Center turn lane and shoulders				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$50,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,824,000.00	\$5,824,000.00
Contingencies:	4	\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$650,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$5,824,000.00	\$5,824,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		RM 967	PE. ROW, C	Buda	Hays County	2019	
Limits (From):	FM 1626				MPO ID:	41-00177-00		
Limits (To):	West of Oak Forest				Revision Date:			
Description:	Center turn lane and shoulders				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$600,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$3,865,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$387,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,900,000.00	\$5,900,000.00
Contingencies:	4	\$582,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$210,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$5,824,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$5,900,000.00	\$5,900,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		FM 110	PE, ROW, C	San Marcos	Hays County	2019	
Limits (From):	SH 21				MPO ID:	41-00178-00		
Limits (To):	800' East of IH 35 NBF				Revision Date:			
Description:	Construct two lanes and shoulders				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,840,670.00							
Right-of-Way:	\$6,853,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$25,584,436.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$2,558,443.60	3	\$0.00	\$0.00	\$0.00	\$0.00	\$38,161,722.62	\$38,161,722.62
Contingencies:	\$685,562.12	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$639,610.90	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$38,161,722.62	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$38,161,722.62	\$38,161,722.62

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		FM 110	PE, ROW, C	San Marcos	Hays County	2019	
Limits (From):	FM 621				MPO ID:	41-00179-00		
Limits (To):	Caldwell County Line				Revision Date:			
Description:	Construct two lanes and shoulders				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$1,199,543.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,900,000.00	\$5,900,000.00
Contingencies:	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,900,000.00	\$5,900,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		FM 110	PE, ROW, C	San Marcos	Hays County	2019	
Limits (From):	CR 245 (Redwood Road)				MPO ID:	41-00180-00		
Limits (To):	FM 621				Revision Date:			
Description:	Construct two lanes and shoulders				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$347,837.00						
Right-of-Way:	1	\$882,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$3,361,716.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$336,171.60	\$0.00	\$0.00	\$0.00	\$0.00	\$5,103,598.56	\$5,103,598.56
Contingencies:	4	\$91,831.06	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$84,042.90	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$5,103,598.56	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$5,103,598.56	\$5,103,598.56

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		FM 110	PE. ROW, C	San Marcos	Hays County	2019	
Limits (From):	SH 123				MPO ID:	41-00181-00		
Limits (To):	CR 245 (Redwood Road)				Revision Date:			
Description:	Construct two lanes and shoulders				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$1,277,163.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,900,000.00	\$5,900,000.00
Contingencies:	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,900,000.00	\$5,900,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		FM 621	PE, ROW, C	San Marcos	Hays County	2019	
Limits (From):	CR 266				MPO ID:	41-00182-00		
Limits (To):	Dezavalla				Revision Date:			
Description:	Construct center turn lanes and shoulders and pavement widening				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$537,000.00							
Right-of-Way:	\$200,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$3,372,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$337,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$5,144,000.00	\$5,144,000.00
Contingencies:	\$510,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$188,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$5,144,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$5,144,000.00	\$5,144,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		US 290	PE, ROW, C	Dripping Springs	Hays County	2019	
Limits (From):	East of Trautwein Road				MPO ID:	41-00184-00		
Limits (To):	Trautwein Road				Revision Date:			
Description:	Construct intersection improvements, including a traffic signal and right turn lane				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$225,000.00							
Right-of-Way:	\$100,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$867,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$87,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$1,508,000.00	\$1,508,000.00
Contingencies:	\$150,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$79,000.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$1,508,000.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$1,508,000.00	\$1,508,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		RM 12	PE	Dripping Springs	Hays County	2019	
Limits (From):	RM 150 at RM 12 Alignment				MPO ID:	41-00185-00		
Limits (To):					Revision Date:			
Description:	Intersection improvements				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$356,000.00						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,610,120.00	\$1,610,120.00
Contingencies:	4	\$29,120.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	7	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	8	\$1,610,120.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total		\$0.00	\$0.00	\$0.00	\$0.00	\$1,610,120.00	\$1,610,120.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		Winters Mill Intersection	PE, C	Wimberley	Hays County	2019	
Limits (From):	RM 12				MPO ID:	41-00186-00		
Limits (To):	RM 3237				Revision Date:			
Description:	Intersection improvements					History:		

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	Amount	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$225,755.00							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$1,000,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$100,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$1,225,755.00	\$1,225,755.00
Contingencies:	\$24,515.10	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$25,000.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$1,375,270.10	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$1,225,755.00	\$1,225,755.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	1535-01-012	FM 1625	C, PE		Travis County	2019	
Limits (From):	0.22 Miles South of Mckenzie Road				MPO ID:	51-00199-00		
Limits (To):	US 183 & Mckenzie Rd. Intersection				Revision Date:			
Description:	Realign Roadway And Relocate Highway Intersection				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$58,183.13							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$1,187,410.79	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$58,183.13	3	\$0.00	\$0.00	\$0.00	\$860,000.00	\$0.00	\$860,000.00
Contingencies:	\$14,842.63	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$64,832.63	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$1,383,452.31	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$860,000.00	\$0.00	\$860,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	0015-08-152	IH 35	C, PE		Georgetown	2019	
Limits (From): At Northwest Blvd.					MPO ID: 61-00112-00			
Limits (To):					Revision Date:			
Description: Construct New Overpass Crossing IH 35 At Northwest Boulevard					History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$125,318.57						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$2,557,521.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$125,318.57	\$0.00	\$0.00	\$0.00	\$2,500,000.00	\$2,500,000.00	
Contingencies:	4	\$31,969.02	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$139,640.69	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$2,979,768.65	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$2,500,000.00	\$2,500,000.00	

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	0151-05-115	US 183	C		City of Cedar Park	2019	
Limits (From):	Cedar Park Dr				MPO ID:	61-00116-00		
Limits (To):	South of Buttercup Creek Blvd				Revision Date:			
Description:	Realignment Of Existing Us 183 To Old Hwy 183. Old 183 To Be Widened And Realigned Include Relocation				History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$645,686.75						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$13,177,280.71	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$645,686.75	\$0.00	\$0.00	\$0.00	\$10,710,000.00	\$10,710,000.00	
Contingencies:	4	\$164,716.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$719,479.53	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$15,352,849.75	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$10,710,000.00	\$10,710,000.00	

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Hays		RM 3237	PE, ROW, C	Wimberley	Hays County	2020	
Limits (From):	RM 12				MPO ID:	41-00183-00		
Limits (To):	RM 150				Revision Date:			
Description:	Construct left and right turn lanes at various intersections, shoulder enhancements and a new intersection roundabout at RM 150				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,201,000.00							
Right-of-Way:	\$3,180,960.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$8,577,000.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$1,031,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$13,989,960.00	\$13,989,960.00
Contingencies:	\$0.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$13,989,960.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$0.00	\$13,989,960.00	\$13,989,960.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	1539-02-026	FM 1626	C, PE, ROW		Travis County, TxDOT	2020	
Limits (From):	0.2 Miles South of Brodie Ln.				MPO ID:	51-00200-00		
Limits (To):	East of FM 2304				Revision Date:			
Description:	Reconstruct an existing 2-lane arterial to a 4-lane arterial with a continuous left turn lane with 5 foot wide shoulders and 6 foot wide sidewalks on both sides.				History:			
Remarks:								

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$1,750,000.00							
Right-of-Way:	\$2,370,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$7,903,300.00	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$100,000.00	3	\$0.00	\$0.00	\$0.00	\$7,903,000.00	\$0.00	\$7,903,000.00
Contingencies:	\$100,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$12,223,300.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$7,903,000.00	\$0.00	\$7,903,000.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	1566-01-009	FM 1660	C, PE		Williamson County, TxDOT	2020	
Limits (From): Cr 101 North of Hutto					MPO ID: 61-00123-00			
Limits (To): US 79					Revision Date:			
Description: Upgrade Roadway From 2 Ln Undivided To A 4 Ln Undivided					History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$713,025.05						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$14,551,531.71	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$713,025.05	\$0.00	\$0.00	\$0.00	\$13,720,145.00	\$13,720,145.00	
Contingencies:	4	\$181,894.15	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$794,513.63	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$16,953,989.59	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$13,720,145.00	\$13,720,145.00	

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	1566-02-020	FM 1660	C, PE		Williamson County, TxDOT	2020	
Limits (From):	US 79				MPO ID:	61-00124-00		
Limits (To):	FM 3349				Revision Date:			
Description:	Construct New Location Roadway				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$654,232.91							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$13,351,692.11	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$654,232.91	3	\$0.00	\$0.00	\$0.00	\$12,588,857.00	\$0.00	\$12,588,857.00
Contingencies:	\$166,896.15	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$729,002.39	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$15,556,056.47	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$12,588,857.00	\$0.00	\$12,588,857.00

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	2690-01-037	FM 971	C, PE		City of Georgetown	2020	
Limits (From): SS 158 (Austin Avenue)					MPO ID: 61-00125-00			
Limits (To): Gann Street/River Haven Drive					Revision Date:			
Description: Upgrade From 2 Lane To 4 Lane Urban Section					History:			

Remarks:

Total Project Cost Information	Authorized Funding by Category/Share							
	<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>	
Preliminary Engineering:		\$172,768.38						
Right-of-Way:	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction:	2	\$3,525,885.21	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Construction Engineering	3	\$174,883.91	\$0.00	\$0.00	\$0.00	\$3,292,000.00	\$3,292,000.00	
Contingencies:	4	\$70,165.12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirects:	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Bond Financing:	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Potential Change Orders:	7	\$131,868.11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Total Cost:	8	\$4,075,570.73	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Cost of Approved Phases:	9		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	10		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	11		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	12		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Total		\$0.00	\$0.00	\$0.00	\$3,292,000.00	\$3,292,000.00	

Local Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Williamson	3417-02-030	FM 734	C		TxDOT, City of Austin	2022	
Limits (From):	RM 1431				MPO ID:	61-00126-00		
Limits (To):	SH 45				Revision Date:			
Description:	Upgrade From 4 Lanes To 6 Lanes				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$2,633,647.11							
Right-of-Way:	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$53,747,900.23	2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering	\$2,665,895.85	3	\$0.00	\$0.00	\$0.00	\$17,000,000.00	\$0.00	\$17,000,000.00
Contingencies:	\$1,069,583.21	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$0.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$2,010,171.47	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$62,127,197.87	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:		9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$0.00	\$0.00	\$0.00	\$17,000,000.00	\$0.00	\$17,000,000.00

Appendix C: Performance Measures

Overview

In order to provide more transparency in the selection and prioritization of transportation projects, federal legislation beginning with the Moving Ahead for Progress in the 21st Century Act (MAP 21) and continuing to the current Fixing America's Surface Transportation Act (FAST Act), now stipulate that a performance measurement framework must be used in the development of the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP).

The United States Department of Transportation (USDOT) has been developing rules for the implementation of these performance measures. Within one year of the effective dates of the final rules from USDOT, state departments of transportation (TxDOT) must set performance targets for each performance area. Following state department of transportation target-setting, MPOs must set their own targets or agree with those set by the state DOT. Performance measures at the federal level are focused on the following national goals:

National Goals

AppSafety

Infrastructure condition

Congestion reduction

System reliability

Freight movement and economic vitality

Environmental sustainability

Reduced project delivery delays

Performance Management Process

Transportation performance management is an iterative process that helps guide the planning process by providing directional goals for the plans and programs, but also provides a feed-back mechanism in which to measure success. To achieve the federal goals, states and MPOs jointly develop performance measures and targets with which to guide the transportation development process.



Safety Performance Measures

The use of a performance-based transportation planning process is required by the federal government in the development of the Transportation Improvement Program (TIP) and long-range Metropolitan Transportation Plan (MTP). Part of the performance-based planning process requires the adoption of performance targets in key areas by the effective date set by the FHWA's Final Rulemaking.

By these rulemakings, the Transportation Policy Board adopted a safety performance target on February 12, 2018 the safety performance target set by the state. This performance target is a reduction of 2% by 2022 for trends with a positive slope in the following areas:

- Fatalities
- Fatalities Rate
- Serious Injuries
- Non-motorized fatalities and serious injuries

Anticipated Impacts

Projects in the 2019-2022 Project Call were measured based on a variety of factors including a substantial emphasis on safety. The combined safety elements in the project selection process accounted for nearly a third of the overall project score. This included points awarded to projects that address areas with an above average crash rate and additional safety issues. Projects were also subject to a Safety Cost/Effective ranking methodology based on TxDOT's Highway Safety Improvement Program (HSIP) that combined need, effectiveness, and cost. The results ranked the projects based on these combined elements, rated against the other projects being considered. With a major emphasis on safety embedded within the selection process, projects approved by the Transportation Policy Board (TPB) for federal funding will have a significant safety impact that will be measured against the adopted target as they are implemented over the upcoming four-year period.

Appendix D: General Policies

- 1.** The TIP is divided into two distinct parts: the main body and appendices
 - a) Items specifically required to be in the main body of the TIP can be found in 23 CFR 450 of the Code of Federal Regulations and 49 U.S.C. Chapter 53 of the United States Code.
 - b) All projects in the main body of the TIP fall under the General Policies, regardless of funding source or funding category.
 - c) Projects included in the main body of the TIP must be consistent with the current Regional Transportation Plan, the Congestion Management Process, and applicable federal and state requirements.
 - d) All appendices included in the TIP are for informational purposes only.
- 2.** All TIP and TIP amendment project submissions must be submitted using the TIP Application Package provided by CAMPO.
- 3.** CAMPO will hold two regularly scheduled TIP amendment cycles during the fiscal year. Requests for out-of-cycle amendments will be considered on a case-by-case basis by the Transportation Policy Board.
- 4.** Those jurisdictions, agencies or transportation providers receiving federal funding for projects, programs or studies are required to demonstrate continuous progress toward project implementation. Continuous progress, in this instance, means that major steps to advance the project (e.g., authority to undertake final design, authority to acquire a significant portion of the right-of-way, or approval of the plans, specifications and estimates) must occur within three years of the approval by the Transportation Policy Board (TPB). If continuous progress is not demonstrated, the award of funds will be subject to reevaluation by the TPB.
- 5.** Those jurisdictions or transportation providers receiving STP MM funding for projects, programs or studies must also submit, on a quarterly basis, a progress report for each awarded project, program or study. A standardized reporting format will be provided by CAMPO staff.
- 6.** If an STBG funded project becomes infeasible or untenable:
 - a) The jurisdiction must notify CAMPO as soon as the determination is made.
 - b) The STBG funds will be returned to the general reserve for redistribution.
 - c) The funds will be offered to the next highest scored, unfunded eligible project based on the most recent STBG call for projects.
- 7.** The sponsor is responsible for providing CAMPO an accurate accounting of project details including but not limited to: costs, local match fund sources and availability, and implementation schedule.

- 8.** Cost over-runs on a project funded with CAMPO allocated funds are the responsibility of the project sponsor.
- 9.** The TPB and the CAMPO Executive Director reserve the right to declare any proposed TIP modification undergo a Tier 2 public participation process.

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Appendix E: Amendment Policies and Procedures

Administrative Amendments

The TPB has delegated the authority to approve specifically defined TIP modifications, known as Administrative Amendments, to the CAMPO Executive Director. These amendments are non-substantive in nature and could include changes in funding source. They do not require action by the 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:

Total Year of Expenditure cost increases that do not cause an increase of funds allocated by the TPB within the following limits:

Total TIP Project Cost	Percent Increase in Year of Expenditure Cost
\$0 - \$249,000	25%
\$250,000 - \$999,999	20%
\$1,000,000 - \$2,999,999	15%
\$3,000,000+	10% (Capped at \$5,000,000)

- Decreases in federal or state funding
- Increases to local matches
- Changes in project sponsors if the sponsor or sponsors submit adequate documentation to CAMPO indicating that they have the funding needed to sponsor the project.
- Changes in federal project funding sources that do not alter the federal project cost, with the condition that the project meets the funding category's eligibility requirements.
- Modifications to TIP projects as long as the modifications do not materially change the project's intended function, nature, costs or environmental impact.
- Including a project as a phased improvement to a larger project, as long as the modifications do not materially change the project's intended function, nature, costs or environmental impact.
- Data entry or typographical errors.

Tier 1 Amendments

Tier 1 Amendments to the TIP often include changes to funding amounts or changes in scope of a project. These amendments require action by the TPB. All Tier 1 Amendments require the public outreach process as defined in the CAMPO Public Participation Plan.

Tier 1 Amendments include, but are not limited to, the following types of actions:

- The addition/deletion/modification of non-transit projects that do not cross jurisdictional lines
- The addition/deletion/modification of transit projects related to currently existing service
- The addition/deletion/modification of projects that do not implement a new user fee, fare or toll component. A new toll component is defined as a project with a toll that is not listed in the currently active TIP. Transit projects that are related to currently existing service are not considered to be implementing a new fare.
- The addition/deletion/modification of projects selected for funding through a competitive process not administered by the TPB (ie: Safe Routes to School projects, Texas Transportation Commission selected projects, federal grant program projects)
- Modifications to project scope, as long as the modifications do not necessitate revising the NEPA documentation or will not alter the NEPA determination
- Split or combine currently listed individual projects, provided schedule and scope remain unchanged, Year of Expenditure costs do not increase by more than 50% and CAMPO allocated funds do not increase.
- Removal of projects that have not been obligated

Tier 2 Amendments

Tier 2 Amendments are any modifications that are not otherwise defined as an Administrative or Tier1 Amendment. Tier 2 Amendments typically include substantial increases in federal funding (above the 50% threshold) or scope alterations. The TPB and/or CAMPO Executive Director reserve the right to declare any proposed modification to the TIP a Tier 2 Amendment.

All modifications to the TIP that are classified as Tier 2 Amendments must be presented to the TPB for consideration. All Tier 2 Amendments require the public outreach process as defined in the CAMPO Public Participation Plan.

Tier 2 Amendments include, but are not limited to, the following types of actions:

- Modifications to a project's scope that will cause a revision of the NEPA documentation or will alter any NEPA determination
- The addition/deletion/modification of non-transit projects that cross jurisdictional lines
- The addition/deletion/modification of projects that implement a new user fee, fare or toll component
- Addition/deletion/modification of projects that require an Environmental Impact Statement or Environmental Assessment under NEPA
- Any requested increase in CAMPO allocated funding, if requested funding is available

Emergency Actions

In accordance with federal rules and regulations, in the event that the State of Texas or the federal government declares a state of emergency, CAMPO may process any TIP modification that is related to mitigation of the emergency as an Administrative Amendment. If applicable, the TIP modification would be processed in accordance with the appropriate amendment requirements during the next amendment cycle.

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Appendix F: Listing Definitions

General Project Information

County - County in which the project is located

City - City in which the project is located (if applicable)

CSJ - Control-Section-Job, a 9-digit number used by the TxDOT to identify the project

District - TxDOT District in which the project is located

History - Notes about the project development

Hwy - Indicates the highway, roadway, or city street on which the project is located

Limits (From) - Indicates the start of the project limits

Limits (To) - Indicates the end of the project limits

MPO ID - The number used by the MPO to identify a project in the MTP and TIP.

Phase - Indicates the project phase being implemented. C=Construction, PE=Preliminary Engineering, ROW= Right-of-Way Acquisition, T=Transfer of Funds

Project Description - A description of the work to be completed on the project

Project Sponsor - The entity responsible for the initiation and implementation of the project

Remarks - Field used for any comments related to the project

Revision Dates - Last date of revision

Total Project Cost Information

Preliminary Engineering – Project development activities during which basic planning objectives are translated into specific, well-defined engineering criteria that transition a project into the final design process.

Right of Way – Cost of any real property required to construct or implement a project

Construction – Cost of the actual construction (labor and materials)

Construction Engineering – Cost of the interpretation of plans and specifications and formulation of engineering decisions

Contingencies – Estimated amount of any unforeseen costs associated with a project

Indirect Cost – Expenses the provider or contractor incurs for operating its business as a whole. Indirect cost rates for providers selected to enter into an engineering contract are obtainable from TxDOT's Audit Office.

Potential Change Orders – Cost of potential contract changes

Total Project Cost – The total cost of all phases and work associated with the project.

Year of Expenditure Cost – This is the cost of the phases listed being implemented.

Authorized Funding by Category/Share

Category – Category, or type, of funding allocated to the project.

Federal – Federal funding amount

State – State funding amount

Regional – Regional funding amount

Local – Local sponsor funding that is the required match for the federal portion

Local Contribution – Local sponsor funding not tied to the match

DRAFT

Appendix G: Funding Categories

Funding Categories		
Category	Name	Description
1	Preventive Maintenance and Rehabilitation	Preventive maintenance and rehabilitation on the existing state highway system, including minor roadway modifications to improve operations and safety; and the installation, rehabilitation, replacement, and maintenance of pavement, bridges, traffic control devices, traffic management systems, and ancillary traffic devices.
2	Metropolitan and Urban Area Corridor Projects	Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and the level or duration of traffic congestion, and safety, maintenance, or rehabilitation projects that increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.
3	Non-Traditionally Funded Transportation Projects	Transportation-related projects that qualify for funding from sources not traditionally part of the state highway fund including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Texas Mobility Fund, passthrough toll financing, unique federal funding, regional toll revenue, and local participation funding.
4	Statewide Connectivity Corridor Projects	Mobility and added capacity projects on major state highway system corridors which provide statewide connectivity between urban areas and corridors, to create a highway connectivity network composed of the Texas Highway Trunk System, National Highway System, and connections from those two systems to major ports of entry on international borders and Texas water ports.
5	Congestion Mitigation and Air Quality Improvement	Congestion mitigation and air quality improvement area projects to address attainment of a national ambient air quality standard in nonattainment areas of the state.
6	Structures Replacement and Rehabilitation	Replacement and rehabilitation of deficient existing bridges located on public highways, roads, and streets in the state; construction grade separations at existing highway and railroad grade crossings; and rehabilitation of deficient railroad underpasses on the state highway system.
7	Metropolitan Mobility and Rehabilitation	Transportation needs within the boundaries of designated metropolitan planning areas of metropolitan planning organizations located in a transportation management area.
8	Safety	Safety-related projects both on and off the state highway system including the federal Highway Safety Improvement Program, Railway Highway Crossing Program, Safety Bond Program, and High Risk Rural Roads Program.

9	Transportation Alternatives Program	Transportation-related activities as described in the Transportation Alternatives Set-Aside Program, such as on and off-road pedestrian and bicycle facilities, and infrastructure projects for improving access to public transportation.
10	Supplemental Transportation Projects	Transportation-related projects that do not qualify for funding in other categories, including landscape and aesthetic improvement, erosion control and environmental mitigation, construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, and similar facilities, replacement of railroad crossing surfaces, maintenance of railroad signals, construction or replacement of curb ramps for accessibility to pedestrians with disabilities, and miscellaneous federal programs.
11	District Discretionary	Projects eligible for federal or state funding selected at the district engineer's discretion.
12	Strategic Priority	Projects with specific importance to the state including those that generally promote economic opportunity, increase efficiency on military deployment routes or retain military assets in response to the federal military base realignment and closure reports, and maintain the ability to respond to both manmade and natural emergencies.

Project Selection by Category

Category	Name	Description
1	Preventive Maintenance and Rehabilitation	Projects selected by districts. The Texas Transportation Commission allocates funds through a formula allocation program.
2	Metropolitan and Urban Area Corridor Projects	Projects selected by MPOs in consultation with TxDOT. The Texas Transportation Commission allocates funds through a formula allocation program.
3	Non-Traditionally Funded Transportation Projects	Projects determined by legislation, Texas Transportation Commission approved Minute Order, and local government commitments.
4	Statewide Connectivity Corridor Projects	Corridors are selected by the Commission based on engineering analyses of three corridor types; mobility, connectivity, and strategic. Funds are allocated by Commission to TxDOT districts. Districts select projects along approved corridors in consultation with MPO's, the Transportation Planning and Programming Division (TPP), and TxDOT Administration using a performance- based evaluation.
5	Congestion Mitigation and Air Quality Improvement	Projects selected by MPOs in consultation with TxDOT. The Texas Transportation Commission allocates funds distributed by population and weighted by air quality severity to non attainment areas. Non-attainment areas are designated by the U.S. Environmental Protection Agency (EPA).
6	Structures Replacement and Rehabilitation	Projects selected by the Bridge Division (BRG) based on a listing of eligible bridges prioritized first by deficiency categorization (structurally deficient followed by functionally obsolete) and then by sufficiency ratings. Railroad grade separation projects are selected based on a cost benefit index rating. Projects in the BMIP are selected statewide based on identified bridge maintenance/improvement needs to aid in ensuring the management and safety of the state's bridge assets. The Texas Transportation Commission allocates funds through the Statewide Allocation Program.
7	Metropolitan Mobility and Rehabilitation	Projects selected by MPOs operating in transportation management areas, in consultation with TxDOT. The Texas Transportation Commission allocates funds through a federal program, distributed to MPOs with an urbanized area population of 200,000 or greater (transportation management areas [TMAs]).

8	Safety	Projects selected statewide by federally mandated safety indices and prioritized listing. Projects selected in the Systemic Widening Program are evaluated by roadway safety features for preventable severe crash types using total risk factor weights. The Texas Transportation Commission allocates funds through the Statewide Allocation Program.
9	Transportation Alternatives Program	For urbanized areas with populations over 200,000, the MPO through a competitive process selects Transportation Alternatives Set-Aside Program (TA Set-Aside) projects in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (i.e., areas with populations below 200,000) are administered by TxDOT through a competitive process to be managed by the Public Transportation Division (PTN). TAP project eligibility is determined by TxDOT and FHWA. TxDOT staff makes recommendations to the Texas Transportation Commission for TAP allocation to areas less than 200,000 population. The Texas Transportation Commission, by written order, selects projects for funding under a TxDOT-administered TAP call for projects. Statewide TAP Flex projects are selected by the Texas Transportation Commission.
10A	Supplemental Transportation Projects	CBI projects selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. In FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Members of the PDC include a representative from FHWA, a representative from TxDOT, and a member from a political subdivision of the state. Projects selected under FLAP are managed by TPP.
10B	Supplemental Transportation Projects	The Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with districts. The TxDOT Rail Division in coordination with districts selects Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects. Landscape Incentive Awards are distributed to 10 locations based on the results of the Keep Texas Beautiful Awards Program and managed by the TxDOT Design Division. Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division. Curb Ramp Program projects are selected based on conditions of curb ramps or the location of intersections without ramps, and are managed by the Design Division.
11	District Discretionary	Projects selected by districts. The Texas Transportation Commission allocates funds through a formula allocation program. A minimum \$2.5 million allocation goes to each district per legislative mandate. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well energy sector initiatives.
12	Strategic Priority	The Texas Transportation Commission selects projects.

Appendix H: Public Involvement Report

DRAFT

Attachment D



Community Outreach Report

**2019-2022 Transportation
Improvement Program**

Spring 2018

Background

In April 2018, the Capital Area Metropolitan Planning Organization (CAMPO), in accordance with its Public Participation Plan, launched a Tier 2 community outreach effort. The purpose of this effort was to engage the public and solicit input in CAMPO's six-county region on a list of proposed projects to receive funding in the 2019-2022 Transportation Improvement Program (TIP), pending approval by the Transportation Policy Board (TPB).

This outreach effort followed the recommended practices of a Tier 2 effort, including a news release, email and postal mail notices, community meetings, and maps. This effort also went beyond the recommended Tier 2 practices by using earned media, social media, an online open house, and print brochures.

Notifications

CAMPO's Public Participation Plan Tier 2 notification requirements include at least one news release, email notification to email list subscribers, and a postal notification to postal mail subscribers. A news release was sent to 58 media contacts on March 28, 2018 which briefly described the 2019-2022 TIP project call and listed the in-person open house dates and locations, online open house webpage, and comment opportunities.

Email notices were sent to 6,444 subscribers on the CAMPO email list on March 20, 2018. A flyer was mailed to 11 subscribers on the CAMPO postal mailing list on March 20, 2018. Like the news release, the email and postal mail notices briefly described the project call and listed the in-person and online open house participation and comment opportunities.

While meeting the Tier 2 notification requirements, this effort also included supplemental notifications as a way of reaching those who may be less familiar with CAMPO and CAMPO processes. These notifications included earned media through television and print, including two interviews on KVUE Midday, and social media postings on CAMPO's Facebook and Twitter feeds for all six open houses.



CAMPO also had a table at the March 28 Traffic Jam event that included flyers with the upcoming open house dates, and a map of the recommended projects. CAMPO staff was there to answer questions about the recommended projects.

Open Houses

CAMPO hosted six in-person open houses and a public hearing throughout the six-county region. An online open house was live April 2, 2018 and stayed open until the comment period closed on April 30, 2018.

In-Person Open Houses

In compliance with Tier 2 requirements, six in-person open houses were held throughout the CAMPO region to provide opportunities for the public to talk one-on-one with CAMPO staff on the projects that were submitted by project sponsors for the 2019-2022 TIP.

Open houses used a come-and-go format and were held 4-7 p.m. to allow flexibility in the late afternoons and evenings to support Transportation Demand Management at the highest peak of the evening rush. Open houses were primarily held at community libraries to make information easily accessible, attract those who may not have known about the open houses, and offer a convenient, comfortable location for community engagement.

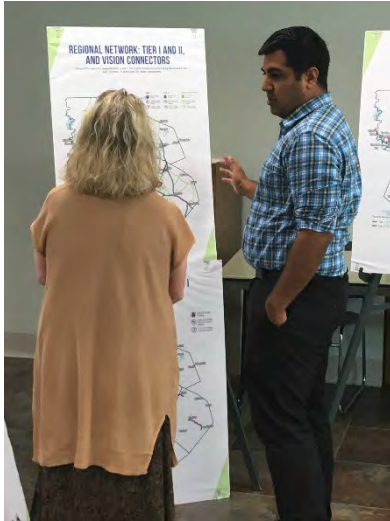
Public Meeting Dates and Locations
Monday, April 2 – Marble Falls Public Library 101 Main St., Marble Falls, TX 78654
Wednesday, April 4 – Dr. Eugene Clark Library 217 S. Main St., Lockhart, TX 78644
Tuesday, April 10 – Georgetown Public Library 402 W. 8th St., Georgetown, TX 78626
Monday, April 16 – Bastrop County Tax & Development Services Building 211 Jackson., Bastrop, TX 78602
Tuesday, April 17 – Buda Public Library Meeting Room 303 Main St., Buda, TX 78610
Wednesday, April 18 – Yarborough Library 2200 Hancock Dr., Austin, TX 78756
Monday, April 9 – CAMPO Transportation Policy Board Meeting Thompson Conference Center 2405 Robert Dedman Dr., Austin, TX 78712

A brochure describing the project call and application, depicting recommended projects on a regional map, and explaining the variety of commenting formats was distributed to all open house participants.

Large display boards accompanied the brochure showing the recommended projects and a series of smaller maps showed every individual recommended project. In addition to the large maps, displays explained the purpose of the open house, the project call and TIP, and the

various ways to submit comments, along with the commenting deadline.

CAMPO staff was available at all open houses to explain the open house format and commenting options, answer questions, and assist the public with information and questions about the recommended project maps and list. Bilingual staff was present to accommodate Spanish speakers.



Online Open Houses

The online open house was live the day of the first in-person open house, April 2, and stayed online until the comment deadline of April 30.

The online open house supplemented the in-person open houses by providing the same information and maps for those who may not have been able to attend in person, and as a reference for those who did attend in person to review maps and information prior to and

following the in-person open houses.

The online open house provided the same information as the in-person opportunity including the regional recommended project map, individual project maps, the recommended project list, brochure, and RTP and TIP amendment list. Electronic commenting was available via a link that automatically opened an email box for commenting.

2019 - 2022 TRANSPORTATION IMPROVEMENT PROGRAM OPEN HOUSE

In December 2017 CAMPO issued a project call to its member governments and regional transportation partners to submit applications for transportation projects to be approved by CAMPO's *Transportation Policy Board (TPB)*. These applications underwent a thorough scoring process, based on criteria approved by the TPB. The selected projects are now open for public review and comment prior to approval by the TPB on May 7, 2018.

[VIEW BROCHURE](#) [PROJECT LISTING](#) [LEAVE A COMMENT](#)

[RTP & TIP AMENDMENT LIST](#)

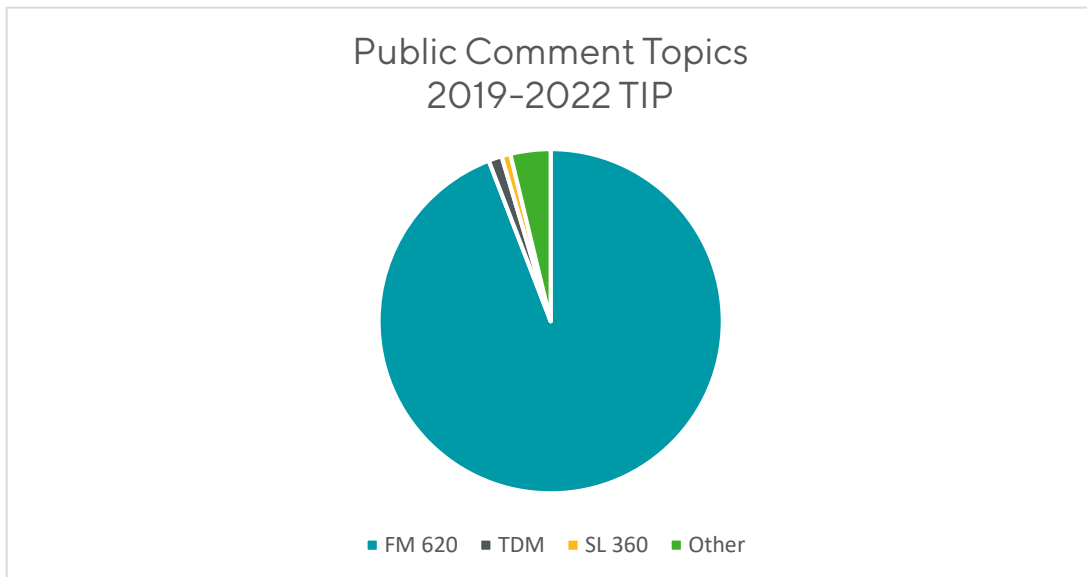
Public Comments

The comment period ran from April 2 to April 30, 2018. The Transportation Policy Board held a public hearing on April 9 during the comment period.

Most comments received were informational for the Transportation Policy Board's consideration. Some comments included questions and CAMPO staff has followed up as necessary. A total of 239 comments were submitted by email, mail, fax, and in-person at open houses. Email commenters received an email from CAMPO confirming that their comments were received and will be included for consideration by the Transportation Policy Board.

Comments overwhelmingly (225 of 239) consisted of concerns over funding for RM 620 between Mansfield Dam and US 183. Three comments were support for funding TDM, two comments were requests for improvements on Loop 360. Nine additional comments included:

- Support for funding 51st Street
- Concern about Capital Metro's application for the Metro Rail grade separation
- Opposition to funding the Red Bud Trail bridge project
- Request to improve signal timing on Williams Drive in Georgetown
- Request to spend Wirtz Dam bridge funding on US 281 instead
- Support for funding US 281 in Burnet County
- Request for safety improvements to Hamilton Pool Road
- Request for improvements to Kelly Lane
- Request for improvements to and lower speed limit on SH 29



From: Dr. Anne Crowley
To: [CAMPO Comments](#)
Subject: A safer 620
Date: Wednesday, April 25, 2018 10:14:47 PM

EXTERNAL email: Exercise caution when opening.

I am writing regarding the current plans for RM620.

I heard that CAMPO/TxDOT agreed to funding work on 620 in Lakeway (from 71 up through Lakeway) to add an additional lane and raised median. And I heard they are not funding any work to be done on the MOST CONGESTED part of 620. I was SHOCKED when I heard this.

I understand there is effort being made towards the 620/2222 "bypass", but it is not enough and not okay not to address both the congestion and safety of 620.

I recently attended a Steiner ranch neighborhood association meeting and was dumbfounded to hear the TxDot representative unequivocally state 620 was not intended for the current volume (much less the anticipated volume with all the new housing being built). These are "facts on the record" and yet NO MONEY is being allocated to remedy the issue. How is this possible?? We are already behind on the problem - and there are safety issues as a result.

I really don't understand. We were told there are plans to add lanes to 620 (by using median and shoulder and making lanes narrower ... but not center divider?) BUT how do you do that if there is no money?! My commute to go 15 miles to work takes me an hour in the am (and I leave at 8:30) and over an hour coming home. I travel to westlake. 360 is totally congested too (think there are light timing issues in Davenport village), but I can't recall any accidents on 360. 620 on the other hand - it does not surprise me when there is one ... because there have been periods when it has been daily. And then there are periods when there are multiple accidents in one day...and then multiple accidents that are deadly. This is unacceptable. Drivers are getting more and more aggressive. They are angry and stupid and it is coming out on the roads...and people are DYING as a result.

For example: People use the center turning median to drive. We have dubbed it the "suicide lane". I have been in 4 close calls turning left onto 620 from the "Walgreens" because someone is coming up that center lane, with reckless abandon. "Politics" is why that entrance is there instead of 2 long turn lanes that would have helped with traffic flow/congestion and safety.

More can be done to help protect drivers (center medians like in Lakeway. slower speeds like Lakeway. Strong sheriff presence, like in Lakeway-Our area does not have enough Sheriffs on staff to help with patrol. we need to have this number increased for our safety).

We are seeking help. We are needing you to advocate for us ... 620 needs to be safer! **we want funds allocated to the Northern 620 corridor!**

Sincerely,

Anne Crowley

From: Amit Shah
To: [CAMPO Comments](#)
Subject: Fwd: "Highway 620" Situation
Date: Saturday, April 28, 2018 8:15:23 PM

EXTERNAL email: Exercise caution when opening.

----- Forwarded message -----

From: Amit Shah <amitjyoti@gmail.com>

Date: Sat, Apr 28, 2018 at 6:41 PM

Subject: 'Highway 620' Situation

To: steve.adler@austintexas.gov, sarah.eckhardt@traviscountytexas.gov,
jimmy.flannigan@austintexas.gov, gerald.daugherty@traviscountytexas.gov,
alison.alter@austintexas.gov, brigid.shea@traviscountytexas.gov, ann.kitchen@austintexas.gov,
jeffrey.travillion@traviscountytexas.gov, mayorpowell@cedarparktexas.gov, clong@wilco.org

Hello Leaders and Representatives,

Hope you all are well.

I have been a resident of Steiner Ranch for the past 18 years. My family has seen the seemingly endless growth of the northwest part of Austin as well as Lakeway, Bee Caves, Spicewood, Briarcliff, Volente west and North of 620 and 2222. Similarly, there is very rapid growth east and south of this intersection. The number of people and vehicles using RR 620 has probably gone up multi fold in the past 18 years but there is NO increase in the road capacity.

Our commute times have normally doubled and occasionally tripled in this time span. Even worse are the statistics that provide information about accidents that include deaths of so many people that are mostly avoidable by having appropriately sized roads. The situation is so bad that we are 'locked' in our neighborhood from 7:15 AM to 9:15 AM, 11:45 AM to 12:45 PM, 3:45 PM to 6:30 PM every weekday!! And weekends are not any better, the traffic jams simply move out by an hour or two.

Honestly, we are appalled by the lack of action from our leaders. I do take responsibility for not voicing our frustrations constructively. I am begging you to do everything you can to work towards prioritizing the expansion of RR 620 from Mansfield Dam to Hwy 183 as soon as possible.

The benefits of this expansion are countless and obvious but significantly reducing the loss of life, limb and losses is worth a reminder. If all of the entities having a vote/jurisdiction over this stretch of highway agree to partner with CAMPO and TXDOT, I believe we will have a funding and timeline for the six lane expansion in a hurry.

PLEASE TAKE ACTION URGENTLY.

If there is something we can help out with, we will be happy to pitch in.

Sincerely,

Amit Shah

From: Cara Abazari
To: [CAMPO Comments](#)
Subject: Help us!
Date: Wednesday, April 25, 2018 1:32:20 PM

EXTERNAL email: Exercise caution when opening.

Please allocate funds to improve 620 between Mansfield Dam and 2222. In the morning- and afternoon rush hours- it can take 45 minutes to go three miles. When it is not congested- 620 is a minefield of wrecks- several fatal. 2222 between 360 and 620 and all then 620 to Steiner Ranch is a death road. The neighborhood has renamed the turning lane on 620 from Quinlan Park to 222 "the suicide lane" because teenagers trying to get to Vandegrift HS speed down the lane to try to get to school on time. It shouldn't take an hour to get from Steiner Ranch to Vandegrift HS in the mornings.

Please help us!!

Cara Abazari



Austin, TX 78732

From: Olivia Adolphson
To: [CAMPO Comments](#)
Subject: About 620 road improvement
Date: Thursday, April 26, 2018 12:44:01 PM

EXTERNAL email: Exercise caution when opening.

Dear Committee,

I has come to my attention that there will be a vote held on May 7th about using state allocated grants to improve 620 from Mansfield Dam to 183. As a resident of Steiner Ranch, I suffer with the terrible congestion in this area of 620 on daily basis. This this the only way out of Steiner Ranch and some days when there is an accident I could not make it to my work appointments or my daughter's dance school. This road is too congested and unsafe. Please vote yes for improving this area of 620.

Thank you,

Olivia Adolphson

Sent from [Mail](#) for Windows 10

From: Holly Allen
To: [CAMPO Comments](#)
Subject: Plea for grant for northern 620
Date: Wednesday, April 25, 2018 7:42:49 PM

EXTERNAL email: Exercise caution when opening.

Please, my family and so many others BEG you to award a grant to the northern 620 corridor! We desperately need traffic improvements for safety reasons! Even if traffic is worsened (which I doubt is possible), I would still ask for funding to improve safety! Medians, expanded roads, lower speed limits, etc are ideal, as I have witnessed and been involved in multiple accidents since moving to the area four years ago. My family that lives across town refuses to visit me during the week because they are fearful. PLEASE! We need your help!!

Holly Allen

From: Jimmy allgood
To: [CAMPO Comments](#)
Subject: Funds Allocated
Date: Tuesday, April 24, 2018 3:43:30 PM

EXTERNAL email: Exercise caution when opening.

Please allocate funds to the north 620 corridor.
Fatalities in youth have skyrocketed as of late and it will not slow down until CAMPO steps in. Please help!

--

***-Jimmy Allgood D.C.
Allgood Chiropractic***

From: Brian Allison
To: [CAMPO Comments](#)
Subject: RM620 improvement plea
Date: Monday, April 09, 2018 8:33:17 PM

EXTERNAL email: Exercise caution when opening.

To whom it may concern:

PLEASE prioritize improving RM620 to a 6-lane divided highway from Mansfield Dam north to US 183. This project is very important to the traffic situation in this part of the Austin area.

Please let me, a Steiner Ranch resident, know if you have any questions about my perspective, and thank you for your consideration.

Regards,
Brian Allison

From: Daniel Altieri
To: [CAMPO Comments](#)
Subject: Funds Allocation 620
Date: Thursday, April 26, 2018 8:43:35 AM

EXTERNAL email: Exercise caution when opening.

I am writing because I'd very much like funds allocated to the 620 northern corridor, I believe it is called. I think this is vital to the growth of this area as well as the relief of the really terrible traffic commuters and students alike confront daily. Thank you very much considering this proposal and being receptive to resident feedback.

Best,

-Daniel Altieri



From: Phyllis
To: [CAMPO Comments](#)
Subject: Northern 620 corridor
Date: Thursday, April 26, 2018 12:08:33 PM

EXTERNAL email: Exercise caution when opening.

I am a resident of Steiner Ranch.

Please allocate funds to the Northern 620 corridor to improve traffic flow from Mansfield Dam to Hwy 183. The congestion and increasing traffic rates on this stretch of 620 desperately need funding and attention. Now is the time to act.

Thank you,

Phyllis Anderson

From: Melinda Armstrong
To: [CAMPO Comments](#)
Subject: Northern 620 corridor
Date: Monday, April 30, 2018 7:51:02 AM

EXTERNAL email: Exercise caution when opening.

To whom it may concern,

The number of accidents and crashes on the N 620 corridor at the Four Points area is so incredibly dangerous, has taken lives and proves to be an incredibly hazardous stretch of road for motorists and bikers alike!

Please put a plan of action in place to improve this section as quickly as possible.

Thank you kindly for your time!
Melinda Armstrong

From: MARY M Arnold
To: [CAMPO Comments](#)
Subject: 2019-2022 TIP projects
Date: Wednesday, April 04, 2018 2:21:07 PM

EXTERNAL email: Exercise caution when opening.

I am **pleased** that a project submitted by the City of Austin for inclusion in the 2019-2022 TIP program is **NOT** being recommended for inclusion.

The project submitted was for a **Redbud Trail Bridge**. The cost estimate for engineering, design and construction was \$50 million.

While the existing low-water bridge is quite a few years old, it would be desirable for a replacement **NOT** to be as tall and enormous as initial drawings have shown. And for the replacement to blend in with the existing natural surroundings — limestone cliffs and vegetation.

I would very much like to know what **RATING** the project was given by the CAMPO staff, in comparison with the projects that were recommended.

Again, I hope the Redbud Trail Bridge project, as proposed by the City of Austin, and shown on the city's Public Works website, is **NOT** included in the Campo TIP, and hope that the City of Austin will work toward a smaller, less expensive replacement.

Sincerely, Mary Arnold



From: Vinit Asar
To: [CAMPO Comments](#)
Subject: RR 620 North corridor
Date: Thursday, April 26, 2018 4:40:40 AM

EXTERNAL email: Exercise caution when opening.

Dear Campo official,

It has come to our community's attention that you are not going to be funding any work to address the worsening northern corridor of RR 620. Please understand that there is mounting frustration at this situation and if left unaddressed there will likely be more accidents, injuries, possibly more fatalities, and at the very least massive loss of productivity to the local economy driven by the congestion.

I hope that your sense of logic and care for the community prevails and this gets addressed soon. Please let me know how and when you plan to address this.

Thank you,

Vinit Asar
Steiner Ranch Resident

Sent from my iPad

From: Johnson, Bonnie [AUTOSOL/PSS/AUS]
To: [CAMPO Comments](#)
Subject: Please Improve 620
Date: Monday, April 30, 2018 3:39:07 PM

EXTERNAL email: Exercise caution when opening.

Dear Campo,,

I went to several transportation meetings and the last I heard there was a plan to make 620 six lanes but apparently that is now either being delayed or not on the agenda at all.

There is a dire need to put this proposal back on the table and if you have any question as to the need all you have to do is try leaving Steiner Ranch about 7:30 in the morning and head north on 620.

Thank you,
Bonnie Johnson

Bonnie Johnson | Lifecycle Services Marketing Web Master
Emerson Automation Solutions | [1100 W. Louis Henna Blvd. Bldg. 2 | Round Rock | TX | 78681-7430 | USA](#)
T [+1 512 832 3239](#) | F [+1 512 834 7666](#)

Bonnie.Johnson@Emerson.com

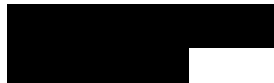
From: David Bailie
To: [CAMPO Comments](#)
Subject: Northern 620 Corridor
Date: Thursday, April 26, 2018 1:19:15 PM

EXTERNAL email: Exercise caution when opening.

As a resident of Steiner Ranch for the last 10 years, I've seen the traffic on 620 from Quinlan Park to the 2222 intersection and traffic on 2222 between 620 and River Place worsen and worsen. My family and I spend hours per day sitting in this traffic and it's easily the worst part of our daily commute to school and work. If I leave for work between 7:25 and 8:30, I have to plan for a commute of 1.25 hours to travel to my work that is 16 miles and less than 25 minutes away with no traffic. The vast majority of that time is spent on 620 and the northern section of 2222. Evening commutes have similar problems; however, blockages begin as early as Bell Mountain on 2222.

Please designate funds to improve this corridor. Traffic will only continue to get worse as the Four Points and Lakeway communities continue to grow.

Kind Regards,
David Bailie



From: Emil with TEX-CEN Trading Co.
To: [CAMPO Comments](#)
Subject: Highway 620 improvements
Date: Monday, April 23, 2018 2:01:25 PM

EXTERNAL email: Exercise caution when opening.

The newspaper today fleshed out some of the plans on the RM 620 Improvements you are discussing and planning for. I live at 13405 Wisterwood Street in the Forest North subdivision and attend church at St. Thomas More Catholic Church at 10205 N. FM 620. Generally, the drive to church on Sunday Mornings is not an issue with minimal traffic at the 7:30 A.M.-8:00 A.M. time I generally go. By the time the Mass which begins at 9:00 A.M. is over- a few minutes after 10:00 A.M. the need for the off-duty Sheriff Deputy becomes obvious as traffic flows at a pretty fast pace and with little chance of ever turning out of the parking lot without some help with managing lanes. Those who are entering the church grounds from the Hwy 183 side are faced with a long, uninterrupted line of traffic unless the deputy stops the flow to allow some to turn in.

In the past, when I traveled to Church for a class which began at 7 P.M. or when we have special services beginning about that time, no traffic control is available and so you learn to sit in the turn lane hoping that both of the lanes you need to cross see you and will allow you to go across. Often, there is also an issue with someone deciding to bypass some of the slow-moving traffic and take the 'third-lane' which we know as the shoulder. So, you have to also be aware of that.

Fender benders are pretty common as a result and perhaps about 2 years ago, one of our priests had his car badly damaged as he attempted to enter the church grounds.

All that to say, considering only the flow of traffic by adding an additional lane in each direction might seem an easy solution but would exacerbate the already existing issues. I know the church council has approached the county/city to add a traffic light at that juncture but each time, it was denied. We have no other way into or off of our property that does not involve merging into or across traffic on RM620.

We have a large and active church and will need a creative solution from CAMPO allowing us to be able to also enjoy driving on RM 620.

Sincerely,

Emil L. Balusek

From: Linda Beam
To: [CAMPO Comments](#)
Subject: RM-620 possible improvements
Date: Monday, April 16, 2018 8:46:47 AM

EXTERNAL email: Exercise caution when opening.

Please note that the two of us drive FM 620 on a daily basis in both directions from our home in Grandview Hills. The major obstacle going north is at Anderson Mill Rd. where we feel that a pass over at that location would help the flow of traffic considerably. When traveling on FM 620 from either direction there is back up at this intersection at most times of the day.

Improvements have been made at the intersection of FM 620 and 2222/Bullick Hollow, but the flow of traffic is so much that we have found that the backup from the two traffic lights that access the River Place subdivision and the River Place business area impacts traffic going towards the City of Austin. The area continues to grow with more apartments, thus more vehicles on the roads. Perhaps a study of coordinating the lights might help.

Gary & Linda Beam

Gary Beam Builder

512-331-5985

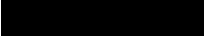
www.GaryBeamBuilder.com

From: Chris BeHanna
To: [CAMPO Comments](#)
Subject: RM 620 Improvements, Mansfield Dam to FM 2222
Date: Tuesday, April 17, 2018 12:57:20 PM

EXTERNAL email: Exercise caution when opening.

Please take bicycles into consideration. The strip of pavement between the drainage grates and the fog line both on the bridge in front of the dam and on the hill leading up past Steiner Ranch is very narrow. If the grates could be narrowed a foot, or the breakdown lane widened a foot, that would help a LOT.

Thanks,
Chris BeHanna



From: Christy Bell
To: [CAMPO Comments](#)
Subject: Funding 620 expansion Mansfield Dam to 183
Date: Wednesday, April 25, 2018 9:22:01 AM

EXTERNAL email: Exercise caution when opening.

CAMPO representative,

I recently learned that CAMPO will be voting on allocation of \$440m in state grants and that the current plan devotes no funds to improvements on FM 620 between Mansfield Dam and 183.

I have lived in Steiner Ranch for 7 years and the traffic along the stretch of FM 620 from Steiner Ranch to Anderson Mill Rd is horrible. In 2011 my work commute routinely took 30 minutes to travel the 2.3 mile stretch of 620 from Steiner Ranch to 2222 during rush hour and led to me change jobs. Since then the traffic on the stretch of FM 620 from Steiner to Anderson Mill Rd has doubled slowing down times even more. I find the lack of current plans for expansion of FM 620 from Mansfield Dam to 183 really shocking and frustrating. I advocated for and voted for the transportation bond package last election assuming funds would be allocated to the areas most in need. I request CAMPO direct funds to help resolve this critically congested and terribly frustrating stretch of FM 620, which is problematic on a DAILY basis, including weekends.

I also regularly drive through Lakeway, where there are plans for improvements. The traffic in Lakeway is bad, but not nearly as bad as the intersections of 620+Anderson Mill and 620+2222.

With the congestion has come regular loss of life on this heavily traveled stretch of road. CAMPO has the ability to rectify the problem by targeting funding to this critical stretch of 620 from Mansfield Dam to 183. Plans have been developed already. CAMPO just needs to recognize the critical need to earmark the funds to solve the problem.

With hope for a better future for NW Austin,

Kristin Bell, MD

From: Matias Benitez
To: [CAMPO Comments](#)
Subject: Please allocate funds to the Northern 620 Corridor!
Date: Monday, April 30, 2018 12:59:06 PM

EXTERNAL email: Exercise caution when opening.

Thank you!

--Matias Benitez

From: CAMPO
To: [Campo](#); [Doise Miers](#); [Anthony Gonzales](#)
Subject: New submission from Contact Form
Date: Tuesday, March 27, 2018 5:28:40 PM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/contact/>

Name

John Benton

Email

[REDACTED]

Comment

Why put a lot of money in a road to cross Wirtz Dam, when the money should be put in making one-way streets — or something to push traffic easier through Marble Falls on Hwy 281!
Little Marble Falls will be just like Austin and I-35: a mess in downtown. The traffic on 281 is increasing exponentially each year!

From: Abbie Bejrowski
To: [CAMPO Comments](#)
Subject: Allocate funds to 620 northern corridor
Date: Tuesday, April 24, 2018 9:06:16 PM

EXTERNAL email: Exercise caution when opening.

I am writing to urge CAMPO to allocate funds to Northern 620 (Mansfield Dam to 183) to help with high traffic, congestion, FATALITIES, and safety overall.

Thank you,
Abbie Bejrowski

From: Brent Berry
To: [CAMPO Comments](#)
Subject: \$440M state grants
Date: Thursday, April 26, 2018 11:20:47 AM

EXTERNAL email: Exercise caution when opening.

I would like to see some of these funds allocated to the Northern 620 corridor. I drive this route daily with children and it is both highly congested and dangerous. We live 4-5 miles from the local high school and the drive during school traffic regularly takes 30-45 minutes. I then drive downtown to work and do not encounter traffic anywhere else on my route that comes CLOSE to the congestion at 620 and 2222 (mopac included both before and after renovations). I believe this area to be the most congested in the Austin area (and getting worse every day) and can only determine that decision makers who have decided not to include it in these improvement funds are uneducated about the situation.

Thank you for your consideration.

Brent Berry

Director of Secondary and Servicing

Sente Mortgage 901 S. Mopac, Bldg. IV, Ste. 125 | Austin, TX 78746 | main 512.637.9900
direct 512.637.9140 | mobile/text 512.574.2576 | fax 281.984.2294
Brent.Berry@SenteMortgage.com | www.SenteMortgage.com

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From: Jennifer Bibbo
To: [CAMPO Comments](#)
Subject: Improvements to FM-620 - Traffic Survey
Date: Tuesday, April 24, 2018 10:18:01 AM
Attachments: [image001.png](#)

EXTERNAL email: Exercise caution when opening.

As a parishioner and staff person at St. Thomas More Catholic Church and as a resident that lives right off of FM-620, I would greatly appreciate it if you would please consider making improvements to FM-620. The traffic and congestion on 620 is not keeping up with the growing demand from Austin, Cedar Park, Leander drivers!

The conversation and planning needs to start now! Thank you!

Peace & Blessings,
Jennifer Bibbo
Social Outreach Coordinator
St. Thomas More Catholic Church
(512) 258-1161 ext. 256
jbibbo@stmaustin.org



[ST. THOMAS MORE PARISH MISSION STATEMENT](#)

*We the Catholic Community of St. Thomas More strive
to deepen our spiritual growth through the celebration of the Word and the Sacraments,
to continue the mission of Jesus Christ through our time, talent and treasure.
We encounter others with Joy, Unity and Respect that lead to transformed lives.*

From: Gene Blakeney
To: [Campo: CAMPO Comments](#)
Subject: Northern 620 Corridor
Date: Thursday, April 26, 2018 8:12:37 AM

EXTERNAL email: Exercise caution when opening.

My name is Eugene Blakeney. I live in Steiner Ranch in Austin.
We need funding to fix the absolute mess on 620!!!! I am trapped
here. It takes 30 minutes to get to 2222 in the morning. It's ridiculous. Please help!!!

Gene

This e-mail is intended only for the named person or entity to which it is addressed and contains valuable business information that is privileged, confidential and/or otherwise protected from disclosure. If you received this e-mail in error, any review, use, dissemination, distribution or copying of this e-mail is strictly prohibited. Please notify us immediately of the error via e-mail to disclaimer@email-abuse.com and please delete the e-mail from your system, retaining no copies in any media. We appreciate your cooperation.

-----disc99999999

From: Erin Bloss
To: [CAMPO Comments](#)
Subject: Northern 620 CHANGE!
Date: Monday, April 30, 2018 9:49:28 AM

EXTERNAL email: Exercise caution when opening.

To Whom it May Concern:

My name is Erin Bloss, and I live in Steiner Ranch. I am shocked to learn that the Northern section of 620 has not been addressed with adequate funding needed to correct a HORRIBLE safety issue, as well as ridiculous congestion!

1) My husband commutes to downtown. His commute takes over an hour one way in the mornings, and the same in the evenings on his commute home. It is a horrible quality of life to be sitting in your car for 2 hours a day. We have lived here 12 years, and his commute 12 years ago was a mere 30 minutes.

2) I am a local Residential Real Estate agent. I work all along the 620 corridor, from Lakeway, to Steiner Ranch, all the way to Cedar Park. I constantly battle people deciding where to purchase their home based on the traffic congestion. Steiner Ranch is still an active place for home sales, but this is mostly due to people ALREADY living within Steiner, who choose not to move their children from our wonderful schools and amenities. We are seeing less and less people WANT to purchase a home in Steiner Ranch, if they are looking to move into Steiner from another community or State. It is affecting our home values in Steiner Ranch.

3) I have a 14 year old and a 12 year old that will be driving in a couple of years and on the road to Vandegriff High School. Their safety is a HUGE concern for me. We have seen an enormous increase in accidents in the recent months, especially during inclement weather. I can almost predict it when it starts to rain, as there are multiple fatalities at these times. The roads are slick, the number of people trying to cross over 4 lanes of traffic to get in and out of businesses along 620, and the fact that people in this area are just fed up with the amount of time it takes to get anywhere in traffic seem to be frustrated all the time and do not slow down when the weather is bad. In addition, as my children will ride the high school bus to and from Steiner Ranch, it seems absurd that it takes them almost an hour in the mornings to get to school and the same coming home in the afternoon. They do not have air conditioning on these busses. If there is an accident, you can be assured that their time on the bus is easily doubled.

4) In addition to the 620 corridor from Steiner Ranch to 4 points, as you travel up 620, as we all do for many activities our children are involved in, the traffic is equally as bad. The St. Thomas More Catholic church, drops 620 down to one lane northbound on weekends, Saturday evening, and ALL day Sunday. It is almost impassable on Sunday. In addition, in the afternoons, you can see 620 backed up all the way from Lakeline Mall to the Four Points area right around Canyon Creek Church and moving at 5 miles an hour. This is not even because of an accident. It is like this on a daily basis. It is infuriating.

5) The amount of growth in this area in the last 10 years that I have lived in Steiner Ranch, is unbelievable. It makes me furious to know that the County and/or City continue to approve local building of multi-family units on this corridor, knowing how substantial our traffic is. More cars= more traffic= more safety concerns. Our roads are not adequate for the number of people trying to travel on it daily.

I would beg you to please consider funding for medians or barriers in the middle of 620 to help prevent crossover accidents at a high rate of speed. I would also beg you to brainstorm opportunities for expansion of 620 or some way to help with traffic flow through this area. We, as residents of Steiner Ranch, fear for the safety of our children who are on these roads in vehicles, busses or learning to drive on our roads, and for the safety of our entire family.

Thank you for your consideration.

Best,

Erin and John Bloss
Steiner Ranch Residents

From: James Booher
To: [CAMPO Comments](#)
Subject: North 620 Corridor
Date: Wednesday, April 25, 2018 5:28:26 AM

EXTERNAL email: Exercise caution when opening.

Please allocate funds to the improvement of the north 620 corridor. This area has been neglected far too long. Safety, congestion, and increased travel times will continue to get worse if this is not addressed soon. The lack of bicycle infrastructure and public transit from the four points are also a concern.

Thank you

James Booher

From: Rebecca Boswell
To: [CAMPO Comments](#)
Subject: northern 620 corridor
Date: Tuesday, April 24, 2018 9:49:19 PM

EXTERNAL email: Exercise caution when opening.

Please allocate fund to the northern 620 corridor.

Rebecca Boswell
Steiner Ranch Resident
518-391-0484

--

BWell. BYOUtiful.

Rebecca Boswell
MA, MBA, ACC, CMFW, BCHHP, BCTMB, LMT
Transformational Coaching for Empowered Living
518-391-0484

| www.RebeccaBoswell.com | www.mydoterra.com/RebeccaBoswell (#1025885)

Class & Events Calendar

Private Essential Oils Classes by request

From: Brett Bowman
To: [CAMPO Comments](#)
Subject: Allocation of Funds
Date: Friday, April 27, 2018 4:43:50 PM

EXTERNAL email: Exercise caution when opening.

CAMPO,

I want to share my sincere request for further consideration to allocate funds to the northern 620 corridor. The sheer increase in volume of traffic, frustration, danger to people, and restriction to the flow of commerce should make the route a top priority. Thank you.

--

Brett Bowman
Steiner Ranch Resident



From: Monique Brannon
To: [CAMPO Comments](#)
Subject: CAMPO 2019-2022 Transportation Improvement Plan
Date: Monday, April 30, 2018 10:09:52 PM

EXTERNAL email: Exercise caution when opening.

Hi,

I am writing to request that you reprioritize the projects on the CAMPO TIP for 2019-2022. It is imperative that you include the improvement of RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183 in the project list. I live in Steiner Ranch and have watched the traffic flow deteriorate significantly as more residential housing has come available in Lakeway, the Four Points area, and in Cedar Park. Residents in ALL of these areas use RM 620 as a vital transportation link, a major arterial. Improvements on either end of 620 (between Hwy 71 and Lakeway) and between Anderson Mill and 183 are inadequate if the distance between Mansfield Dam and US-183 are not included in the improvements. This leg of 620 is a major bottleneck right now, and with new housing currently being developed in Steiner and surrounding neighborhoods, the situation will only get worse.

People involved in the CAMPO planning process fail to recognize that, for this particular leg of 620, it is the **ONLY** arterial available to residents in Steiner Ranch and adjacent neighborhoods. Meanwhile, residents and workers that use 620 to travel between Lakeway and Cedar Park/Leander or North Austin only increase the traffic load on 620 as they use it as an alternate route in lieu of other arterials available to them. We are beyond a minor fix here. This is a major problem and you know it. Thank you.

Monique Brannon

[REDACTED] Austin, TX 78732
[REDACTED]



Virus-free. www.avast.com

From: CAMPO
To: [Campo](#); [Doise Miers](#); [Anthony Gonzales](#)
Subject: New submission from Contact Form
Date: Sunday, April 22, 2018 12:39:17 PM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/contact/>

Name

Sharon Breen

Email

[REDACTED]

Comment

Austin
Please do something about 620 from 183 to Mansfield Dam. I drive 620 everyday and there are accidents everyday. They are building more houses and apartments. Where are all these cars suppose to drive. The only ways out are Anderson Mill and 2222. Please address this issue quickly. Thank You
Sharon Breen

From: Kirsten Brenna
To: [CAMPO Comments](#)
Subject: RR 620 traffic
Date: Thursday, April 26, 2018 12:29:10 PM

EXTERNAL email: Exercise caution when opening.

I am writing to express my alarm at the rumor that there are no plans for improving the traffic congestion on Ranch Road 620 coming north out of Lakeway toward 183.

The traffic is not just a major headache but is a safety hazard. There have been numerous accidents, particularly on the stretch of road from Quinlan Park Rd to 2222. This stretch of road is windy and hilly, and cars are often traveling at speeds over 55. In addition, any car that is trying to pull out of an establishment during times of traffic congestion has to enter into the suicide lane in order to make a left turn to go southward toward Mansfield Dam. The problem is that because traffic is so backed up, many cars drive down this suicide lane for several hundred feet to avoid waiting in traffic. They drive down the center suicide lane like it is a regular traffic lane, and any car that is exiting a driveway to turn left and tries to enter the suicide lane in order to get an opportunity to go south on 620 is risking a head-on collision with these other motorists. I can't tell you the number of times I have barely avoided an accident as I turned out of Walgreens!!

It is absolutely negligent on the part of our city planners and road development teams to not address the traffic problems in this area of town. Are we not considered citizens of Austin?? What is the real deal? I would like to know, because it certainly is not on top of the list of issues that need to be resolved, but without a doubt it should be!

Sincerely,

Kirsten Brenna

From: Maria Broadhead
To: [CAMPO Comments](#)
Subject: RE: Please allocate funds for the northern 620 corridor
Date: Thursday, April 26, 2018 11:59:20 AM
Attachments: [image003.png](#)

Hello,

Thank you for your response. Below you said that CAMPO did not receive application for funding on this part of the road. Who would have been responsible for submitting this application? Thank you so much for any insight!

Kind Regards,

Maria Broadhead


From: CAMPO Comments [mailto:comments@campotexas.org]
Sent: Thursday, April 26, 2018 11:48 AM
To: Maria Broadhead <mbroadhead@austin.rr.com>
Subject: RE: Please allocate funds for the northern 620 corridor

Hi Ms. Broadhead,

Thank you for your interest and participation in the regional transportation planning process. Your input is invaluable in helping to shape the development of our transportation infrastructure and address the congestion and delays that affect all of our region's residents. Your comments will be shared with elected officials and agency representatives who serve on the Transportation Policy Board. Additionally, these comments will also serve as part of the public record and be available for review.

As for RM 620 between Mansfield Dam and US 183, CAMPO did not receive any applications for funding projects in this section of road. CAMPO will have additional funding calls in the future so you're encouraged to contact your city and county leadership, as well as TxDOT to let them know your needs and concerns for that section of RM 620.

We look forward to engaging with you again in the future and remain available for further questions or comments. Thank you.

Doise Miers, Community Outreach Manager
512.215.9411
www.campotexas.org
3300 N. Interstate 35, Suite 630 Austin, TX 78705




From: Maria Broadhead <mbroadhead@austin.rr.com>
Sent: Wednesday, April 25, 2018 1:34 PM
To: CAMPO Comments <comments@campotexas.org>
Subject: Please allocate funds for the northern 620 corridor

EXTERNAL email: Exercise caution when opening.

To Whom it May Concern,

Please allocate funds for the northern 620 corridor from Mansfield Dam to 183. Having lived in the area for 17 years the continued increase in traffic, related fatalities, and growth in school age children traveling this road is tremendous. Our children's lives matter. Growth is expected to continue and will only worsen the problem. Please do something now.

Kind regards,

Maria Broadhead
Steiner Ranch
[REDACTED]
Austin, TX 78732
[REDACTED]

From: Maria Broadhead
To: [CAMPO Comments](#)
Subject: Please allocate funds for the northern 620 corridor
Date: Wednesday, April 25, 2018 1:33:52 PM

EXTERNAL email: Exercise caution when opening.

To Whom it May Concern,

Please allocate funds for the northern 620 corridor from Mansfield Dam to 183. Having lived in the area for 17 years the continued increase in traffic, related fatalities, and growth in school age children traveling this road is tremendous. Our children's lives matter. Growth is expected to continue and will only worsen the problem. Please do something now.

Kind regards,

Maria Broadhead
Steiner Ranch
[REDACTED]
Austin, TX 78732
[REDACTED]

From: Nancy Tu Burton
To: [CAMPO Comments](#)
Subject: Funding for RM-620 improvements from US-183 to Mansfield Dam
Date: Wednesday, April 25, 2018 9:18:56 AM

EXTERNAL email: Exercise caution when opening.

CAMPO:

My understanding is that CAMPO will be voting on allocation of \$440m in state grants and that the current plan devotes no funds to FM 620 between mansfield Dam and 183.

As someone who lives along this area of FM 620, I find this UNACCEPTABLE and frustrating beyond imagination. This stretch of FM 620 is unbelievably congested and terribly frustrating AND EXTREMELY dangerous on a DAILY basis, including weekends.

Please reconsider and allocate funding for RM-620 improvements from US-183 to Mansfield Dam!!!

Concerned citizen,
Nancy Burton

From: Martin Burtscher
To: [CAMPO Comments](#)
Subject: RR 620 northern corridor
Date: Thursday, April 26, 2018 1:50:33 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO members,

I kindly and urgently request that you please also allocate funds to improve the northern corridor of RR 620 (from Steiner Ranch to 183). The traffic is horrible every day and getting worse as more people move into the area. Thank you very much for your consideration.

Kind regards,
Martin Burtscher

From: [REDACTED]@aol.com
To: [CAMPO Comments](#)
Subject: Hwy 620
Date: Saturday, April 14, 2018 11:54:21 AM

EXTERNAL email: Exercise caution when opening.

Dear Highway Personnel:

As a resident of 8 years in Steiner Ranch community, I would like to make a plea that we desperately need traffic relief. A vast improvement would be to make Hwy 620 a divided 6 lane road, but an equally beneficial improvement would be to bypass the traffic lights at intersection 2222 and Anderson Mill. These two bottlenecks can back traffic up for miles. Thank you for your attention to these matters.

Sincerely,
William Buskirk

[REDACTED]
Austin, Texas 78721

From: ccjlr5912
To: [CAMPO Comments](#)
Subject: Northern 620 corridor
Date: Wednesday, April 25, 2018 9:52:47 PM

EXTERNAL email: Exercise caution when opening.

I would like funds allocated to the Northern 620 corridor. It is unsafe and can not currently support the traffic flow necessary for the population. Thank you for your help.

Sincerely,
Curtis Jones


Austin, TX 78732

From: [Ashby Johnson](#)
To: [Doise Miers](#)
Subject: FW: TIP Project Comments - Meeting Request
Date: Tuesday, May 01, 2018 7:30:33 AM
Attachments: [180430-CACDC-TIP-Comment.pdf](#)

From: Scott Morris <smorris@centralaustincdc.org>
Sent: Monday, April 30, 2018 10:46 PM
To: Ashby Johnson <ashby.johnson@wilco.org>
Subject: TIP Project Comments - Meeting Request

EXTERNAL email: Exercise caution when opening.

Dear Mr. Johnson:

Please find attached "180430-CACDC-TIP-Comment.pdf", our comments on CMTA1RD Grade separation of MetroRail Red Line at N. Lamar Blvd. These have also been faxed and mailed to your office today.

While relatively small in scope, this project will become a terminal constraint on the future mobility of our region. Project Connect has identified a 21-mile north-south backbone that runs right through that intersection. Running parallel to I-35, it could move 60k people a day, on the order of the proposed I-35 expansion, for less than half the cost.

I would be very grateful to be able to meet with you. Let me know if you have any time to discuss resolution before it goes to the TPB.

As a grassroots organization with a coalition of community groups, transit industry professionals, and policymakers, we're in it for the long haul and we are realistic that change takes time. It would be good to meet.

Thank you for your consideration.

Sincerely,

Scott Morris

--

Scott Morris
Central Austin Community Development Corporation
smorris@centralaustincdc.org
512-371-7961
centralaustincdc.org
[@cdcatx](#)
[@crimeatx](#)
[@atxrail](#)



P.O. Box 49168 Austin, TX 78765
512-371-7961

April 30, 2018
Faxed/Certified Mail

Mr. Ashby Johnson
Executive Director
Capital Area Metropolitan Planning Organization
3300 N. Interstate 35, Suite 630
Austin, TX 78705

Re: TIP CMTA1RD Grade separation of MetroRail Red Line at N. Lamar Blvd

Dear Mr. Johnson:

The Central Austin CDC is a 501c3 that has been focused on the enhancement of mass transit capacity in Austin's central corridor since 2012. Over the last 5 years, we have created two proposals for light rail on North Lamar Blvd, both of which envision a north south crossing of light rail vehicles at the Airport Blvd intersection.

As we work together to design and enhance our complex mobility systems we should seek to maximize multimodal flexibility while considering the entire infrastructure lifecycle and future generations of users and vehicles. Federal law requires the Transportation Improvement Program contain transportation projects consistent with the Regional Transportation Plan and investment priorities from the RTP should be reflected in the TIP.

Please allow this letter to replace the comments I emailed to you and the Technical Advisory Committee on April 23, 2018.

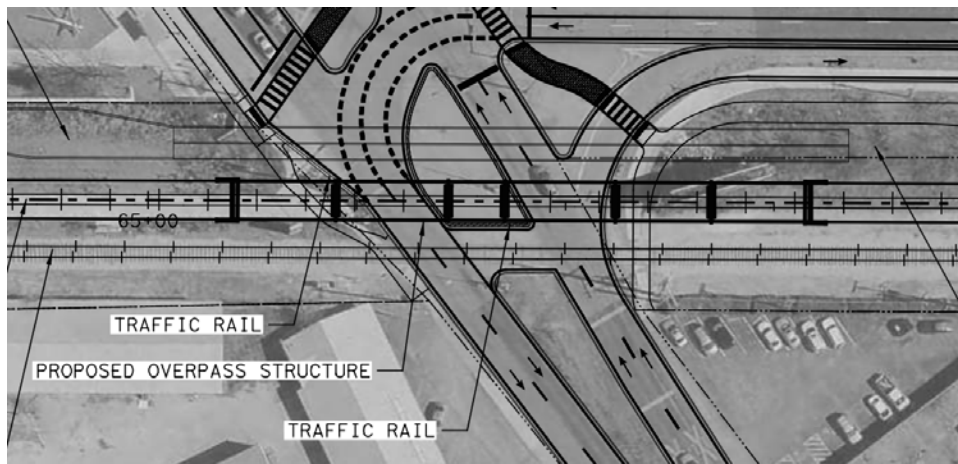
Capital Metro made a funding request CMTA1RD for the 2019-22 TIP is outlined in *CAMPO 2019-2022 Project Call Roadway Project Application* in a report dated and submitted to you on January 19, 2018. The report outlines three scenarios and represents a 10% design level completed, finalizing the project definition.

That document can be accessed here: bit.ly/tip-cmta

If built within its three defined scenarios, this project would create conditions that are contrary to formal positions taken by community organizations serving that area, the actions of several city councils, elements of Imagine Austin Comprehensive Plan, as well as Capital Metro's own federally-funded planning. **This project application contains numerous inaccuracies and omissions, and its recommendations do not have the support and concurrence of the community.**

Our analysis has led to the conclusion that these scenarios and the scope of the proposal will be ineffective in addressing the stated safety goals of the project in that all three scenarios leave the freight line crossing North Lamar Blvd as-is, crossing traffic and future high capacity transit. All three scenarios may lead to a terminal constraint to future light rail passing north south through that intersection.

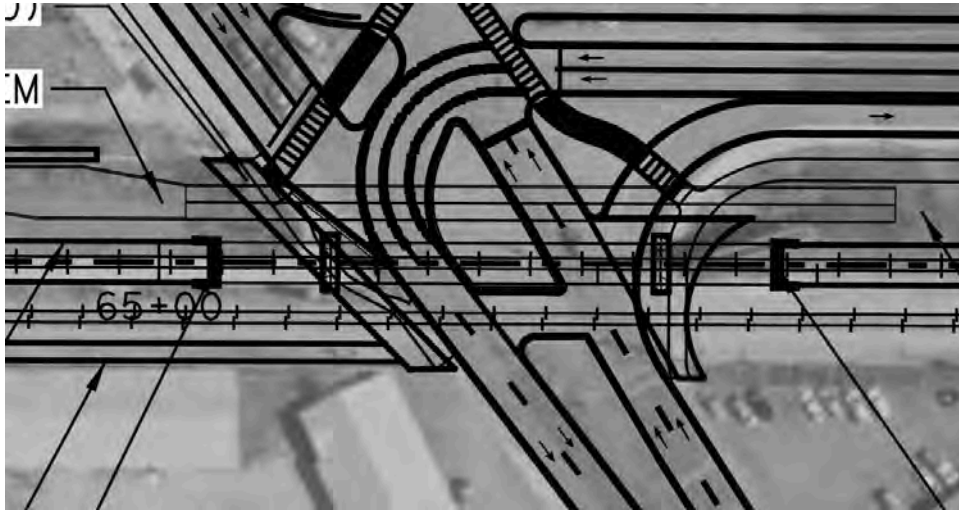
- In all three of its scenarios in the project description, two overhead and one tunnel, the freight line is left at-grade. Vehicular traffic on North Lamar, including current local and rapid bus, and any future light rail, will still be interrupted for a freight line to remain crossing at-grade with the road. Given FRA and FTA regulations, this is a critical constraint for a future light rail crossing.
- The proposal inaccurately states that it will remove freight traffic which is inconsistent with the project scenarios: "Grade separating road and rail would remove heavy cargo on freight trains, as well as passengers on trains, from interacting with the roadway at a busy intersection of two principal arterials." In all scenarios, the freight line is left at-grade.
- The project's three scenarios leave the freight alignment at grade, and propose to add a bridge or tunnel parallel to it for commuter rail. The project is therefore not a grade change for an existing rail crossing as specified in the grouped projects line item in the 2040 RTP. This project is therefore not approved in the 2040 RTP.
- Both overhead pass proposals have footings/columns that constrain the addition or expansion of light rail lines going in along Lamar Boulevard.
- The "short-span" proposal is especially onerous, as it shows footings/columns in the center of Lamar Boulevard, where light rail lines (if center-running, which is preferable) would go.



Page 24 Short Span Alternative

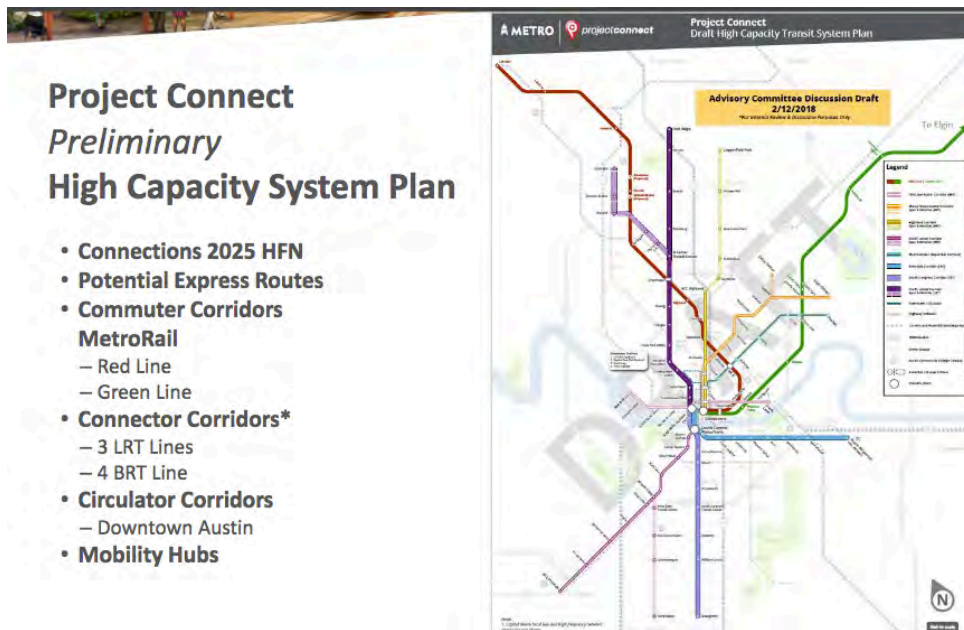
- The "long-span" proposal shows footings/columns "right at" the edge of traffic lanes and the R.O.W.

- Both plans almost fully utilize the existing Lamar Boulevard R.O.W. (as it is now); but there is no reason not to presume the R.O.W. could be acquired for future transit.



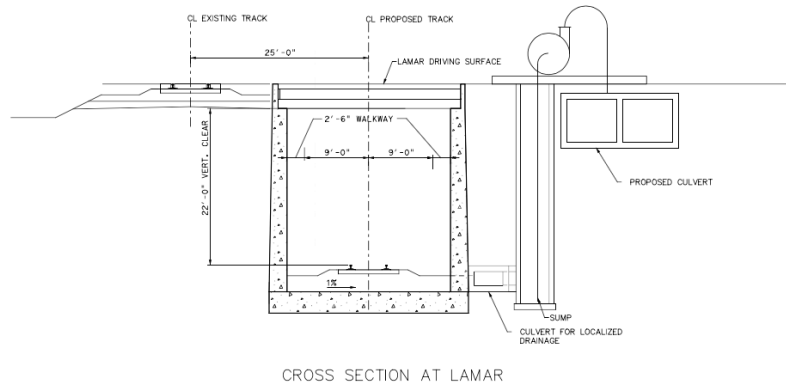
Page 21 Metrorail Over Lamar Blvd

- The project scope does not reflect that there is a current, FTA-funded study, namely the Project Connect Central Corridor Analysis, which shares footprint of this project. That study has identified North Lamar Blvd as a high capacity investment corridor.



Draft Project Connect High Capacity System Plan page 33
<http://bit.ly/tip-pc>

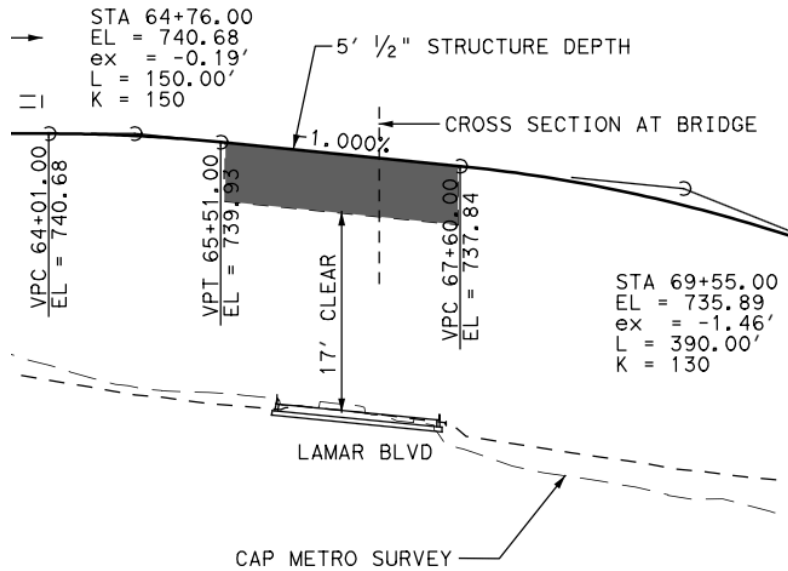
- The project scope states that a categorical exclusion from NEPA is likely. Trains at elevation will create a substantial impact to the population. The project will enable both freight and commuter rail to operate with greater frequency in this residential area, making the entire project subject to a full NEPA process. A categorical exclusion will not be possible.
- Horizontal clearance does not allow for dual tracking and a catenary pole, which would be a constraint to the future electrification of the Red Line. The distance between track centers to allow for the catenary should be 13'-6".¹



Page 30 Cross section at Lamar

- Vertical clearances have not been confirmed with the requirements of a future light rail alignment. Overhead scenarios specify 17' of clearance. The dynamic maximum envelope of a typical light rail vehicle's pantograph may extend to 23'. Catenary will require additional clearance. The 22'-0" vertical clearance of the tunnel may be insufficient to allow for electrification of the Red Line and the 17' vertical clearance of the bridge scenarios may preclude consideration of at-grade light rail as well as introduce a bias against LRT in the current study.

¹ *Transit Cooperative Research Program Report 155: Track Design Handbook for Light Rail Transit Second Edition.*
Transportation Research Board



Page 26 Vertical clearance

A technical analysis of all aspects of this proposal, and how they impact the Project Connect study, should be conducted by Capital Metro staff and combined with this proposal.

In anticipating exemption from NEPA, the project scope inaccurately states that no new modes of transportation be introduced, not recognizing current and numerous council-adopted plans. "Since no new modes of transportation are being introduced and no right-of-way acquisition is currently anticipated as part the project, it is anticipated that a categorical exclusion will be the appropriate NEPA clearance." We feel this is in direct conflict with several planning ordinances has the potential of introducing a bias in the ongoing Project Connect Central Corridor Analysis.

- The report shows that right-of-way is needed to expand the station onto an area that appears to be private property. The project scope of the report does not correctly reflect this requirement.



Page 22 ROW required

- The new continuous flow intersection described on page 28 would block all center-running north south movement of fixed guideway vehicles.

Capital Metro must complete Phase 3 of the Project Connect Central Corridor Analysis, which is LPA definition. If this TIP is adopted with the defined project, Project Connect will be advanced by an agency that has expressed a new condition that there will be no mode change at that intersection. No evidence could be found of an appropriation to conduct this study, and the consultant, HDR, is not listed among the Capital Metro open contracts database for this purpose. While Capital Metro has authored this response, there is some doubt if the agency actually funded and controlled this specific study.

If this was funded and directed by the Texas Department of Transportation, the Austin Transportation Department or the Corridor Improvement Office, they do not reflect the same priorities as Capital Metro with regard to the future of that intersection.

- In a Project Connect Investment Corridor Case Study Workshop for Project Connect on October 17, 2017, an event open to the public and hosted by Capital Metro, several members of staff and consultants were present. Capital Metro planners were specifically asked by a member of the Crestview community, our board, and the Multimodal Community Advisory Committee about the presence of engineering survey crews seen operating for several days earlier in the fall of 2017 at the North Lamar and Airport intersection. Capital Metro planners stated emphatically that they had no idea what the crews were doing, that whatever it was Capital Metro was not involved in it, but that it might be the Austin Transportation Department-directed corridor work for Airport Blvd, which terminates at that intersection.

Light rail has been planned to cross the North Lamar Blvd and Airport Blvd intersection for decades. If the preliminary engineering were completed as described, it may lead to construction that would be in conflict with several council adopted ordinances and the transportation element of the city's comprehensive plan. The North Lamar Blvd light rail alignment is incorporated in several elements of the City of Austin's Imagine Austin Comprehensive Plan.

City Council has adopted the following ordinances adopting North Lamar Blvd as a designated future light rail alignment:

- ***Imagine Austin Comprehensive Plan***
<http://bit.ly/tip-compplan>
see page 342 for the following Comprehensive Plan elements containing a light rail plan for North Lamar Blvd:
- ***Austin Metropolitan Area Transportation Plan*** City of Austin Ordinance 950309-G
See section 4.2 Public Transportation Element for FG-12 project designation
<http://bit.ly/tip-amatp>
- ***Brentwood-Highland Combined Neighborhood Plan*** City of Austin Ordinance 040513-30
Excerpts:
<http://bit.ly/tip-brentwood>
- ***Crestview-Wooten Combined Neighborhood Plan*** City of Austin Ordinance 20040401-Z002
Excerpts:
<http://bit.ly/tip-cw>

- **Central Austin Combined Neighborhood Plan** City of Austin Ordinance 040826-56
Excerpts:
<http://bit.ly/tip-central>
- **Hyde Park Neighborhood Plan** City of Austin Ordinance 000413-63
Excerpts:
<http://bit.ly/tip-hydepark>

The light rail alignment described in those plans was the result of significant community involvement. In addition, communities that represent the residents of the immediate area of the intersection have expressed their wishes that light rail run through that area on North Lamar Blvd.

- **Crestview Neighborhood Association**
Resolution in Support of Light Rail on North Lamar Boulevard
<http://bit.ly/tip-crestview>
- **Highland Neighborhood Association**
Resolution in Support of Light Rail on North Lamar Boulevard
<http://bit.ly/tip-highland>

While it is possible to design a crossing over this intersection that is elevated twice, once for the freight at-grade and then again for the Red Line bridge, it will come at a very high cost. This project fails to consider the financial and environmental impact of requiring a future light rail project to operate and build a station elevated 40 to 50 feet from grade.

The integrity of regional planning is important to us, and the TIP process exists to serve the greater purpose of the long-range RTP. The opportunity for light rail to be planned for this intersection must be enhanced and preserved in accordance with the strong community support it has.

We respectfully request that CAMPO not move forward with this project until the agency amends the application to address these concerns.

Sincerely,

Scott Morris
President

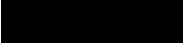
cc: Randy Clarke, Capital Metro CEO
Todd Hemingson, Capital Metro VP of Planning
Spencer Cronk, Austin City Manager
Robert Goode, Austin Assistant City Manager
Robert Spillar, Director of Transportation
Don Koski, FTA Region 6, Director of Planning and Project Development
Mike Leary, FHWA Texas, Director of Planning and Project Development

From: Shelli Callender
To: [CAMPO Comments](#)
Subject: Allocate Funds to Northern 620 Corridor
Date: Wednesday, April 25, 2018 8:04:46 PM

EXTERNAL email: Exercise caution when opening.

I have been a resident of Steiner Ranch, off 620, since 2000. The traffic congestion has increased significantly and the roads are dangerous. The number of fatalities is increasing. This is unacceptable. please allocate funds to improve 620 from US183 to Manfeild Dam. Lives depend on it.

thank you,
Shelli Callender



April 17, 2018

Ashby Johnson, Executive Director
Capital Area Metropolitan Planning Organization (CAMPO)
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Subject: Preferred Option for Funding Transportation Demand Management Projects for
2019-2022 TIP

Dear Mr. Johnson:

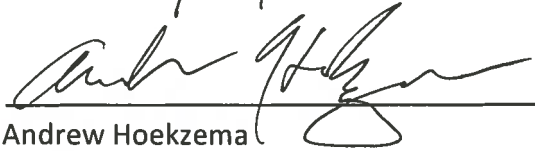
The Capital Area Council of Governments (CAPCOG), the Capital Metropolitan Transportation Authority (Capital Metro), the City of Austin (CoA), and Travis County have developed an option for funding transportation demand management (TDM) projects in the CAMPO 2019-2022 Transportation Improvement Program (TIP) that would take maximum advantage of the three highest-scoring TDM project applications, including, by providing beneficial data for the proposed TDM study.

Based on the information presented by CAMPO staff at the April 9, 2018, Transportation Policy Board meeting, it is our understanding that there is \$1 million in category 7 surface transportation block grant (STBG) funding that can be used to fund TDM projects for the 2019-2022 TIP without displacing any of the other projects recommended by CAMPO staff, and that additional STBG funding will be available for the 2021-2024 TIP next year through another project call. We believe that the best option for the use of this \$1 million to support TDM in the 2019-2022 TIP would be to fund the fiscal year (FY) 2019 portions of the Commute Solutions, Smart Trips, and RideShare expansion applications, reserving the balance for allocation among these three programs for FY 2020:

- \$501,280 in federal STBG funding would be awarded for FY 2019 as follows:
 - \$250,000 to CAPCOG to support the Commute Solutions program.
 - \$180,000 to CoA and Capital Metro to support the Smart Trips program.
 - \$71,280 to Capital Metro for the initial year of expansion of the RideShare program.
- Since the next call for projects would not include funding for FY 2020, the remaining \$498,720 would be held in reserve to support these programs for FY 2020.
- Any funding for FY 2021 and 2022 would be based on the next call for projects for the 2021-2024 TIP.

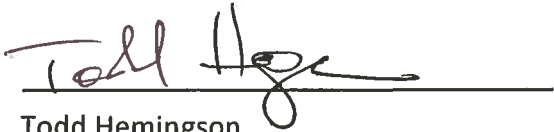
By enabling all three of the projects to proceed as proposed in FY 2019, this option will provide CAMPO with a wider range of programmatic data that can be evaluated in the regional TDM study, while also ensuring that funding for TDM activities will be available for FY 2020. Combined with the regional TDM study, this option would represent a \$1.3 million investment by CAMPO in regional TDM over the next two years, which would go a long way to demonstrating the region's commitment to this important mobility strategy.

Date: 4/17/2018



Andrew Hoekzema
CAPCOG
Director of Regional Services

Date: 04.12.18



Todd Hemingson
Capital Metro
VP of Strategic Planning and Development

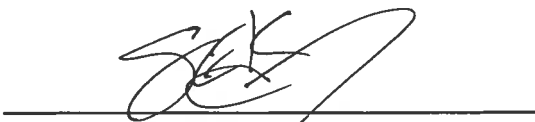
Date: 4/19/18



Rob Spillar
City of Austin
Director of Transportation

APR 17 2018

Date: _____



Sarah Eckhardt
Travis County Judge
Chair, Central Texas Clean Air Coalition

From: eduardo
To: [CAMPO Comments](#)
Subject: 620/2222 traffic
Date: Saturday, April 14, 2018 4:58:14 AM

EXTERNAL email: Exercise caution when opening.

Hello, I am a Steiner Ranch resident dealing with horrendous traffic along 620. Needless to say, with the inevitable population increase in the upcoming years, the problem is only going to worsen. I ask for prioritization of improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183 in the CAMPO 2019-2022 TIP. Thank you for reading my email.

Sincerely,

Eduardo Cepeda

From: Joseph Cesaro
To: [CAMPO Comments](#)
Subject: RM 620 Improvements
Date: Sunday, April 15, 2018 9:51:53 AM

EXTERNAL email: Exercise caution when opening.

Dear Sirs: We live in Travis County in the vicinity of RM 620 near 183 to Lakeway. We have lived here for over 30 years. The current level of traffic on RM 620 is overwhelming. The number of traffic jams between 183 to Anderson Mill Rd to 2222 occurring daily is great. What ever happened to the extension of 45 to Lakeway???

Te present level of traffic on RM 620 between 183 to Lakeway, 2222 and Steiner Ranch creates unsafe conditions and significantly impedes any throughput. Based upon these real experiences, I request that you consider improvements to RM 620.

Regards, Joe Cesaro

From: Shahin Chauthani
To: [CAMPO Comments](#)
Subject: Funds allocation of 620
Date: Thursday, April 26, 2018 3:43:32 PM

EXTERNAL email: Exercise caution when opening.

To whomever it may concern,

I would like funds allocated to the 620 corridor from Mansfield dam to atleast Anderson Mill or 183. This is a very high congested area and it takes a lot of time to get past it.

Shahin

From: H. Sandra Chevalier-Batik
To: [CAMPO Comments](#)
Subject: Allocate funds to the Northern 620 corridor
Date: Tuesday, April 24, 2018 5:26:53 PM

EXTERNAL email: Exercise caution when opening.

I understand that Campo Texas is genetically predisposed to fund EMPTY BUSES that run around the city but could you PLEASE **allocate funds to the Northern 620 corridor.**

Like it or not we are not going to bike to work, and we will not be taking the bus to Wednesday night bible study. Please do your job and make life easier for the folks that are paying the tax bill.

Sandi

H. Sandra Chevalier-Batik
WordPress Consultant and Trainer

Helping you bring your message to the world™

Pleiades Publishing Services
512-494-5407 (O)
512-879-8748 (M)

<https://pleiadesservices.com>

<https://handsonwp.com>

@sandi_batik

Co-Organizer Austin WordPress Meetup/ <http://wpaustin.com>

From: Naren Chilukuri
To: [CAMPO Comments](#)
Subject: Funding for 620 improvements north of mansfield dam.
Date: Saturday, April 28, 2018 5:58:26 PM

EXTERNAL email: Exercise caution when opening.

Let me introduce myself. I have been living in Steiner Ranch for >14 years. I have been commuting to Round Rock for work and it cannot be any more horrendous than it has been. I also am the President of the Steiner Ranch Association Board. We have 16,000+ people live here in > 4500 homes not including apartments. Whole Steiner Ranch community is very very concerned with lack of funding for 620 north of Mansfield dam.

These are rough stats during office hours in weekdays:

- It takes 30+ mins just to travel 2 miles from the mouth of steiner ranch to 2222/bullock hollow. What a waste of time, gas, & environmental effects.

- Then another 15 to 20 mins to Volente on 620 < 6 miles.

- It takes almost 45 mins from steiner to volente on friday....it is <6 miles

What is the reason for not funding 620 improvements north of mansfield dam? Who do we reach out to make an impact? These significant traffic commute times are impacting many aspects of our lives including our property values. Hope you all taking this seriously the concerns of 16,000+ residents. Reach out to me, [REDACTED] or my cell [REDACTED] [REDACTED] if you all want to discuss as a community collectively.

Thanks,
Naren Chilukuri
SRMA Board President
[REDACTED]

From: Deidra Clark
To: [CAMPO Comments](#)
Subject: Funding for RM620 Improvements
Date: Wednesday, April 25, 2018 8:42:16 AM

EXTERNAL email: Exercise caution when opening.

To whom it may concern:

The purpose of this email is to provide my input on the current plans for RM 620. I understand that CAMPO/TxDOT agreed to funding work on 620 in Lakeway (from 71 up through Lakeway) to add an additional lane and raised median, however I heard they are not funding any work to be done on the most congested part of 620. I drive 620 every day (M-F) twice a day from Quinlan Park to 71. My husband drives 620 every day (M-F) from Quinlan Park to US-183. It's not a secret that 620 is a traffic nightmare from Quinlan Park Road north up to Anderson Mill. The changes made to 620 in Lakeway appeared to ease the traffic to some degree and I'm confident changes to 620 (from Mansfield Dam to US-183) could also benefit from road improvements (adding a lane in either direction, re-purposing the center-turn-lane in some sections, re-configuring the light timing/sequencing, etc.). Perhaps even looking at whether the Vandegrift High School is adding to the traffic congestion/bottle-necking – and seeing if there are any alternatives to get the high schoolers off the roads and instead use a mass-transit option for the high schoolers.

In any event, we all know that limiting or preventing land development is not an option – so we need to face these traffic concerns (for the spanse of road from Mansfield Dam to US-183) sooner rather than later. Please consider listening to the concerns of the citizens in this area.

Deidra M. Clark
Legal Assistant
Savrick Schumann Johnson McGarr
Kaminski & Shirley, L.L.P.
The Overlook at Gaines Ranch
4330 Gaines Ranch Loop, Suite 150
Austin, Texas 78735
Phone: (512) 347-1604
Fax: (512) 347-1676

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From: REGINA Clevenger
To: [CAMPO Comments](#)
Subject: Widening of RM620 to 6 Lanes
Date: Monday, April 09, 2018 1:21:18 PM

EXTERNAL email: Exercise caution when opening.

This is a critical issue that should be corrected ASAP. At 9:00AM my husband exited Steiner Ranch Rd on to 620 toward 2222. It took one hour to exit onto 2222. Austin is so far behind in transportation improvements. We are held hostage here in Steiner Ranch with only 2 exits, both exiting onto 620. No exit on Quinlan Park at opposite end. Driving here is worse than in LA and Orange County. That is where we moved from 2 years ago. We lived there almost 50 years.

Your decisions are dangerous to the local residents in case of emergency and very stressful when you have allowed more than adequate time to reach your destination.

Regina Clevenger

[REDACTED]
Austin, TX 78732

[REDACTED]

From: BC Clifton
To: [CAMPO Comments](#)
Subject: Critical Priorities - RM 620 to Hwy 183
Date: Monday, April 30, 2018 8:04:50 AM

EXTERNAL email: Exercise caution when opening.

There needs to be prioritization of improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183. Currently, there is terrible traffic and getting worse. Any improvements planned are band-aid at best, adding this to [CAMPO 2019-2022 Transportation improvement plan](#) is critical for public safety.

RM-620 is the #1 cited roadway by the public for improvement for both Travis and Williamson counties with special emphasis on US-183 through RM-2222 (based on the CAMPO 2040 plan public input conducted in 2015 and other studies) and has well known and documented traffic bottlenecks.

Make it a 6-lane median divided highway, that will substantially reduce delay and improve safety by reducing conflict points along the corridor, according to TXDOT. This plan will also provide separation of bicycle and pedestrian from vehicular traffic.

From: Perry Cockerham
To: [CAMPO Comments](#)
Subject: Project BUC1RD - Wirtz Dam Road Bridge
Date: Monday, April 30, 2018 12:30:48 PM

EXTERNAL email: Exercise caution when opening.

I am writing to provide my comments regarding the proposed Wirtz Dam Project (BUC1RD). I do not think that the project, as proposed should be approved.

The November, 2005, Campo report suggests a construction cost of \$7.5M. I have not seen a more recent cost estimate, but assuming cumulative inflation since 2005 of around 25% would give a cost estimate today close to \$10M. I would prefer this taxpayer money be spent on other bridge projects.

For example, the Wirtz Dam Bridge project is reported as a needed second bridge in the Marble Falls area. I recognize that at some future time the need for a traffic by-pass around Marble Falls will be needed to reduce traffic volumes on Hwy 281 through the city. However, this ignores the fact that there are currently no other bridges across the Colorado River between Marble Falls and Mansfield Dam (distance of 25 miles.)

The Campo 2005 report indicated that 3,540 vehicles per day would use this new bridge. Using the growth rate of three percent given in the study, this increases by a factor of 1.56 to an estimate of more than 5,500 vehicles per day in 2020. Wirtz Dam Road is a narrow, two lane highway with lots of bumps, no shoulder, and a deteriorating margin. Hwy 1431 is a four lane highway. It does not seem feasible to divert such a large portion of the 1431 traffic onto Wirtz Dam Road unless Wirtz Dam Road is also widened to four lanes.

Thus, my recommendation would be to use the funds for a bridge where it is really needed - somewhere between Marble Falls and Mansfield Dam. When we really do need a second bridge in the Marble Falls area, do it properly. Plan for four lane highway access on both sides of the River and don't rely on the current two lane country roads across the low water crossing at Wirtz Dam.

Perry Cockerham

From: Cody Coleman
To: [CAMPO Comments](#)
Subject: I want funds allocated to the Northern 620 corridor
Date: Thursday, April 26, 2018 11:04:35 AM

EXTERNAL email: Exercise caution when opening.

/ want funds allocated to the Northern 620 corridor

From: Shannon Colletti
To: [CAMPO Comments](#)
Subject: PLEASE allocate funds to the Northern 620 corridor
Date: Thursday, April 26, 2018 11:06:21 AM

EXTERNAL email: Exercise caution when opening.

Hello,

I'm a Steiner Ranch resident who faces the debilitating congestion on RM 620 on a daily basis. It adversely affects our quality of life. We live in a beautiful part of Austin that is truly tarnished by the gridlock we are plagued with. The traffic affects our work commutes and any other trips we attempt as we have *no choice* but to get on 620 simply to leave our neighborhood. It is a nightmare. In addition to the horrific traffic, safety is a top priority as well. The accidents on that stretch of road are not limited to the intersections--they're prevalent everywhere.

Please, please, please: Allocate funds to the Northern 620 corridor to improve traffic and safety as soon as possible. You will have thousands of grateful Austin residents.

Sincerely,

Shannon Colletti, Steiner Ranch resident

From: Kimberley Conner
To: [CAMPO Comments](#)
Subject: RR620 road improvements needed ASAP
Date: Monday, April 09, 2018 12:11:48 PM

EXTERNAL email: Exercise caution when opening.

Hi,

I am writing to request the prioritization of improvements to RR/RM620 from Mansfield Dam to tollroad 45. While your 2015 study showed that this was a top 3 priority, no funding for this work has been allocated. Yet, people keep moving to the area and the congestion continues to worsen.

I'm asking that CAMPO work with TXDOT on leading the road-improvement projects on RR620.

Thank you,

Kim Conner
Steiner Ranch resident

From: Cynthia Cooke
To: [CAMPO Comments](#)
Subject: 620 corridor
Date: Monday, April 30, 2018 3:20:25 PM

EXTERNAL email: Exercise caution when opening.

Please allocate funds immediately to improve the 620 corridor between Mansfield dam and 2222. Traffic is unbearable, and I should not have to tell you that

Cynthia Cooke



From: Jim Crebbin
To: [CAMPO Comments](#)
Subject: 620 and 2222 Project
Date: Thursday, April 26, 2018 11:46:36 AM

EXTERNAL email: Exercise caution when opening.

We have lived in Steiner Ranch the past 13 years and have watched the traffic patterns grow tremendously on 620 with no infrastructure improvements. The last 5 years we have seen countless apartment complexes being built as well as new business openings almost monthly. The traffic congestion is now an absolute nightmare! To think that we do not have the 620/2222 project on the next funding tranche is just mind blowing! I challenge anyone on your committee to come out around rush hour in the morning or evening and find anywhere in Austin that is any worse than this area. The 620/2222 corridor needs immediate attention and the entire 620 corridor from Mansfield Dam to 183 needs attention as well. Please ensure these projects get the attention they deserve!

Jim Crebbin

Sent from [Mail](#) for Windows 10

From: Kim Cross
To: [CAMPO Comments](#)
Subject: Funding for Northern 620 corridor
Date: Sunday, April 29, 2018 2:09:46 PM

EXTERNAL email: Exercise caution when opening.

Hello,

As a family of six who drives the northern 620 corridor on a daily basis, we are pleading for you to designate funds to HELP our high traffic, congestion, multiple accidents including several fatalities as shown on TxDOT roadway studies.

Thank you,
Kim Cross
Steiner Ranch resident

From: Anne Crowley
To: [CAMPO Comments](#)
Subject: FUND 620
Date: Tuesday, April 24, 2018 9:55:39 PM

EXTERNAL email: Exercise caution when opening.

I want funds allocated to the Northern 620 corridor.

The traffic is ridiculous. Plans that get made (i.e. 2 right hand turn lanes onto 2222) get changed and we are worse off because of it. Please help!!! FUND 620!

TXDot officials admit the current roads are not able to support the current number of drivers- much less the increased amounts that are anticipated with the saturation of new housing. It is not safe. I truly believe drivers are angry and getting more aggressive as a result.

Please Make decisions to help the drivers - and not just the businesses. I have been in so many close calls at that "walgreen intersection" that I am moving my business away from them - no safe way to get out of that scary intersection (People blare down the the center turning lane ... dubbed the "suicide lane" and bam! making a Left handed turn on to 620 is blind and dangerous)

Please help by funding 620. SUPPORT CHANGE FOR A SAFER 620!

With respect and crossed fingers,

Anne Crowley

From: Stephen Crownover
To: [CAMPO Comments](#)
Subject: FW: RM 620 North improvement
Date: Thursday, April 26, 2018 8:46:07 AM

EXTERNAL email: Exercise caution when opening.

Below is an email I sent to the various representatives in our area requesting their help to prioritize the northern 620 corridor for funding of the road improvements. We strongly urge CAMPO to allocate these funds.

Thank you,

Stephens & Carolyn Crownover

From: Stephen Crownover <papacrown@austin.rr.com>
Sent: Wednesday, April 25, 2018 8:56 AM
To: 'steve.adler@austintexas.gov' <steve.adler@austintexas.gov>; 'jimmy.flannigan@austintexas.gov' <jimmy.flannigan@austintexas.gov>; 'alison.alter@austintexas.gov' <alison.alter@austintexas.gov>; 'ann.kitchen@austintexas.gov' <ann.kitchen@austintexas.gov>; 'mayorpowell@cedarparktexas.gov' <mayorpowell@cedarparktexas.gov>; 'sarah.eckhardt@traviscountytexas.gov' <sarah.eckhardt@traviscountytexas.gov>; 'gerald.daugherty@traviscountytexas.gov' <gerald.daugherty@traviscountytexas.gov>; 'brigid.shea@traviscountytexas.gov' <brigid.shea@traviscountytexas.gov>; 'jeffrey.travillion@traviscountytexas.gov' <jeffrey.travillion@traviscountytexas.gov>; 'clong@wilco.org' <clong@wilco.org>
Subject: RM 620 North improvement

Dear Government Representatives,

My wife and I moved to Steiner Ranch 22 years ago this month. Traffic at that time was by today's standards non-existent. In the years since then the population of this area has exploded and with it commercial construction. In the mean-time, RM 620 hasn't changed except for the addition of a lot of stop lights and a massive amount of traffic.

We have all heard of the proposed improvements for both the southern and northern portions of 620. It wasn't until I read the article in the April 25th Four Points News that I learned that the less congested southern portion of 620 had been prioritized by TxDOT and is on the CAMPO funding proposal. The highly congested northern portion is not prioritized due to a lack of local funding partners. Since the northern portion of 620 is multi-jurisdictional, we strongly urge all of you to implore CAMPO and TxDOT to prioritize the improvements and encourage the multiple jurisdictions to partner with funding. Thank you in advance for your help.

Sincerely,

Stephen & Carolyn Crownover



Austin, TX 78732

From: Steve Cumings
To: [CAMPO Comments](#)
Subject: 620 improvements
Date: Sunday, April 08, 2018 12:08:24 PM

EXTERNAL email: Exercise caution when opening.

Hi:

Great to hear that improvements are planned for the 620 / 2222 area, traffic there is horrendous. However, there is also need for improvements for the 620 stretch from 2222 to 183, where traffic builds up terribly in evening rush hour.

Thanks,

Steve

From: Derrick Jones
To: [CAMPO Comments](#)
Subject: 620 from Mansfield Dam to 183
Date: Thursday, April 26, 2018 11:52:29 AM

EXTERNAL email: Exercise caution when opening.

Dear Campo,

I am writing to express the desires of the Steiner Ranch Community for CAMPO to focus on improvements to the section of RM 620 from Mansfield Dam to 2222. I recognize this segment of 620 goes all the way to 183 but I also recognize that the section North of 2222 has significant landowner barriers that may be challenging to significantly upgrade that section. However, the stretch from Mansfield Dam to 2222 does not have near as many barriers as much of the ROW has either been purchased or is available for purchase on properties that are unencumbered by development. There are many mornings when leaving Steiner Ranch it takes our children 45 minutes to get 7.1 miles to Vandegrift High school. I know that the cutoff from 620 to 2222 should allow some relief but with the growth of the area, this stretch will continue to get worse. The over 10,000 residents of Steiner Ranch all issue the traffic as the primary negative to living in our area. We have no alternative but that stretch of 620.

Please take another look and fund the improvements to this section immediately. We don't want any more deaths or such a drain on the economy because of continued lack of focus from CAMPO regarding this section of 620.

Thank you for all you are doing for Austin.

Derrick Jones
President
Steiner Ranch Residential Owners Association



From: Erin Day
To: [CAMPO Comments](#)
Subject: FM 620 corridor
Date: Monday, April 30, 2018 1:39:00 PM

EXTERNAL email: Exercise caution when opening.

> Hi there!
>
> We would like to see funding approved for the 620 corridor between Mansfield Dam and Lakeline. We are residents of Steiner Ranch who have seen the traffic increase over the years we've lived here.
> It is imperative that FM 620 be improved before it gets a failing grade. We have seen countless fatal and non-fatal accidents and grow impatient as our commutes grow longer and longer.
> Please make the right decision in funding this road to expand it to a 6 lane highway with a barrier in the middle. As of right now, the Leander school buses take an hour & 15 minutes to get from Steiner to Vandegrift HS.
> It will only get worse! Help us get our kids to school on time. :)
>
> Thank you,
>
> Erin Day
>
> Sent from my iPhone

From: James Decker
To: [CAMPO Comments](#)
Subject: Funds allocated to Northern 620 Corridor
Date: Wednesday, April 25, 2018 8:55:10 PM

EXTERNAL email: Exercise caution when opening.

To Whom it May Concern -

I'm writing to insist that funds be allocated to the Northern 60 Corridor. The amount of traffic has overwhelmed the Four Points area making commuting an absolute nightmare. As a taxpayer I'd like to see major investment in the infrastructure along the route between 183 and Mansfield Dam along 620. It is critical to the quality of life of our community.

James Decker



From: Laura Deelstra
To: [CAMPO Comments](#)
Subject: #620change
Date: Tuesday, April 24, 2018 2:18:26 PM

EXTERNAL email: Exercise caution when opening.

Dear Representatives,

Please allocate funds to the Northern corridor of 620. Please vote to designate state grants for improvement for Northern 620 (Mansfield Dam to 183). There is high traffic, congestion and fatality rates and FAILING grades from TxDOT roadway studies.

Please help keep Texans safe,

Laura

From: Chris Dees
To: [CAMPO Comments](#)
Subject: Funds allocated to the Northern 620 Corridor
Date: Sunday, April 29, 2018 8:16:49 PM

EXTERNAL email: Exercise caution when opening.

We need funds for this!!!

Sent from my iPhone

From: Megan Deeter
To: [CAMPO Comments](#)
Subject: Fix FM 620
Date: Monday, April 09, 2018 9:07:35 PM

EXTERNAL email: Exercise caution when opening.

Do not wait for a tragedy! The issue now is safety, not convenience! We need wider roads to support the growth here.

I pay a lot in taxes!

Sent from my iPhone

From: Jasmine DeFoore
To: [CAMPO Comments](#)
Cc: jimmy.flannigan@austintexas.gov; brigid.shea@traviscountytx.gov; Emily.Fankell@house.texas.gov
Subject: Re: PLEASE HELP US -- RM620 is a death trap
Date: Thursday, April 26, 2018 11:58:35 AM
Attachments: [image003.png](#)

Thank you for your reply. When will our next opportunity to get funding for 620 between Mansfield Dam and 183 be? Am I understanding your reply correctly that we since nobody applied for funding, we're not going to get any anytime soon? I honestly want to move away from this area because of this. It's unsustainable.

On Thu, Apr 26, 2018 at 11:26 AM, CAMPO Comments <comments@campotexas.org> wrote:

Hi Ms. DeFoore,

Thank you for your interest and participation in the regional transportation planning process. Your input is invaluable in helping to shape the development of our transportation infrastructure and address the congestion and delays that affect all of our region's residents. Your comments will be shared with elected officials and agency representatives who serve on the Transportation Policy Board. Additionally, these comments will also serve as part of the public record and be available for review.

As for RM 620 between Mansfield Dam and US 183, CAMPO did not receive any applications for funding projects in this section of road. CAMPO will have additional funding calls in the future so you're encouraged to contact your city and county leadership, as well as TxDOT to let them know your needs and concerns for that section of RM 620.

We look forward to engaging with you again in the future and remain available for further questions or comments. Thank you.

Doise Miers, Community Outreach Manager

512.215.9411

www.campotexas.org

[3300 N. Interstate 35, Suite 630 Austin, TX 78705](#)





From: Jasmine DeFoore [REDACTED]
Sent: Wednesday, April 25, 2018 8:30 AM
To: CAMPO Comments <comments@campotexas.org>; jimmy.flannigan@austintexas.gov;
brigid.shea@traviscountytexas.gov; Emily.Fankell@house.texas.gov
Subject: PLEASE HELP US -- RM620 is a death trap

EXTERNAL email: Exercise caution when opening.

I am beyond frustrated to hear that the stretch of 620 from Mansfield Dam to Anderson Mill is not slated to receive any funding, but Lakeway is. Lakeway traffic is FINE. There are fewer fatalities in Lakeway, and you don't have as many cars traveling through Lakeway.

It takes my family FORTY FIVE minutes to go 3 miles in the morning. How is this acceptable? Getting to your neighborhood high school shouldn't take up to an hour!

The number of people crisscrossing across multiple lanes of traffic to turn left and access businesses on the other side of the road is causing a huge amount of accidents. This road can no longer support that kind of business access. We need BIG changes out here, and we needed them yesterday. We need a raised median, we need right turn only out of all businesses, and we need an extra lane.

I worry for my kids' lives every time I know they are traveling 620. Who will help us??????

HOW MANY FATALITIES DOES IT TAKE?

Jasmine DeFoore

jasminedefoore.com - Visuals Editor

[instagram.com/ilovetexasphoto](https://www.instagram.com/ilovetexasphoto) - A new Texas-based photographer every 3 days

--

Jasmine DeFoore

jasminedefoore.com - Visuals Editor

[instagram.com/ilovetexasphoto](https://www.instagram.com/ilovetexasphoto) - A new Texas-based photographer every 3 days

From: Jasmine DeFoore
To: [CAMPO Comments](#); jimmy.flannigan@austintexas.gov; brigid.shea@traviscountytexas.gov; Emily.Fankell@house.texas.gov
Subject: PLEASE HELP US -- RM620 is a death trap
Date: Wednesday, April 25, 2018 8:29:59 AM

EXTERNAL email: Exercise caution when opening.

I am beyond frustrated to hear that the stretch of 620 from Mansfield Dam to Anderson Mill is not slated to receive any funding, but Lakeway is. Lakeway traffic is FINE. There are fewer fatalities in Lakeway, and you don't have as many cars traveling through Lakeway.

It takes my family FORTY FIVE minutes to go 3 miles in the morning. How is this acceptable? Getting to your neighborhood high school shouldn't take up to an hour!

The number of people crisscrossing across multiple lanes of traffic to turn left and access businesses on the other side of the road is causing a huge amount of accidents. This road can no longer support that kind of business access. We need BIG changes out here, and we needed them yesterday. We need a raised median, we need right turn only out of all businesses, and we need an extra lane.

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Jasmine DeFoore

jasminedefoore.com - Visuals Editor

[instagram.com/ilovetexasphoto](https://www.instagram.com/ilovetexasphoto) - A new Texas-based photographer every 3 days

From: Jasmine DeFoore
To: [CAMPO Comments](#)
Subject: RM6200 - divided 6-lane highway AND protection for cyclists
Date: Monday, April 30, 2018 11:12:01 AM

EXTERNAL email: Exercise caution when opening.

I wrote earlier today but also wanted to stress how important cyclist safety is out here. 620 is a popular road but the crazy crisscrossing and business access makes it very unsafe for cyclists, even if they are using the shoulder. We recently had a fatality out here which breaks my heart. Please prioritize making 620 a divided, 6-lane highway and creating a divided bike lane from the dam to 183.

--

Jasmine DeFoore

jasminedefoore.com - Visuals Editor

[instagram.com/ilovetexasphoto](https://www.instagram.com/ilovetexasphoto) - A new Texas-based photographer every 3 days

From: Jasmine DeFoore
To: [CAMPO Comments](#); jimmy.flannigan@austintexas.gov; brigid.shea@traviscountytx.gov; Emily.Fankell@house.texas.gov
Subject: PLEASE HELP US -- RM620 is a death trap
Date: Wednesday, April 25, 2018 8:29:59 AM

EXTERNAL email: Exercise caution when opening.

I am beyond frustrated to hear that the stretch of 620 from Mansfield Dam to Anderson Mill is not slated to receive any funding, but Lakeway is. Lakeway traffic is FINE. There are fewer fatalities in Lakeway, and you don't have as many cars traveling through Lakeway.

It takes my family FORTY FIVE minutes to go 3 miles in the morning. How is this acceptable? Getting to your neighborhood high school shouldn't take up to an hour!

The number of people crisscrossing across multiple lanes of traffic to turn left and access businesses on the other side of the road is causing a huge amount of accidents. This road can no longer support that kind of business access. We need BIG changes out here, and we needed them yesterday. We need a raised median, we need right turn only out of all businesses, and we need an extra lane.

I worry for my kids' lives every time I know they are traveling 620. Who will help us??????

HOW MANY FATALITIES DOES IT TAKE?

Jasmine DeFoore

jasminedefoore.com - Visuals Editor

[instagram.com/ilovetexasphoto](https://www.instagram.com/ilovetexasphoto) - A new Texas-based photographer every 3 days

From: Laura Devaney
To: [CAMPO Comments](#)
Subject: Funds Allocation to Northern 620 Corridor
Date: Wednesday, April 25, 2018 8:28:24 PM

EXTERNAL email: Exercise caution when opening.

PLEASE, PLEASE, PLEASE allocate funds to road improvements on the Northern 620 Corridor!

I have lived in Steiner Ranch for ten years, and the 3.5 mile portion of my drive from Quinlan Park to 2222 can take anywhere from 5 to 30 minutes, depending on the time of day. I have three children, but must leave for work well before 7:00 AM to avoid the "stop (mostly) and go" traffic along 620. It's horrible!

It's gridlock. We simply must do something to improve this! The traffic gets significantly worse every year. Unfathomable for a progressive city such as Austin, with the means and creativity to make the changes needed to preserve our quality of life.

Thank you!

Laura Devaney



Austin, TX 78732

From: Elaina Dillon
To: [CAMPO Comments](#)
Subject: 620
Date: Wednesday, April 25, 2018 9:21:32 PM

EXTERNAL email: Exercise caution when opening.

I would like to see improvements made to 620 between 183 and 2222. Extending toll road 45 would make sense.

Elaina

From: Shelly Dimiero
To: [CAMPO Comments](#)
Subject: I want funds allocated to the Northern 620 corridor
Date: Thursday, April 26, 2018 11:23:51 AM

EXTERNAL email: Exercise caution when opening.

I am writing to let you know that I want funds allocated to the Northern 620 corridor. I am a Steiner Ranch resident.

Thank you.



Virus-free. www.avast.com

From: Brian Dolezal
To: [CAMPO Comments](#)
Subject: 51st Street Support
Date: Friday, April 20, 2018 1:44:25 PM

EXTERNAL email: Exercise caution when opening.

Mr. Collins,

Good afternoon. My name is Brian Dolezal. I manage communications for Mueller, I am an employee working within Mueller and I live nearby in the Delwood II neighborhood. I'm writing to continue to express Catellus's and neighborhood support for the 51st Street improvements to be funded in the 2019-2022 Transportation Improvement program. I have learned the proposed 51st Street project may not have scored as high as other priorities for our region — and I recognize there are many priorities in Central Texas and especially Central Austin — but it's important to note this project still has the **full backing of not only Mueller's developer, but also the surrounding communities.**

The **shovel-ready** 51st Street project is a rare opportunity to support safe, efficient and convenient mobility for all corridor users — **pedestrians, bicyclists, transit riders, and motorists.** It could be a **valuable prototype from which other corridors in Austin and surrounding areas could learn.**

Specifically, the **complete-street** design will feature sidewalks on the north side of the street are moved further from traffic, with an open space with trees, protected bike lane, 3-foot buffer, and on-street parking area between the sidewalk and automobile travel lane. A protected bike lane on the south side is provided off-street and above grade, with a 15-foot area comprising a wide sidewalk and open space with trees, provides for a better pedestrian experience. In addition, Dutch-style intersections provide improved pedestrian and bicycle circulation by reducing the pedestrian crossing distances at intersections and moving bicycles in front of vehicles for better visibility and turning movements. Existing bus stops will be moved from current mid-block locations to the intersections and integrated into the street layout. The new design also incorporates upgraded water service utilities on the north side.

In a part of town that is as dense as Mueller is becoming — an estimated **28,000 people (not counting visitors) all traveling in, out and around** the 700-acre redevelopment upon completion — **we need multi-modal streets that can move people, not just vehicles,** because we all know there isn't enough land and right of way to widen Austin's streets. Let's use 51st Street as a beginning step toward that goal.

If you have any questions about Mueller, please contact me directly.

Thanks for your consideration,
Brian Dolezal
Vice President, Mueller Marketing & Communications
Catellus Development
(512) 703-9219 direct

bdolezal@catellus.com

4550 Mueller Blvd.

Austin, TX 78722

From: Jeff Ebeier
To: [CAMPO Comments](#)
Subject: Funding Needed ASAP - North 620 (Mansfield Dam to Hwy 183)
Date: Monday, April 30, 2018 1:07:55 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I am writing to express the urgent need for funding to improve/expand the northern corridor of RR 620 from Mansfield Dam to Hwy 183. I have been a Four Points resident for 12 years with the last 7 years in Steiner Ranch. This stretch of 620 has become one of the most congested and dangerous stretches in the great Austin metro area. There has been too much development with very few, and WAY too late improvements, to the roadways around here to support the growth that city and area wide leaders continue to approve.

CAMPO needs to allocate funds for major improvements right away. I have witnessed too many major accidents along this stretch of 620 causing unnecessary injuries and deaths as well as travel times have significantly increased for those of us living in this area. This needs to be a TOP priority for CAMPO and city leaders during the next funding cycle. I know too many people that have chosen to leave this area and move outside of Travis country for this very reason alone.

The safety of our residents and my family are my top priority and the safety of all the residents in this area should be yours as well.

Jeff Ebeier



From: Michael Edwards
To: [CAMPO Comments](#)
Subject: Funds allocated to 620 corridor in Austin
Date: Tuesday, April 24, 2018 3:51:23 PM

EXTERNAL email: Exercise caution when opening.

To who it may concern –

I just learned that there aren't funds being slated for making the 620 corridor from the dam to 183, safer, more efficient and convenient. This must happen in order to maintain the economic growth in our area.

Regards,

Michael

Michael Edwards
President

PRECISION BOOKKEEPING

michael@precisionbookkeeping.com

Cell 630.240.2667

Ofc 512.520.4001



From: Khalid Elibiary
To: [CAMPO Comments](#)
Subject: Funding for Northern 620 corridor
Date: Saturday, April 28, 2018 4:39:50 PM

EXTERNAL email: Exercise caution when opening.

Please fix the problems on 620 from Anderson Mill to Mansfield Dam. The traffic is completely become untenable and accidents are becoming more frequent especially around Steiner Ranch. Commuting to Vandegrift High School is a nightmare, and coming home during normal hours on weekdays is awful especially coming from 2222.

As more homes, apartments, and houses are build around Riverplace and Steiner Ranch the problem is only going to get worse.

Please allocate money to the problems around 620.

Thanks
Khalid Elibiary

From: Alexandra
To: [CAMPO Comments](#)
Subject: 620 Funding for the Northern Section
Date: Wednesday, April 25, 2018 2:44:58 PM

EXTERNAL email: Exercise caution when opening.

Hello Campo,

I am appalled that the Northern section of 620 from Mansfield Dam to 183 has been dropped from the plan. My understanding was that it was in, as of the survey a couple of years ago that identified it as the main section needing improvements. It is absolutely disgusting that the favoritism for the areas that have cities with money were given the funding, but the unincorporated areas were ignored. That is not how roads work. It is one road, and the worst congestion is in the area you are ignoring simply because we are not represented by a city. It should not take 15 minutes per mile for 6 hours of the day. It takes me 30 minutes to go 2 miles from Quinlan Park Rd to 2222 every day between 7am-9am and again from 3pm-nearly 7pm. The bypass that the city is paying for will be essential, but it does not adequately address this area. TXDOT needs to also widen 620. People already illegally drive in the center lane and shoulder, so the extra lane the city is adding for the bypass will make is safer but not be the entire solution. Do the right thing and include us.


Thank you,
Alexandra Elliot

From: Justin England
To: [CAMPO Comments](#)
Subject: Re: Must have road work
Date: Monday, April 30, 2018 12:09:00 PM
Attachments: [image003.png](#)

Thank you for the reply. However it is my understanding that RM-620 was the #1 cited roadway by the public for improvement for both Travis and Williamson counties with special emphasis on US-183 through RM-2222 (based on the CAMPO 2040 plan public input conducted in 2015 and other studies). Shouldn't that be enough?

Thanks,

Justin

Justin England


From: CAMPO Comments <comments@campotexas.org>
Sent: Monday, April 30, 2018 12:02:10 PM
To: Justin England
Subject: RE: Must have road work

Hi Mr. England,

Thank you for your interest and participation in the regional transportation planning process. Your input is invaluable in helping to shape the development of our transportation infrastructure and address the congestion and delays that affect all of our region's residents. Your comments will be shared with elected officials and agency representatives who serve on the Transportation Policy Board. Additionally, these comments will also serve as part of the public record and be available for review.

As for RM 620 between Mansfield Dam and US 183, CAMPO did not receive any applications for funding projects in this section of road. CAMPO will have additional funding calls in the future so you're encouraged to contact your city and county leadership, as well as TxDOT to let them know your needs and concerns for that section of RM 620.

We look forward to engaging with you again in the future and remain available for further questions or comments. Thank you.

[Doise Miers, Community Outreach Manager](#)

512.215.9411

www.campotexas.org

3300 N. Interstate 35, Suite 630 Austin, TX 78705





From: Justin England <justin.england@gmail.com>
Sent: Monday, April 30, 2018 11:55 AM
To: CAMPO Comments <comments@campotexas.org>
Subject: Must have road work

EXTERNAL email: Exercise caution when opening.

Dear Campo,

It is my understanding that after the work is done on the 2222 bypass the intersection at 2222 and 620 will still be in a failing condition. And equally, if not more important, it is my understanding that in all of the projects in this area there is no plan to improve 620 between Mansfield Dam and 183. I do believe there is a plan to fix 620 between Mansfield in in Lakeway. You can't just do part of it, that would be a tremendous mistake.

Please address ALL of 620 - especially near steiner and 2222.

Thanks,

Justin

Justin England



From: Justin England
To: [CAMPO Comments](#)
Subject: Must have road work
Date: Monday, April 30, 2018 11:55:26 AM

EXTERNAL email: Exercise caution when opening.

Dear Campo,

It is my understanding that after the work is done on the 2222 bypass the intersection at 2222 and 620 will still be in a failing condition. And equally, if not more important, it is my understanding that in all of the projects in this area there is no plan to improve 620 between Mansfield Dam and 183. I do believe there is a plan to fix 620 between Mansfield in in Lakeway. You can't just do part of it, that would be a tremendous mistake.

Please address ALL of 620 - especially near steiner and 2222.

Thanks,

Justin

Justin England



From: Lee Exum
To: [CAMPO Comments](#)
Subject: Northern HWY 620 Funding
Date: Thursday, April 26, 2018 9:03:19 AM

EXTERNAL email: Exercise caution when opening.

PLEASE, PLEASE, PLEASE.

I have lived in Steiner Ranch for 13 years. In that time, there has been massive commercial and residential growth. During that time, very little funding and road improvements have been dedicated to improving the increasing congestion around Hwy 620 & 2222. I ask you to please prioritize funding to address increased roadways. There have been viable options proposed....they just need funding. Please give this area the priority it has long deserved.

Thank you,
H Lee Exum

[REDACTED]
ATX 78732
[REDACTED]

From: Jannine Farnum
To: [CAMPO Comments](#)
Subject: 620
Date: Wednesday, April 25, 2018 7:59:36 PM

EXTERNAL email: Exercise caution when opening.

Hello

I have a question about this lack of funding for 620 from dam to 183. Who decides what gets funding? How do you all decide what gets on the list? I'm trying to figure out who actually needs to get blamed for this. I know Lakeway got funding for their work because their officials asked for it. This was your reply to someone else. Are you saying you can't fund anything unless elected officials request it?

So reply from CAMPO

As for RM 620 between Mansfield Dam and US 183, CAMPO did not receive any applications for funding projects in this section of road. CAMPO will have additional funding calls in the future so you're encouraged to contact your city and county leadership, as well as TxDOT to let them know your needs and concerns for that section of RM 620.

Sent from Jannine's mini iPad

“Be more concerned with your character than your reputation, because your character is what you really are, while your reputation is merely what others think you are.”

From: carolf624
To: [CAMPO Comments](#)
Subject: Campo needs to fund 620 improvements
Date: Tuesday, April 24, 2018 5:16:05 PM

EXTERNAL email: Exercise caution when opening.

The 620 corridor is a nightmare. During rush hour, it takes 45 minutes to go 3 miles. I beg you to please allocate funds for 620 from Mansfield dam to 183.
Thank you,
Carol Field

Sent from my T-Mobile 4G LTE Device

From: Michael Fisher
To: [CAMPO Comments](#)
Subject: Northern 620 corridor
Date: Thursday, April 26, 2018 2:04:07 PM

EXTERNAL email: Exercise caution when opening.

I am a resident of Steiner Ranch----2749 Old Course Drive. Since buying our house there in 2011 my wife and I have watched, with great concern, the ever increasing traffic along Ranch Road 620. It has become a dangerous road and is long overdue for improvement(s) needed to mitigate the congestion residents and others are now having to deal with at virtually all hours of the day.

It strikes me as incomprehensible that the Capital Area Metropolitan Planning Organization is apparently planning a vote on May 7th that will not include any provision for \$\$\$ funds expenditure(s) toward improvement(s) for #620.

I hope you will reconsider this situation and include a much needed capital allocation toward roadwork required to help resolve the mess we are now living with.

Thank you,

Michael E. Fisher

[REDACTED]

Austin, TX 78732

[REDACTED]

[REDACTED]

From: Christian Fletcher
To: [CAMPO Comments](#)
Subject: 2019-2022 TIP comments
Date: Tuesday, April 03, 2018 3:08:15 PM

EXTERNAL email: Exercise caution when opening.

Good Afternoon-

I would like to express my support for project BUC18RD in Marble Falls. The curb, gutter, sidewalk, and access management plan on US Hwy 281 between Lantana Drive and Nature Heights is critical for the safety and development of that part of town. Currently, that stretch of road is an absolute nightmare. Because of a lack of sidewalks and safe pedestrian crossings, people are forced to use their vehicles, even for very short trips. There are no clear driveways for many of the businesses in that area, and the center-turn lane becomes unsafe as drivers compete for position with one another and oncoming traffic. Drivers also use the large swaths of open asphalt in the right-of-way to drive parallel to 281 rather than safely merging onto the highway.

I hope that CAMPO continues to place a priority on these necessary improvements in Marble Falls.

Thanks for your time.

-Christian

Christian Fletcher, CEcD
Executive Director

Marble Falls Economic Development Corporation
801 Fourth Street
Marble Falls, Texas 78654

P: 830/798-7079

F: 830/798-8558

E: cfletcher@marblefallseconomy.com

W: www.marblefallseconomy.com

From: Bill Ford
To: [CAMPO Comments](#)
Subject: Texas 29
Date: Wednesday, April 25, 2018 9:26:32 AM

EXTERNAL email: Exercise caution when opening.

Mr Collins:

Read about the proposed road improvements in the paper concerning Burnet Co. The project o. TX 29 fm RR tracks east of Burnet to RM 243 Bertram should be on the highest priority list due to the high volume of traffic. To make It even safer, the speed limit should be reduced to 55 mph fm said RR tracks to Burnet city limit sign. Please consider this.

Bill Ford



Burnet, TX 78611

From: Mark
To: [CAMPO Comments](#)
Subject: RM 620 is congested and unsafe
Date: Thursday, April 19, 2018 5:44:35 PM

EXTERNAL email: Exercise caution when opening.

Please include improvements to RM 620 between US-183 and the Mansfield Dam.

There is a lot of traffic on RM 620 and it often comes to a standstill.

It is also difficult to make left turns in either direction off of RM 620

There is land on each side of RM 620 that should be used to build more lanes.

Some kind of design to allow safe left turns is needed also.

Mark Freeman


Austin TX 78726

From: Ray Freer
To: [CAMPO Comments](#)
Subject: Prioritization of Improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183
Date: Saturday, April 14, 2018 3:04:24 PM

EXTERNAL email: Exercise caution when opening.

Hi Campo,

I know we have been in discussions with you, TXDot, City of Austin and Travis County for many years on how to improve mobility and safety around the 620 roadway between Mansfield Dam and US 183. I am concerned as this route traveled is rated some of the worse, that we have not been able to get the project seriously supported to get it on the list.

I am writing this email to express my concerns over the current lack of priority and we as citizens and government agencies have not been able to step up to work together. I hope you will consider this letter from a concerned Citizen who lives in the area most effected by the lack of future planning for this section of 620.

This needs to be moved up on the priority list and funded by. Ignoring it will only hurt the long term success of the region.

Thanks,
Ray Freer

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From: Tim Galbraith
To: [CAMPO Comments](#)
Subject: Fixing FM 620 problems
Date: Monday, April 09, 2018 2:22:27 PM
Attachments: [image002.png](#)

EXTERNAL email: Exercise caution when opening.

Widening FM 620 from 71 to the Mansfield Dam before any improvements are done north of the Dam would only increase problems north of the dam tenfold. The intersection of 620 and 2222 plus the intersection of Anderson Mill and 620 need to be fixed to alleviate backups before you create more lanes to pour more cars faster into the current mess. It doesn't take a genius to see where the problems are and where the priority needs to be.

Timothy Galbraith
General Manager



ACL Facility Services, LLC
www.aclfacilityservice.com

P: 512-800-0049
F: 512-857-0044
E: tim@aclfacilityservice.com

13711 Immanuel Rd.
Suite 100
Pflugerville, TX. 78660

NADCA Certified



From: Kirti Gani
To: [CAMPO Comments](#)
Subject: Please fund improvements to 620 between Mansfield Dam and 183
Date: Monday, April 30, 2018 4:18:59 PM

EXTERNAL email: Exercise caution when opening.

There is compelling evidence and need that this stretch of road needs improvements to improve safety and traffic problems in this area that without will continue to endanger lives and cause massive delays to those who travel this stretch of road. Please fund and make plans to address these as soon as possible to help the greater good of our community.

Thanks,
Kirti Gani

From: Rekha Garapati
To: [CAMPO Comments](#)
Subject: Pls allocate funds for RM 620 to 183 expansion
Date: Wednesday, April 25, 2018 8:11:44 PM

EXTERNAL email: Exercise caution when opening.

Dear representatives- I'm writing to strongly support the need to allocate funds to expand RM 620 lanes upto 183. The traffic is a standstill during rush hour. we need more lanes - 45 mins for 3miles is unacceptable.

I ask that you personally drive from Steiner towards 183 during rush hour - 7.30am and 5pm backwards. You will realize the huge traffic bottleneck at Four Points and at Andersen Mill Rd on 620.

Please add more lanes to RM 620 upto 183.

Thank you
Rekha Garapati

From: Jose and Marilyn Garcia
To: [CAMPO Comments](#)
Subject: RM-620
Date: Tuesday, April 17, 2018 11:57:22 AM

EXTERNAL email: Exercise caution when opening.

Please consider making improvements to RM-620. This road is always jam packed with cars and needs to be improved. At least more lanes should be added, and the traffic lights, especially the ones at Anderson Mill Road, need to be timed better. Thank you so much.

Jose and Marilyn Garcia

From: Tom Gehring
To: [CAMPO Comments](#)
Subject: Norther RR 620 Corridor Funds
Date: Thursday, April 26, 2018 2:13:28 PM

EXTERNAL email: Exercise caution when opening.

Dear Campo-

I wanted to express my concerns/desire for some funds to be allocated to deal with the traffic issues that have developed over the past few years for RR 620 from Mansfield Dam up to and past Anderson Mill.

This area, in a word, has become a "dumpster fire" (that's two words...). The amount of retail and residential building that has gone on in this area over the past 10 years without any significant road project to alleviate the congestion is tragic. For example:

**It can take more than 1 hour (one way) to go from the Dam/Steiner Ranch area to Vandegrift HS during each rush hour (AM and PM);

**Traffic from Boulder to Anderson Mill gets so congested that it can take 30-40 minutes to travel less than 3 miles;

**The congestion has caused people to drive "frustrated" (i.e., they use the middle left turn lane as a place to pull-out while turning left and many people will drive up it (at high speeds));

**There have been 3 fatalities in the past 6-8 weeks (one with a bicyclist) from collisions in this corridor;

**Where we live, you are either 30 minutes late or 30 minutes early everywhere you go because you don't know if you're gonna get "Jekyll or Hyde" traffic patterns.

I work in the Lakeway area as well, so I know the entire stretch of 620 pretty well (unfortunately) and the stretch that is being ignored by TxDot/Campo (Northern part), is by far, the most congested and problematic.

Please allocate some funds for this much needed, but forgotten, stretch of roadway.

Thank you,

Tom

--

Law Office of Tom Gehring, PC
2802 Flintrock Trace, Ste. 210
Austin, Texas 78738
512-371-4126: P
512-692-2985: F

713-298-8455: C

gehringlaw.com



Board Certified-Texas Board of Legal Specialization
Personal Injury Trial Law



From: Carla George
To: [CAMPO Comments](#)
Subject: Northern 620 Corridor
Date: Wednesday, April 25, 2018 11:48:38 AM

EXTERNAL email: Exercise caution when opening.

It was my understanding that there was \$30 million allotted to traffic relief projects in District 6 included in the \$720 million bond package. There have been numerous studies and meetings and surveys conducted by CAMPO, all indicating that the stretch of 620 between Mansfield Dam and 183 is dangerous and must be addressed. So, imagine my dismay to learn that there is no funding currently available to begin these improvements. Accidents and deaths on 620 between the dam and 2222 have become a daily occurrence. Please prioritize this by allocating funds and taking action to improve the safety and mobility of the Northern 620 corridor. Our lives are at stake.

Sincerely,

Carla George

From: LAURIE GILLIG
To: [CAMPO Comments](#)
Subject: \$\$ for 620 corridor
Date: Thursday, April 26, 2018 12:46:17 PM

EXTERNAL email: Exercise caution when opening.

Hello;

I live at Steiner Ranch. The 620 corridor has become a nightmare. Way too much traffic than the roads can handle , dangerous and it takes FOREVER to get anywhere at certain times of the day.

Please make sure funds are allocated toward the 620 corridor .

Thank you

Laurie

LAURIE GILLIG



From: Mary Lou Ginandt
To: [CAMPO Comments](#)
Subject: URGENT REQUEST for RM-620
Date: Thursday, April 19, 2018 9:34:38 PM

EXTERNAL email: Exercise caution when opening.

To Those In Charge at CAMPO:

My husband and I are residents of Canyon Creek at Boulder Rd and RM-620. I am writing on his and my behalf to plead with the powers that be to use state and federal dollars to greatly improve the traffic conditions along RM-620 between US 183 and Mansfield Dam ASAP!

It seems that no matter what time of day, the traffic on 620 between Boulder Rd and Anderson Mill is usually jammed. This area is where we travel the most. It seems to be getting worse daily. During rush hours, the traffic backs up all the way from the dam, and turning onto 2222 is difficult, as well is the travel time to US 183 a long one. I have witnessed several wrecks on 620 in the time we have lived in this location - 2.5 years, and others with whom I have talked, have spoken of many accidents, some quite serious.

Certainly the "traffic people" should know of what I am addressing. The addition of more driving lanes could be added, overhead lanes could be added, another east/west road could be created, just to name a few improvements.

Please listen to my plea as well as to others' who share the same request: IMPROVEMENTS ON RM-620 ARE A MUST SOONER THAN LATER!!

Thank you for reading this request. We appreciate any and all efforts for improvements ASAP!

Sincerely,
Mary Lou Ginandt and Jim Smith

Sent from my iPhone

From: WILLIAM GOMBAR
To: [CAMPO Comments](#)
Cc: [REDACTED]@steinerranchna.org
Subject: Route 620
Date: Monday, April 09, 2018 1:10:44 PM

EXTERNAL email: Exercise caution when opening.

Please, please, please try to do something about the traffic on 620 at rush hour. From Steiner ranch I go <5 miles per hour until I get past V high school. Please ask Developers to stop until traffic is fixed. We don't need construction work and more property taxes to gov until they put money to accessible roads. I moved from Los Angeles and Northern Virginia to get away from cities/counties overdeveloping. Let us vote if new development needed and tax money going to roads. Maybe I am wrong, but getting harder to live here.

Best regards,
Bill Gombar

From: Allison Gorrebeeck
To: [CAMPO Comments](#)
Subject: RR 620
Date: Wednesday, April 11, 2018 6:42:53 AM

EXTERNAL email: Exercise caution when opening.

As a physician dedicated to health and care of the community, it saddens me that others don't seem to share interest in caring for our community. The uncontrolled growth in the Four Points area has resulted in unimaginable traffic and safety issues. The lack of infrastructure to support the growth is clearly evident while the building is allowed to continue especially with multifamily residences. PLEASE place priority to the funding and improvements of RR 620

Between Mansfield Dam and 183. Travel in this area has become dangerous and almost impossible with commute times to the high school of one hour. Even during non peak hours the congestion is very limiting not to mention the safety concerns if evacuation needed.

Please PRIORITIZE this project.

Allison Gorrebeeck

Sent from my iPhone

From: [REDACTED]@gmail.com
To: [CAMPO Comments](#)
Subject: Improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183
Date: Wednesday, April 11, 2018 12:59:05 PM

EXTERNAL email: Exercise caution when opening.

I want to voice my support for prioritization of improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183 NOW during the CAMPO April input window for projects.

From: Matt Gutierrez
To: [CAMPO Comments](#)
Subject: Critical RM620 traffic improvements
Date: Tuesday, April 10, 2018 8:00:49 AM

EXTERNAL email: Exercise caution when opening.

To Whom it May Concern:

Please prioritize improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183. The safety of many residents, most families with children, are at stake.

Matt Gutierrez



Austin, TX

From: Heather Guzenda
To: [CAMPO Comments](#)
Subject: North 620
Date: Wednesday, April 25, 2018 7:36:45 PM

EXTERNAL email: Exercise caution when opening.

I have lived in Steiner Ranch off FM620 for the past seven years. It is a great neighborhood with great schools and I'm proud to call it home. There is one pressing issue that concerns me about my neighborhood. The traffic has grown increasingly worse every year all the way from the Mansfield Dam to 183. It's gotten a failing grade from TXDOT. Because of this, accidents have increased, including those with fatalities. I am nervous every time I drive the road because of this. We need improvements! What should be done? I have some suggestions:

- 1) Install a barrier to prevent cars from driving up the median
- 2) Widen the road to reduce traffic
- 3) Fix the timing issue with the new light at Steiner Ranch blvd.

All of these will cost money. If you don't address it now, these problems will only get worse, resulting in more needless deaths. I urge you to address North 620 in your next vote.

Regards,
Heather Guzenda
Steiner Ranch Resident

From: Holly Dees
To: [CAMPO Comments](#)
Subject: Funding for 620 expansion
Date: Sunday, April 29, 2018 8:17:21 PM

EXTERNAL email: Exercise caution when opening.

I was shocked to read in my newspaper this week that the northern 620 Corridor has not been granted fun to make improvements. I'm a real estate broker in the area and this is going to significantly hurt our property values but that's just the tip of the iceberg.

Do the powers that be not know how many deaths we have witnessed on our horrible roads just out in front of our homes?

Not only does it take us hours to leave our beautiful community we also have to put our children's lives at risk allowing them to drive in such horrible conditions at young ages. The excessive speed and the amount of traffic in this area is something that no one should have to deal with. The property taxes that we pay are enormous and we need some help.

Thanks to you guys for your time and consideration.

Thanks,
Holly

Sent from my iPhone
Holly Dees -Broker, MBA,SRS
HD Realty Team
Homeowner Management Services -Owner
512-289-9299

From: Theresa Hardy
To: [CAMPO Comments](#)
Subject: RM 620 Needed Improvements
Date: Sunday, April 22, 2018 2:13:52 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I am writing to make a suggestion regarding RM 620 between Anderson Mill and Mansfield Dam. As a parishioner at St. Thomas More, I am very concerned about the dangers of getting into and out of my church. We have so many activities going on all the time, not just on Sunday's, and it is extremely difficult to get into/out of the parking lot safely. When I'm going there in the morning during the week, I have to routinely wait for both lanes of traffic to leave a space for me to turn left into the church, and then hope no one is coming along the shoulder also wanting to turn in. This is insanely dangerous, and there have been numerous accidents because of this.

I have also had multiple instances of people coming from the west side of 620 turning left that use the turn lane to get on to the northbound lanes, and people in the northbound lane that need to turn left. We all end up trying to get into the turn lane at the same time, and it can become a game of chicken to see who gets to use it. My daughter is a new driver, and I don't feel comfortable letting her drive to church alone.

My suggestion would be a light at that intersection. I realize it is close to the light at Boulder, but I don't see any other safe options. It would also potentially let the sheriff's that handle traffic on the weekends to not have to block traffic, and they would be freed up to handle emergencies.

Thank you for listening.

Yours,

Theresa Hardy

From: ashleynauert@gmail.com
To: [CAMPO Comments](#)
Subject: RM 620 corridor from Mansfield Dam to US 183
Date: Wednesday, April 25, 2018 8:02:27 PM

EXTERNAL email: Exercise caution when opening.


Good evening,

The RM-620 corridor from Mansfield Dam to US 183 is in desperate need of expansion and it is my understanding that there are no immediate plans to move forward with this much needed project due to lack of funding.

The need for a divided six lane expansion is critical and I am respectfully requesting funding for the RM 620 improvements from Mansfield Dam to US 183.

Thank you for your assistance.

Ashley Hargett


Austin, TX 78732

From: Susan HAYNIE
To: [CAMPO Comments](#)
Subject: CAMPO
Date: Thursday, April 26, 2018 10:49:48 AM

EXTERNAL email: Exercise caution when opening.

I WANT FUNDS ALLOCATED TO THE NORTHERN 620 CORRIDOR.

Thank you

Susan Haynie [REDACTED]

Austin Tx 78732

From: Dean Hebert
To: [CAMPO Comments](#)
Subject: Northern 620 corridor
Date: Thursday, April 26, 2018 8:30:54 AM

EXTERNAL email: Exercise caution when opening.

PLEASE

Allocate funds to relieve the high traffic, congestion and fatality rates in on 620 between Mansfield dam and 183.

Especially in the four points area.

Thank you,

Dean Hebert

From: Lee Hendricks
To: [CAMPO Comments](#)
Subject: 4 points traffic is a nightmare
Date: Monday, April 09, 2018 9:00:51 AM

EXTERNAL email: Exercise caution when opening.

As a resident of Steiner Ranch, WE NEED FUNDING FOR RR620 Mansfield Dam to 183!

Thank you.

Good afternoon,

I am reaching out to you and your colleagues to address the criticality and prioritization of funding the RM 620 corridor, most specifically pertaining to the area between Mansfield Dam and US 183.

As you are well aware, there have been various surveys and studies by CAMPO and others that for years have indicated the hazards and congestion impact on this corridor.

In 2015, there were 1400 individuals who provided input on their concerns for both safety and congestion on this stretch of RM 620. Additionally, the following years of input and surveys have produced similar, if not greater concern and need for prioritizing this project.

In a June 2017 report covering the death of a 28 year old father, KXAN News reported that "Since 2012, more than 250 traffic crashes have been reported on RM 620 between Quinlan Park Road and Ranch to Market 2222."

http://www.kxan.com/news/local/austin/after-deadly-crash-steiners-ranch-neighbors-push-for-slew-of-improvements_20180227104805288994759948

Earlier in April of 2017, KXAN reported,

"TXDOT also plans to address mobility and safety concerns at RM 620 and RM 2222... During rush hour, traffic is routinely backed up for several miles to Mansfield Dam Bridge."

"Through most of its length, RM 620 functions as both a local thoroughfare and commuter highway, in many cases, it is the sole access to many subdivisions, businesses and schools. It is also the primary access route to Lake Travis-area recreation facilities."

http://www.kxan.com/news/traffic/signal-light-planned-to-help-ease-traffic-on-rm-620-at-steiners-ranch-boulevard_2018022710424979994693739

In February of this year, there were three deaths in three separate collisions that occurred within mere days of each other. Two of them on the same day, and two of them due to crossover collisions.

"The Texas Department of Public Safety says a driver in a 1999 Ford F-150 was going southbound on RM 620 around 9 a.m. when they hydroplaned and crossed into oncoming traffic. The Ford F-150 then collided with a 2007 Toyota Tundra that was headed northbound on RM 620.

The collision caused the F-150 to slam into Tilin who was changing the flat on his tire. Tilin was taken to the hospital where he later died."

<http://www.kxan.com/news/local/austin/car-crashes-with-bicycle-on-rm-620-cyclist-taken-to-hospital/1031466203>

More widely known and reported incidents along this deadly corridor:

"RM 620 in Steiner Ranch was the site of a serious [crash](#) on December 19, 2017, with three adults and three children injured when an SUV collided with a station wagon. While most of those affected will recover without complications, two of the injured were said to have life-threatening injuries. It is worth noting that two of those involved in this accident were minors, and if their injuries are actionable, their parents will have to file specific paperwork in order to help them bring suit, since anyone and everyone is, at least in theory, entitled to compensation if they are injured due to someone else's negligence."

<https://www.bettersworthlaw.com/texas-personal-injury-lawyers/children-injured-in-steiners-ranch-crash>

"Austin, TX — An incident involving a Leander ISD school bus left one person with minor injuries on RR 620 and Steiner Ranch Boulevard Friday, December 9, 2016.

The details of the incident are unclear, but officials say the bus was on its regular route about 6:49 a.m. when the crash took place. The report claims the bus was turning onto Steiner Ranch from RR 620 when it struck another vehicle. The unidentified driver of the bus was the only person aboard. They sustained minor injuries in the collision.

The official investigation is ongoing and may reveal more details as it concludes.

The preliminary media report provided no further information upon its release."

<http://www.texas-wrongful-death-lawyer.net/77114/bus-accident-austin-r-620-steiners-ranch-boulevard.htm>

"Austin police have said Wyzkowski was going up to 100 mph in his Chevrolet Avalanche, a four-door pickup, on RM 620 near Four Points Drive in Northwest Austin when he rear-ended a Toyota Prius. The collision sent both cars into oncoming traffic, and

Wyzkowski's truck then hit a Toyota Camry before hitting a tree and an apartment complex wall.

Peggy Howard, a 60-year-old teacher at Steiner Ranch Elementary School, was in the Prius with her 18-year-old son, Cale Howard, a senior and band student at Vandegriff High School. She died at the scene; her son died hours later at St. David's Round Rock Medical Center."

https://www.statesman.com/news/crime-law/nicholas-wyzkowski-gets-years-deadly-2013-wreck/1P6n8BcQsu8U0L_EP1EZXNP/

2015:

"Two people are dead after a police chase on a hilly road near Austin ended in a head-on collision.

...Finally, the suspect car drove through an intersection and crossed the center stripe of the road and slammed head-on into an oncoming car.

Paramedics said a man in his 20s and a woman in her 40s were killed outright, while another man in his 30s was airlifted to University Medical Center Brackenridge with life-threatening injuries. Wade says the dead man was the suspect driver."

<http://www.accidentsims.com/Accidents/Detail.aspx?Accident=0fac10b7a13e548ff92a84b44ebfb81e>

The residents of this area have grown weary of the loss of precious life along this hazardous thoroughfare.

The mitigation of head-on collisions is beyond critical.

In multiple surveys through TXDOT and CAMPO - the significant indication for the need to implement a raised median is well documented.

The multiple reports by news agencies, and personal injury/accident attorneys provides significant evidence of the criticality and well known need for imminent action.

According to TXDOT representatives at the March meeting of the Steiner Ranch Neighborhood Association, the existing infrastructure of RM 620 is built to manage 25,000 vehicles per day.

We are currently double that number at 50,000.

If at this point, you are beginning to tire of the length of this email, you are beginning to get a hint of how the residents of this area feel on a daily basis.

I leave you with a few photos that have been submitted by victims and witnesses of these head-on collisions that are avoidable and can be easily mitigated if only you will give these folks the priority they deserve.

Respectfully,

Tom Henry

Husband, and Father of Two

Community Safety, Four Points Task Force

Member, Steiner Ranch Neighborhood Association

Member, Citizens for a Safe 620

Former Director of Health and Wellness, Board of Directors - West Austin Chamber of Commerce

1/16-6/17







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Post from iPhone
On Apr 26, 2018, at 12:29 PM, Tom Henry <@tomhenry>

Good afternoon,

I am reaching out to you and your colleagues to address the criticality and prioritization of funding the RM 620 corridor, most specifically pertaining to the area between Mansfield Dam and US 183.

As you are well aware, there have been various surveys and studies by CAMPO and others that for years have indicated the hazards and congestion impact on this corridor.

In 2015, there were 1400 individuals who provided input on their concerns for both safety and congestion on this stretch of RM 620. Additionally, the following years of input and surveys have produced similar, if not greater concern and need for prioritizing this project.

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I leave you with a few photos that have been submitted by victims and witnesses of these head-on collisions that are avoidable and can be easily mitigated if only you will give these folks the priority they deserve.

Respectfully,

Tom Henry

Husband, and Father of Two

Community Safety, Four Points Task Force

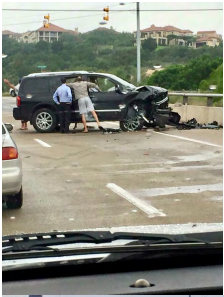
Member, Steiner Ranch Neighborhood Association

Member, Citizens for a Safe 620

Former Director of Health and Wellness, Board of Directors - West Austin Chamber of Commerce

1/16-6/17







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From: Tom Henry
To: [CAMPO Comments](#)
Subject: Prioritize Funding of Northern Section of 620
Date: Monday, April 30, 2018 10:07:35 AM

EXTERNAL email: Exercise caution when opening.

Please prioritize the funding of the Northern section of FM 620. Most specifically the need for mitigation of deadly head-on collisions through the addition of a barrier median between Mansfield Dam and Comanche Trail.

Respectfully,

Tom Henry

From: Tom Henry
To: [REDACTED]
Cc: [REDACTED]
Subject: Request for Traffic Safety / Hazardous Road Funding: Raised Median RM620 Mansfield Dam to 2222
Date: Wednesday, April 18, 2018 3:04:21 PM

EXTERNAL email: Exercise caution when opening.

CAMPO Board Members, Civic Leaders, and friends:

We desperately need your assistance.

Please let TXDOT know we need the funding and prioritization for the North 620 project and most specifically related to mitigation of head-on collisions between Mansfield Dam and 2222.

It is difficult to stomach the routinely frequent occurrence of injury accidents, most significantly when a raised median or cable divider (much cheaper) would end this...Permanently.

I am attaching photos from victims and witnesses of these tragic and unnecessary injury accidents and deaths for your review.





?





Vinston Zajac







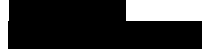






Thank you again for your help, support, and attention to this dire safety need.

Tom Henry



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From: [REDACTED]
To: [CAMPO Comments](#)
Subject: 620 corridor
Date: Monday, April 30, 2018 4:15:22 PM

EXTERNAL email: Exercise caution when opening.

To whom it may concern at CAMPO:

I realize that applications need to be sent to you and you don't do the actual construction of projects. I have sent emails to those concerning that, but want to stress to you that when those responsible for submitting applications to you regarding the 620 corridor from Anderson Mill to Mansfield Dam that you fully understand how important that funding will be. Dozens upon dozens of car crashes with multiple fatalities, permanent injuries, loss of business for those who don't want to fight traffic, road infrastructure that was NEVER intended for this amount of traffic, high school buses last to school frequently due to traffic issues causing loss of education, increased stress and tempers of drivers. The list could go on and on. I realized there are so many areas in Austin that have issues, but this is definitely one that needs to be a priority. No more bandaids on traffic fixes – do it right and make sure it will last!

Thank you,
Susan Holstrom, RN

From: Bill Horne
To: [CAMPO Comments](#)
Subject: Hwy RM 620
Date: Monday, April 09, 2018 1:07:24 PM

EXTERNAL email: Exercise caution when opening.

Please prioritize improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183.

Sincerely, Bill Horne

From: CAMPO
To: [Campo](#); [Doise Miers](#); [Anthony Gonzales](#)
Subject: New submission from Contact Form
Date: Thursday, April 26, 2018 6:55:01 AM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/contact/>

Name

Retha Isaksen

Email

[REDACTED]

Comment

Something must be done to either build a toll road over 620 from the Mansfield Dam to 183. Or plans for expanding 620. Building homes and apartments that just dump out on 620 with no other way to go is ridiculous in a progressive city as Austin.

Who has a city with one F.M. Road for over 8000homes, offices and apartments. It is only going to get worse as long as building permits are being handed out like candy. A toll road could be built over 620 to 45 and still have the present road in place. Expanding lanes and putting in lights is a bandaid on cancer.

From: Retha
To: [CAMPQ Comments](#)
Subject: 620-183
Date: Monday, April 30, 2010 10:36:18 AM

EXTERNAL email: Exercise caution when opening.

Mr. Collins,

There is continued building of businesses, apartments and homes that dump traffic on to 620. As silly as it sounds, this is still a Farm to Market road. The plans for this kind of growth should have been in place 20 yrs. We can't do much now about building a highway but a toll road could be built over 620 while traffic would still be in use. Does anyone consider the yrs of construction that it will take to expand the roads to six lanes????? It is as absurd as what the city has allowed to happen in reference to all construction along 620 for the past six to seven years.

I live in Steiner Ranch and was here during the fires that left over thirty homes destroyed. Imagine trying to evacuate an area of this size with all the traffic to 2222 right now???

I am sure the city has monies for a project of this magnitude. My taxes per year would buy a car or be a down payment on a home in other cities. What can be done to stop more building and ENOUGH with the bike lanes already. This isn't the cozy town it once was it is a city growing in over one hundred people per day. That is just the area I live. I hope there are a few smart people on these boards.

Retha Isaacsen

<https://na01.safelinks.protection.outlook.com/?url=https://www.retharealty.com&data=02%7C01%7Ccomments%40campotexas.org%7C2263e0a791449f03cb08d5aeb01e6%7C25da04722d04e2ea07d9d98221979c7%7C1%7C0%7C636606993777330509&sdata=Zge8%2BKrwEX%2FNegk73331%2BgPA2nzhYGF0EG3mDL9LE%3D&reserved=0>

(512) 740-7166

Retha Realty

All City Real Estate

From: Michael Janak
To: [CAMPO Comments](#)
Subject: Northern 620 corridor
Date: Thursday, April 26, 2018 9:23:22 AM

EXTERNAL email: Exercise caution when opening.

For a major artery of the greater Austin area that has seen far too many fatalities (I personally have known 2 of them) and is the path to employment for Austin's highest (on average) household income (78732) I believe it to be egregious that measures and infrastructure dollars from federal, state, and local are not allocated to RR620. Your neglect of this issue, which is important to residents up and down this stretch of roadway, will eventually bite CAMPO when angered citizens organize and make their displeasure felt.

Mike from Steiner Ranch

From: Narayana Janga
To: [CAMPO Comments](#)
Subject: Funds for Northern 620 corridor
Date: Monday, April 30, 2018 8:16:39 PM

EXTERNAL email: Exercise caution when opening.

Please allocate funds to the Northern 620 corridor

Thanks,
- Narayana Janga


Austin, TX 78732

From: Kirstie Jenkins
To: [CAMPO Comments](#)
Subject: Funds for 620 Steiner Ranch
Date: Wednesday, April 25, 2018 2:45:49 PM

EXTERNAL email: Exercise caution when opening.

I fully support and request funds allocated to the improvement and safety of 620 between the dam, Steiner Ranch, four points, 360, and Anderson mill. The commutes and drive time between these location is horrible and the continued development of housing in these and along the 620 areas is over population for the highway in place. 620 and their connecting highways need major improvements!

Kirstie Davis

From: Jason Johnson
To: [CAMPO Comments](#)
Subject: Funding for RM 620 North improvements
Date: Thursday, April 26, 2018 9:06:28 AM

EXTERNAL email: Exercise caution when opening.

I like to request that the northern half of RM 620 — the most highly congested and heavily traveled 18.8 miles of the road from Mansfield Dam to Hwy. 183 be added to list for the next round of Capital Area Metropolitan Planning Organization projects.

Sincerely,

Jason Johnson



Virus-free. www.avast.com

From: Nancy Jones
To: [CAMPO Comments; brigid.shea@traviscountytx.gov](mailto:brigid.shea@traviscountytx.gov)
Subject: RM 620 / "the Gauntlet"
Date: Sunday, April 08, 2018 10:50:44 PM

EXTERNAL email: Exercise caution when opening.

My family moved to Steiner Ranch in December of 2001. The traffic on RM 620 and RR 2222 was terrible then, but my hope is that you know that RM-620 has become too dangerous to ignore any longer.

I vote. A lot. Do not think for one moment that this situation will be forgotten and "die down" - there are too many people dying from the incompetency of our past civic "leaders" to allow this issue to drop, the blood of those victims on the hands of those in government who have refused to act FOR YEARS.

I must request that our local governments partner with TxDOT to sponsor funding for RM 620 all the way from Mansfield Dam to 183.

I ask that the second entrance to Vandegrift High School and Four Points Middle School be placed as high priority and be built immediately to save the lives of our children.

I dread getting in my car or allowing my children to drive 620/2222 (a.k.a. "The Gauntlet") due to the horrible congestion and number of fatalities. I beg you, do not join the past Austin area leaders in their failure. Had I realized 17 years ago that Steiner Ranch would be allowed to grow past the ability of 620 and 2222 to function as effective routes, I would have parked myself on the corner of 2222 and 620 with sign that read "Our *leaders* kill your children for driving to school - Build the road" during every election cycle.

I will now.

Thank you for your time.

Nancy Jones
Steiner Ranch Resident


From: Kevin Jordan
To: [CAMPO Comments](#)
Subject: Funds Towards North 620 Corridor
Date: Friday, April 27, 2018 8:57:42 AM

EXTERNAL email: Exercise caution when opening.

Hi - As I understand it, CAMPO is to designate over \$440M in state grants, but have no plans to improve the Northern 620 (Mansfield Dam to 183) despite high traffic, congestion and fatality rates plus failing grades from TxDOT roadway studies.

I would like CAMPO to consider allocated funds towards the Northern 620 area with this \$440M amount.

Thank You
Kevin Jordan

 Austin, TX 78732

From: Kristin Leavell
To: [CAMPO Comments](#)
Subject: RM 620 North change- Prioritize safety
Date: Thursday, April 26, 2018 9:09:56 AM

EXTERNAL email: Exercise caution when opening.

It's my understanding that CAMPO will be finalizing the allocation of \$440 million and that current plans have no funding for RM 620 from Mansfield Dam to HWY 183. As one of the most congested areas, this is unacceptable. There is a critical need for improvements of RM 620 North and we need to prioritize improvement of RM 620 north of Mansfield Dam to HWY 183.

As a Steiner Ranch resident, RM 620 north is my family's main corridor that we use daily. The traffic as well as collisions are increasing. Everyday we travel to my daughter's preschool and encounter traffic even after rush hour. We actually leave later and are always late to preschool because it is not worth the risk or headache of the traffic. We don't travel to certain businesses at specific times because it is virtually impossible to enter and exit those businesses safely due to traffic. And at times we will not go to a particular business because it's not worth the risk trying to leave and get across lanes of traffic. My husband travels to work on 620 and adjusts the hours he travels to avoid the high traffic times. Weekends are just as bad and sometimes worse. We travel daily on 620 to 183 for soccer games and other kids activities and encounter traffic. It is not only traffic but there have been too many times that we encounter ambulance and emergency services rushing to accidents. Several of these recent accidents I found out resulted in fatalities. I've seen posting of accidents that just occurred and immediately try to get in touch with my husband just to make sure that he's o.k. and not traveling down 620. Also, I know of several friends that decide to NOT move to the area because of nightmare of the traffic and the commute. The traffic and accidents will continue to worsen if nothing is done.

This area as a TXDOT road has been identified as needing urgent improvement and having serious congestion and safety problems. There is already a solution identified but this area has been left off the funding list. This is not acceptable. We need the widening of RM 620 from Quinlan Park to US 183 on the priority list for funding. As the TXDOT 620 Corridor study has forecasted RM 620 will get much worse and that widening of four lanes to six lanes from SH 71 to Lakeway Boulevard and Quinlan Park Road to US 183 would reduce delay and improve safety. In addition, if there are no improvements for north 620, it will continue to get "failing state" based on TXDOT level of service.

Please help to prioritize and allocate funds to RM 620 north improvements and prioritize safety!

Thank you,

Kristin Leavell



From: Suman Katta
To: [CAMPO Comments](#)
Subject: #620change
Date: Monday, April 30, 2018 10:15:13 AM

EXTERNAL email: Exercise caution when opening.

Please expand 620 up to 183.

Thank you!!

From: Michael C. Kavcak
To: [Campo: CAMPO Comments](#)
Subject: RM 620 improvement
Date: Thursday, April 19, 2018 12:06:28 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I've recently been made aware that in the latest CAMPO transportation plan (2045, I believe), there is no plan to address RM 620. This regional arterial between US-183 and TX-71 is already overburdened with the current population to about double its capacity. With population increasing at an alarming rate, this road will come to more of a standstill than it already is.

Traffic is regularly backed up all the way from FM 2222 down to Mansfield Dam every weekday morning. Every evening, traffic is backed up all along 2222 trying to get onto RM 620. Also, there are regular backups along this corridor during what should be off-peak times, due to the road sustaining way more traffic than it was ever designed to. The answer to the traffic issues seems to be merely put up a traffic light wherever there's an intersection, which only leads to more congestion. Commute times are triple what they would be with light traffic.

This road is sorely in need of an upgrade. Please consider placing this road on top of your list of arterials to be improved. Without this, the conditions along this road will become wildly intolerable, if they're not already.

Thanks so much, and please feel free to reach out to me for any further followup.

--

Michael C. Kavcak, CEO|709 Horseback Hollow|"The more you sweat in training, the Sarge's Invincible |Austin, TX 78732 | less you bleed in war."
Consulting |512-266-3734 |
<http://www.kavcak.com> |sarge@kavcak.com | - Navy Seal instructors

From: Dana Key
To: [CAMPO Comments](#)
Subject: Funding for 620
Date: Monday, April 30, 2018 8:13:18 AM

EXTERNAL email: Exercise caution when opening.

I am writing to request funds be directed to assist with the traffic issues on Northern 620. This area is a traffic nightmare and needs vast improvement. Too much of my children's lives are wasted and overly stressed out due to sitting in traffic due to after school activities not to mention the amount of time I waste on this road due to my job.

Sincerely
Dana Young

From: Susan Kinard
To: [CAMPO Comments](#)
Subject: 620 Funds
Date: Monday, April 30, 2018 8:57:09 AM

EXTERNAL email: Exercise caution when opening.

Hello,

Thank you for reading my email and helping our community. I am sure you have heard all sorts of negativity and yelling, people are very passionate about this road.

I myself, was involved in a horrific traffic accident 3 years ago. My mother broke her back, my aunt broke her neck, my daughter had (and is still suffering) from her severe whip-lash and I have been in PT with my daughter for 3 years. The accident was 100% fault of the person visiting from Florida but has forever changed our lives.

My only wish is something can be done to help us... please help us.

Please **allocated funds for the Northern 620 corridor.**

Thank you,
Susan Kinard
Sent from my iPhone

From: C Kintzle
Subject: Concerns for RM 620/2222
Date: Thursday, April 26, 2018 5:40:29 PM

EXTERNAL email: Exercise caution when opening.

As you are all very well aware, there have been various surveys and studies by CAMPO and others that have indicated for years the hazards and congestion impact on this corridor and it's residents. There is great concern and need to prioritize this project, it cannot be continually pushed aside. The population growth has exceeded what this corridor was originally able to compensate. It has been stated that more than 50, 000 people drive this corridor daily and residents have begged and pleaded for relief.

After a deadly crash this past February and with other deadly crashes on the minds of many (December 2017 a beloved Leander ISD teacher and son were killed in an auto accident), Steiner Ranch residents have pushed for many improvements and have continually been told "no one applied for funds"

A drive that should only be 10 mins is typically a 1 hour or more drive, during rush hour. Traffic is routinely backed up for several miles to Mansfield Dam Bridge. This year there were three deaths in three separate collisions that occurred within mere days of each other. Two of them on the same day, and two of them due to crossover collisions. Andrew Tilin, 52, was riding his bicycle in a group ride on Ranch to Market 620 near Marshall Ford Road when his bicycle had a flat tire and he pulled off the road to fix it.

A driver in a 1999 Ford F-150 was going southbound on RM 620 around 9 a.m. when they hydroplaned and crossed into oncoming traffic. The Ford F-150 then collided with a 2007 Toyota Tundra that was headed northbound on RM 620. The collision caused the F-150 to slam into Tilin who was changing the flat on his tire. Tilin was taken to the hospital where he later died.

One just needs to do is look at this page to see all the accidents that occur on a daily basis in the four points area.

<https://www.facebook.com/groups/360418297422544/search/?query=Accident%20>

STOP pointing fingers and help our voices be heard.

Cheryl Kintzle

From: Jackie Kort
To: [CAMPO Comments](#)
Subject: 620 between US-183 and Mansfield Dam
Date: Monday, April 09, 2018 10:47:54 PM

EXTERNAL email: Exercise caution when opening.

Please hear our cry! We need immediate action taken on this section of roadway, on 620 between US-183 and Mansfield Dam. There are so many accidents and deaths. I feel as if I am taking a life or death risk every time I pull out of our Steiner Ranch neighborhood by myself or with my children. This is the direction that I use most leaving my home from Steiner to Cedar Park. My oldest child starts high school at Vandergrift HS next year and I am so scared that he will be on this roadway daily. Please do something to make these roadways safer for everyone, now.

Thank you for listening!

Sincerely,
Jackie Kort

[REDACTED]
Austin, TX 78732
Cell [REDACTED]

From: Brian Koster
To: [CAMPO Comments](#)
Subject: Please expand RR620!
Date: Thursday, April 26, 2018 1:42:35 AM

EXTERNAL email: Exercise caution when opening.

The need is obvious and hard to understand how this project could not be in plan.

On my phone. Please pardon brevity.

From: David
To: [CAMPO Comments](#)
Subject: RM 620 Improvements
Date: Sunday, April 22, 2018 7:49:26 PM

EXTERNAL email: Exercise caution when opening.

Gentlemen:

Could you please consider making improvements to RM 620 between 183 and Mansfield Dam.

This stretch of road has a lot of traffic concerns.

Adding additional right turn lanes into businesses, apartments, and churches, could be the first step of alleviating traffic concerns on RM620.

I know that this is not the only solution that can be looked at, but it is the fastest and probably the least expensive project that could be undertaken, with the minimum amount of disruption to overall traffic.

Thanks,

David D Kresta



Cedar Park, Texas 78613-1420

From: Stephanie Kruczek
To: [CAMPO Comments](#)
Subject: N. 620 Corridor - Funds needed now!
Date: Monday, April 30, 2018 4:50:55 PM

EXTERNAL email: Exercise caution when opening.

I am writing to urgently request that adequate funding be allocated to improvements and expansion of the northern 620 corridor, from Mansfield Dam to Hwy. 183. These roadways have become a danger to all area residents, resulting in many fatalities each year.

My family and I have been residents of Steiner Ranch since 2000. Since that time, the Four Points area has experienced tremendous population growth without ANY significant improvement to the roadways (620/2222). A trip from Steiner Ranch to the 360 bridge at rush hour used to take 20 minutes in 2000; that same trip now takes over an hour. The traffic isn't just an inconvenience and a detriment to our quality of life, but has in fact become a matter of life and death. These unsafe roadways are the same roads thousands of children travel to get to area schools each day (Vandegrift High School and Four Points Middle School).

I urge you, in the strongest terms possible, to fix this now. Our lives depend on it.

Best regards,

Stephanie Kruczek


Austin, TX 78732

From: ATUL KUMAR
To: [CAMPO Comments](#)
Subject: Rt 183 to Rt 620 traffic congestion
Date: Wednesday, April 25, 2018 11:14:52 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I am a resident of Steiner Ranch and am writing to you help improve the congestion situation we have every day during rush hours. I understand there is no funding being considered for improvement on this track in your \$440M project budget. I request to get feedback from the residents in this area to understand the wastage of time and money everyday that's also impacting overall economy.

Please let me know how I can help.

Regards,
Atul Kumar

[REDACTED]
Austin TX 78732
[REDACTED]

From: Steve Kunkel
To: [CAMPO Comments](#)
Subject: Northern 620 (Mansfield Dam to 183)
Date: Tuesday, April 24, 2018 4:58:55 PM

EXTERNAL email: Exercise caution when opening.

Please allocate funds to the northern 620 corridor ASAP. The need to improve this road is urgent. We have high traffic, congestion and fatality rates and failing grades from several roadway studies. The time to start is now. What more do you need to make this a priority?
Thank you,

Steve Kunkel
Steiner Ranch resident
[REDACTED]
Austin, TX 78732
[REDACTED]



Steve Kunkel

Vice President, Digital Strategy, SWAT Marketing Solutions, Inc.

[800.991.5307](tel:800.991.5307) | [512.663.1121](tel:512.663.1121) | skunkel@swatms.com |

swatmarketingsolutions.com |

[6500 River Place Blvd., Bldg. 7, Suite 250](#), Austin, Texas 78730



From: Liz Nauert
To: [CAMPO Comments](#)
Subject: RM-620 corridor from Mansfield Dam to US 183
Date: Monday, April 09, 2018 4:44:10 PM

EXTERNAL email: Exercise caution when opening.


To whom it may concern,

The RM-620 corridor from US-183 to Mansfield Dam is in desperate need of expansion and it is my understanding that it has been left off the planning list for upcoming projects.

Please make it a priority to improve RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183 now during the CAMPO April input window for projects.

Thank you.

Elizabeth Nauert


Austin, Texas. 78732

From: John & Ellen Laisy
To: [CAMPO Comments](#)
Subject: Re: 620 Corridor from Mansfield Dam to 183
Date: Monday, April 30, 2018 4:09:55 PM

EXTERNAL email: Exercise caution when opening.

I am writing to express my opinion of the need for major funding to ease congestion and make 620 a safer road on which to travel from Mansfield Dam to 183. There is an increasing number of new apartment buildings, condos and businesses in this area and the traffic is already terrible.

I personally was rear-ended on 620 and my car was totaled. I believe the speed limit should be lowered to 45 mph.

Thank you.

Ellen Laisy

From: Judy Leavell
To: [CAMPO Comments](#)
Subject: correction
Date: Tuesday, April 24, 2018 5:52:26 PM

EXTERNAL email: Exercise caution when opening.

Please support funding to improve the northern corridor of 620 from Mansfield Dam to 2222 and then 183.
Thank you.
Judy Leavell

From: Judy Leavell
To: [CAMPO Comments](#)
Subject: northern corridor 360
Date: Tuesday, April 24, 2018 4:01:55 PM

EXTERNAL email: Exercise caution when opening.

Dear Campo,

I drive the northern 360 corridor when picking up a grandchild from her preschool and delivering her to her home in Steiner ranch.

I have been concerned about the congestion.

Plus, if I am at their home in Steiner Ranch, I worry about getting to emergency care quickly if something should happen.

I am appalled that no planning has been directed to this need.

I hope some attention will be directed to this, especially since improvements take a considerable amount of time to become reality.

Sincerely,

Judy Leavell, Ph.D.

From: Cindy L
To: [CAMPO Comments](#)
Subject: Allocate Funds to Northern 620 corridor
Date: Thursday, April 26, 2018 11:41:26 AM

EXTERNAL email: Exercise caution when opening.

Allocate funds to Northern 620 corridor
Cindy Lee

From: Robin Leyendecker
To: [CAMPO Comments](#)
Subject: 4 Points Area concern
Date: Wednesday, April 25, 2018 12:35:37 PM

EXTERNAL email: Exercise caution when opening.

Good Afternoon,

My understanding is that CAMPO will be voting on allocation of \$440m in state grants and that the current plan devotes no funds to FM 620 between mansfield Dam and 183.

As a resident of the Steiner Ranch and 4 Points area for the past 8 years, this is disappointing to hear. It is no secret that Austin has grown very fast and is continuing to grow. It's a beautiful city.

620 between Hwy 71 and 183 area alone have seen tremendous growth, with little to no accommodations being made to the roadways in the past 8 years I've lived in this area. While I am very thankful for the business and residential growth, this ranch road clearly was not meant to accommodate it without expansion or updates. We are experiencing major traffic congestions that are effecting our daily lives. I personally will not leave my home between certain hours, pass up on invitations to events, etc. due to the fact my young family will have to spend over an hour in traffic just to get to a place that is less than 20 miles. It's a shame we refer to our beautiful neighborhood as the "Steiner bubble" because most people do not want to get out for this exact reason. We are missing out on so many wonderful parts of this amazing city because of congestion surrounding our neighborhood. My family chooses to send our children to schools outside of Steiner and in a short 12 mile drive, we spend 15 minutes of a 30 minute drive going less than 2 miles from our home in Steiner to 4 points. We should not have to feel trapped, especially in an emergency situation such as the fires a few years ago.

In addition, the number of traffic accidents, including fatalities is becoming more and more of a recurrence. One life is too many, but we are witnessing more and more and no one willing to provide money to our roadways to help minimize these occurrences. Lakeway is receiving some of this money and yet they have more police presence, more traffic signals and turn lanes, and have clearly received roadway updates whereas from Mansfield Dam to 183, very little, if any, improvements.

I am asking you to please consider allocating money to address this area of 620 for roadway updates to truly address accidents and congestion. Take some time and actually come out in the morning and drive this for yourself and experience the DAILY frustration the citizens are experiencing. Help us to love where we live and eliminate this "bubble."

Kindest Regards,

Robin Leyendecker

From: Kathy Li
To: [CAMPO Comments](#)
Subject: Please prioritize improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183
Date: Wednesday, April 11, 2018 9:27:17 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO officials,

My family has lived in the Steiner Ranch area near Lakeway for the past 12 years and has seen the amount of traffic congestion and accidents on RM-620 increase significantly. The continuing development of multi-family apartments and businesses has only served to worsen the traffic issues, and it's time to address the aging and limited infrastructure of this roadway.

Please prioritize making RM-620 a divided 6-lane highway north of Mansfield Dam to US-183. We need to ease our traffic congestion and increase driver safety as soon as possible. This portion of 620 sorely needs your attention and needs to be given the necessary funding to bring this road up to match the burgeoning development surrounding it. The safety of our residents depends on you.

Sincerely,

Kathy Li


Austin, TX 78732

From: P Lowrance
To: [CAMPO Comments](#)
Subject: 620 Traffic
Date: Monday, April 30, 2018 9:52:22 AM

EXTERNAL email: Exercise caution when opening.

Please give priority to 620/Four points area. We need 620 expanded to 6 lanes to improve traffic for 620 and 2222 intersection. Current traffic is lowering our property values and causes a safety risk for everyone who lives in this area.

Thank you,
Lea Lowrance



Sent from [Mail](#) for Windows 10

From: Dan Lupo
To: [CAMPO Comments](#)
Cc: district6@austintexas.gov
Subject: IMPROVE 620
Date: Tuesday, April 24, 2018 3:15:11 PM

EXTERNAL email: Exercise caution when opening.

To those deciding which roads receive funding for enhancements to improve traffic flow: please fix 620 between 2222 and Anderson Mill Road.

This stretch of 620 is in DIRE need of improvement, as traffic is congested to the point of standstill....we travel <10 mph along this road, and not just at rush hour, but throughout the day.

Businesses along this stretch of 620 are suffering, as are the houses of worship and those of us who live in subdivisions and apartment complexes. With the overdevelopment along 620 in the last 5-10 years the road is now nearly impassable. Cars exiting and entering 620 from these new complexes not only complicate traffic flow, but make it very dangerous.

Please, please, please spend my tax dollars to improve my neighborhood - 620 is our only way to connect to the rest of Austin. Please make improving 620 traffic flow a priority.

Thanks for considering my request and helping the process along to improve 620 traffic flow.

Dan

From: Dennis Ma
To: [CAMPO Comments](#)
Subject: 620
Date: Monday, April 09, 2018 1:18:00 PM

EXTERNAL email: Exercise caution when opening.

The traffic on 620 from 2222 to 183, and especially from 2222 to anderson mill road, is pretty bad and getting worse every year. Please prioritize this stretch of roadway for improvements, especially as further development is only going to make this problem worse.

Thank you,
Dennis Ma

From: Tom Mallinger
To: [CAMPO Comments](#)
Subject: Hwy 620
Date: Tuesday, April 24, 2018 6:51:55 PM

EXTERNAL email: Exercise caution when opening.

I travel almost daily to my church which is at 10205 N. FM 620. Many of my meetings at the church are in the evening. Since I am traveling south when I get there I have to make a left turn into the church driveway. The traffic is always very heavy in the evenings and when I make that left turn I have to wait for the northbound drivers to make a space so I can turn left into the driveway. About 18 months ago I was turning left and due to the headlights on the northbound cars did not see a car traveling on the shoulder. My car was hit and the insurance company totaled my car. Also, the driver of the car that hit me did not have insurance so I was out more money. Since then I have learned that many drivers use the shoulder as the traffic is so bad on 620 as a number of other parishioners have had their cars hit while making a left turn into the church driveway.

I have also experienced heavy traffic while leaving church and driving toward Anderson Mill Road during the day. It has actually backed up from Anderson Mill road to Boulder lane.

Hwy 620 needs some relief soon as there are more and more homes and apartment buildings being built along 620 congestion will only become worse.

Thomas Mallinger
[REDACTED]
Cedar Park, TX 78613

[REDACTED]

From: Chris Mancil
To: [CAMPO Comments](#)
Subject: Please allocate funds to 620 Corridor
Date: Thursday, April 26, 2018 9:20:03 PM

EXTERNAL email: Exercise caution when opening.

From Mansfield dam to 183, HWY 620 is the roadway of death for Austin families. Please address this dangerous stretch of roadways.

Chris Mancil
Steiner Ranch

From: Ashwin and Hetal Matta
To: [CAMPO Comments](#)
Subject: RR 620 construction
Date: Saturday, April 28, 2018 9:45:49 AM

EXTERNAL email: Exercise caution when opening.

Hello,

We live just south of Mansfield Dam in RR 620 and commute frequently in both directions to work, school, etc. It is appalling that despite living in one of the most beautiful parts of the city and paying very high taxes, there are no plans to improve 620 north of the dam, and the approved plans for south of the dam won't materialize until 2023 or beyond. Traffic and safety is already at its worst. Construction continues unabated, adding high density living, hotels and more businesses on an already congested space.

Not sure who ends up reading these, but I am pushing for coming up with an accelerated plan to solve these problems. Please think out of the box and in the fast progressing world of technology, come up with a better way to improve the situation in this decade.

Sincerely
Ashwin Matta

From: [REDACTED]
To: [CAMPO Comments](#)
Subject: 620 corridor
Date: Tuesday, April 24, 2018 4:15:11 PM

EXTERNAL email: Exercise caution when opening.

Please allocate funds to address the 620 corridor between Mansfield dam and 183. Thank you for your consideration.

-Tim Mattox
River Place HOA Board member

From: Suepattra May Slater
To: [CAMPO Comments](#)
Subject: Funds request for the 620 corridor
Date: Monday, April 30, 2018 12:07:09 PM

EXTERNAL email: Exercise caution when opening.

I am writing to provide my comments and my input on the current plans for RM620.

I live in Steiner Ranch and regularly commute along 620 to my office in Bee Cave. My route takes me from Quinlan Park across Mansfield Dam bridge, into Lakeway and through Bee Caves before I hit 2244. I see daily the complete difference in patrolling, traffic control and driver behavior and traffic control through these major centers.

I understand that CAMPO/TxDOT has agreed to funding work on 620 in Lakeway (from 71 up through Lakeway) to add an additional lane and raised median. I also understand that no funding has been allocated for the most congested, and most dangerous section of this roadway - from the Lakeway city limits all the way through to Anderson Mill road.

PLEASE consider allocating funds to this section of roadway, for which congestion in the 5 years since I have moved to Steiner Ranch has increased substantially. If not this funding cycle, then the next. The numerous housing developments that have been built and businesses that have opened up along this road have only contributed to the congestion, but in this time the only improvements I have seen as far as traffic control are three new lights/intersections and a few signs to "slow down" (which in my estimation only causes drivers to speed up).

Suepattra May-Slater, PhD, MPH
[REDACTED]
Austin, TX 78732

From: Kevin Mayo
To: [CAMPO Comments](#)
Subject: RM 620 expansion plead
Date: Monday, April 30, 2018 2:16:49 PM

EXTERNAL email: Exercise caution when opening.

Hi all,

I know that you have heard from numerous people about the need for improving RM 620. I would like to echo those concerns and request your support in resolving the challenges. RM 620 has had a number of minor improvements over the last couple of years on the Lakeway end of 620, but virtually none between Lakeway and 183.

I understand that there are imminent decisions on which roads receive funding for improvement. I also understand that 620 is not one of those roads. If that is accurate, then I want to clearly state that my Steiner Ranch neighbors and fellow RM 620 commuters are very frustrated by the lack of attention, and that frustration is growing quickly.

Please act immediately to help the RM 620 area.

Also, thank you for securing the 2222/620 interchange improvements, as they will be a significant help and will hopefully improve the safety for the kids that attend both Four Points Middle School and Vandegrift High School. I have heard rumors that the 2222/620 improvements may be delayed, but I hope that is just rumor. There are significant and very real safety concerns as well as the economic impact to Austin due to the congestion.

Thank you for your support of, and attention to the needs of, your constituents in western Travis county and Austin ETJ.

-Kevin Mayo



From: Tina
To: [Doise Miers](#)
Cc: [CAMPO Comments](#)
Subject: Re: Travis & Williamson County - RM 620 Road Improvements DESPERATELY needed
Date: Wednesday, April 25, 2018 6:22:03 AM

Dear Ms. Miers,

Thank you for your reply. Please communicate to CAMPO and let this email be a record that I am one of many citizens who urgently request that funds be allocated to the northern 620 corridor.

Thank you,
Tina

On Apr 23, 2018, at 12:17 PM, Doise Miers <doise.miers@campotexas.org> wrote:

Hi Ms. McCosky,

Thank you for your interest and participation in the regional transportation planning process. Your input is invaluable in helping to shape the development of our transportation infrastructure and address the congestion and delays that affect all of our region's residents. Your comments will be shared with elected officials and agency representatives who serve on the Transportation Policy Board. Additionally, these comments will also serve as part of the public record and be available for review.

As for RM 620 between Mansfield Dam and US 183, CAMPO did not receive any applications for funding projects in this section of road. CAMPO will have additional funding calls in the future so you're encouraged to contact your city and county leadership, as well as TxDOT to let them know your needs and concerns for that section of RM 620.

We look forward to engaging with you again in the future and remain available for further questions or comments. Thank you.

Doise Miers, Community Outreach Manager

512.215.9411

www.campotexas.org

3300 N. Interstate 35, Suite 630 Austin, TX 78705

<image001.jpg><image002.jpg>

<image003.png>

From: T Mc <mccosky@gmail.com>
Sent: Tuesday, April 17, 2018 7:09 PM
To: CAMPO Comments <comments@campotexas.org>

Subject: Travis & Williamson County - RM 620 Road Improvements DESPERATELY needed

EXTERNAL email: Exercise caution when opening.

Dear CAMPO Planners,

Please help us get the greatly needed improvements made to RM 620!

Word has spread that there are no active plans to improve RM-620 between US-183 and Mansfield Dam. How can this be? This area will continue to grow expansively in the coming years, and traffic congestion and accidents have greatly increased since my family moved here seven years ago. In that time, our commutes to school/work have doubled, and we have lived in the same house the entire time. It should not take 30-45 minutes to travel 8-10 miles along 620 on a regular basis. Northbound traffic from Mansfield Dam backs up beginning at Steiner Ranch Road every weekday from 6:45am - 9:00am and weekends too often include sitting in that same stretch of road for very long periods of time, with no accidents. Likewise, traffic along westbound 2222 to southbound RM 620 is very heavy (map always shows a red traffic condition) weekdays from 3:30pm - 6:30pm. If you continue traveling along northbound 620 almost any time of the day, almost any day of the week, you'll also be stopped in traffic between Boulder Lane and Anderson Mill Road. Again, it should not take 20+ minutes to travel the 3.5 mile stretch of road from Concordia Drive to Anderson Mill Road.

There is no sign of this improving as the population of the Austin area increases, and people have to move out here and further to attempt to afford housing in a strong school district. Housing affordability is a whole other issue that needs to be addressed, but we can expect increased mobility to suburban areas along RM 620 with the influx of people to this city.

Please, help change the hazardous condition of this road, improve traffic flow, and help keep our communities safe as we all travel to and from school, work, businesses, and places of worship. Please consider expanding the road, installing center medians to prevent the (often fatal) u-turns that daily occur along this road. I am shocked and dumbfounded at the number of drivers who engage in dangerous driving habits, but I think these u-turns need to be addressed immediately. Please encourage local law enforcement to crack down on illegal and hazardous driving habits like these, as well as those drivers who attempt to change from the "fast" left lane to the right turn lane of northbound RM 620 at FM 2222 each day. They could make a good deal of money if they issued traffic tickets to these drivers, and it would be pretty easy to catch them - just sit in the Walgreen's parking lot a few weekday mornings - you'll see.

This area really needs the traffic issues addressed quickly to mitigate accidents and improve traffic flow between Mansfield Dam and Highway 183. Your attention to this matter is greatly appreciated.

Sincerely,

Tina McCosky

From: T Mc
To: [CAMPO Comments](#)
Subject: Travis & Williamson County - RM 620 Road Improvements DESPERATELY needed
Date: Tuesday, April 17, 2018 7:08:44 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO Planners,

Please help us get the greatly needed improvements made to RM 620!

Word has spread that there are no active plans to improve RM-620 between US-183 and Mansfield Dam. How can this be? This area will continue to grow expansively in the coming years, and traffic congestion and accidents have greatly increased since my family moved here seven years ago. In that time, our commutes to school/work have doubled, and we have lived in the same house the entire time. It should not take 30-45 minutes to travel 8-10 miles along 620 on a regular basis. Northbound traffic from Mansfield Dam backs up beginning at Steiner Ranch Road every weekday from 6:45am - 9:00am and weekends too often include sitting in that same stretch of road for very long periods of time, with no accidents. Likewise, traffic along westbound 2222 to southbound RM 620 is very heavy (map always shows a red traffic condition) weekdays from 3:30pm - 6:30pm. If you continue traveling along northbound 620 almost any time of the day, almost any day of the week, you'll also be stopped in traffic between Boulder Lane and Anderson Mill Road. Again, it should not take 20+ minutes to travel the 3.5 mile stretch of road from Concordia Drive to Anderson Mill Road.

There is no sign of this improving as the population of the Austin area increases, and people have to move out here and further to attempt to afford housing in a strong school district. Housing affordability is a whole other issue that needs to be addressed, but we can expect increased mobility to suburban areas along RM 620 with the influx of people to this city.

Please, help change the hazardous condition of this road, improve traffic flow, and help keep our communities safe as we all travel to and from school, work, businesses, and places of worship. Please consider expanding the road, installing center medians to prevent the (often fatal) u-turns that daily occur along this road. I am shocked and dumbfounded at the number of drivers who engage in dangerous driving habits, but I think these u-turns need to be addressed immediately. Please encourage local law enforcement to crack down on illegal and hazardous driving habits like these, as well as those drivers who attempt to change from the "fast" left lane to the right turn lane of northbound RM 620 at FM 2222 each day. They could make a good deal of money if they issued traffic tickets to these drivers, and it would be pretty easy to catch them - just sit in the Walgreen's parking lot a few weekday mornings - you'll see.

This area really needs the traffic issues addressed quickly to mitigate accidents and improve traffic flow between Mansfield Dam and Highway 183. Your attention to this matter is greatly appreciated.

Sincerely,

Tina McCosky

From: Jana
To: [CAMFO Comments](#)
Subject: Please Consider
Date: Tuesday, April 24, 2018 4:34:35 PM

EXTERNAL email: Exercise caution when opening.

Dear Madam/Sir-

Please consider allocating fund for the Northern 620 corridor (Mansfield Dam to 183).

Thank you for your consideration.

Take Care,

Jana McCurdy

Sav-A-Heart II

An American Heart Association Training Center

[https://na01.safelinks.protection.outlook.com/?](https://na01.safelinks.protection.outlook.com?)

[url=www.savahart.com&data=02%7C01%7Ccomments%40campotexas.org%7C190ce2ada57d40f3809208d5aa2b006%7Ce25da04722d04e2ea07d9d98221979c7%7C1%7C0%7C636602024745224894&sdata=BDkUoTx62WZna8Kq09RUeyn0rMrKGjGh0n78bjrcnc%3D&reserved=0](https://na01.safelinks.protection.outlook.com?url=www.savahart.com&data=02%7C01%7Ccomments%40campotexas.org%7C190ce2ada57d40f3809208d5aa2b006%7Ce25da04722d04e2ea07d9d98221979c7%7C1%7C0%7C636602024745224894&sdata=BDkUoTx62WZna8Kq09RUeyn0rMrKGjGh0n78bjrcnc%3D&reserved=0)

512-257-0508

From: Dawn McQuain
To: [CAMPO Comments](#)
Subject: Please allocate funds to 620
Date: Monday, April 30, 2018 6:30:38 PM

EXTERNAL email: Exercise caution when opening.

Dear Campo Texas,

Please allocate funds to Northern 620 (Mansfield Dam to 183). This road has very high traffic, congestion and there have been too many traffic accidents and fatalities on this road, with nothing being done to correct the problem.

As someone who works in Steiner Ranch at Longhorn Village and as a Steiner Ranch resident who drives to Vandergrift HS, 620 is something that needs to be a priority and solutions found to make 620 safe and to fix the congestion.

Sincerely,

Dawn McQuain
512-593-0206



Dawn McQuain
Sales and Marketing Director
12501 Longhorn Parkway
Austin, TX 78732
(512) 266-5600 • Direct (512) 382-4680
dmcquain@longhornvillage.com
www.longhornvillage.com



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From: mike mcshane
To: [CAMPO Comments](#)
Cc: "Susie Madere"; [REDACTED]@sladeks.com
Subject: RM-620 Improvements
Date: Sunday, April 15, 2018 1:09:59 PM

EXTERNAL email: Exercise caution when opening.

Dear Campo Office, my wife and I have lived just off of RM-620 for 42 years and have seen it grow with the greater Austin. The two lane 620 has grown with the city to four lanes and a turn lane. That improvement has served very well for many, many years. It now time to grow again with the city of Austin. The improvement growth to at least six lanes with a turn lane is time. Please take our support and move to make this improvement starting in 2018.

Thank you,
Mike McShane
Anderson Mill on RM-620
[REDACTED]

From: Jolene Melancon
To: [CAMPO Comments](#)
Subject: Williams Dr comments
Date: Wednesday, April 11, 2018 10:29:10 PM

EXTERNAL email: Exercise caution when opening.

Hi,

Thanks for investing to improve Williams Drive. I would really like to see all of the lights from I-35 to 3405 timed. The worst section is actually from 3405 to Shell Rd/DB Wood. This is a change that doesn't require infrastructure work. Yet, it would be a great help to keep traffic flowing especially during peak times.

Thanks,
Jolene Melancon

From: MENA, ED
To: [CAMPO Comments](#)
Subject: Northern 620
Date: Monday, April 30, 2018 10:57:41 AM

EXTERNAL email: Exercise caution when opening.

It was brought to my attention that there is no planned funding for Northern 620 in the decision process.

This would be a huge mistake. Please review again and please reconsider your funding for this important issue. Just from my office alone myself and two of my employees have to drive over one hour just to get to my office which is only a 15 mile drive. The majority of the drive about 40 minutes of it is just trying to get out of Steiner Ranch. We really need your help. Vandergrift High school only continues to grow and this also is a huge piece of the traffic patterns. Not including Northern 620 would be a huge mistake.

Thank you,

Ed



From: Suzanne Menfi
To: [CAMPO Comments](#)
Subject: 620 funds
Date: Friday, April 27, 2018 9:28:41 PM

EXTERNAL email: Exercise caution when opening.

Hi,

I am writing to ask to have the funds allocated to the Northern 620 corridor. The congestion and accident rate is just unbearable.

Thank you,
Suzi Menfi

From: Priya Menon
To: [CAMPO Comments](#)
Subject: Funds for 620 corridor
Date: Friday, April 27, 2018 9:06:21 AM

EXTERNAL email: Exercise caution when opening.

This is to let you know that FM 620 is a road with extremely hazardous driving conditions and we need additional funds diverted to the fixing of this road. Here are the reasons why:

1. There are no concrete dividers, medians or sidewalks enforced anywhere.
2. There are no proper exit lanes from the road into the parking lots, strip malls etc on the side of 620. Hence when people need to turn to the right they have to slow down and halting traffic at the back.
3. There are people turning in all directions because there are no proper dividers in the road, so people can turn anywhere.
4. Speed limits don't seem to be enforced. This is a road that should have speed limits of a inner city road, but people drive at 70 most of the time.
5. There aren't enough traffic signals to modulate the traffic.

Due to all the above reasons, this road has hazardous driving conditions and we need some funds to fix some of the above, especially to add dividers. This can avoid a lot of treacherous accidents..many of which have happened already.

Thank you
Priya

From: Linda Messer
To: [CAMPO Comments](#)
Subject: Funds for Northern 620 Corridor
Date: Thursday, April 26, 2018 10:36:27 AM

EXTERNAL email: Exercise caution when opening.

Please approve funds for improvement of the northern 620 corridor from Mansfield Dam to Hwy 183. Traffic conditions need improvement to relieve congestion and improve safety in this area.

Thank you,
Linda and Doug Messer



Austin, TX 78732

From: CAMPO
To: [Campo](#); [Doise Miers](#); [Anthony Gonzales](#)
Subject: New submission from Contact Form
Date: Wednesday, April 25, 2018 11:54:42 PM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/contact/>

Name

Linda Mikolajek

Email

[REDACTED]

Comment

I understand there is \$440 K in road improvement funds and NONE is being allocated for the 620 N corridor , Specifically the area of 620 from the Mansville down to 183. There is terrible traffic congestion, many x-rays and fertility's, and poor grades from the Texas road department. There are areas of grading that have not had a decent passing Mark. There are more and more homes in the area and apartments which increase the congestion and traffic many times during the day and not just during rush hour. Please allocate funds for road improvement in this area. Thank you

From: Roger Millar VHI Management
To: jose.campos@dot.gov; lynn.hayes@dot.gov; [CAMPO Comments](#); steve.adler@austintexas.gov; brigid.shea@traviscountytx.gov; Jimmy.Flannigan@austintexas.gov; Emily.Fankell@house.texas.gov; [Cynthia Long](#); alison.alter@austintexas.gov; ann.kitchen@austintexas.gov; mayorpowell@cedarparktexas.gov; sarah.eckhardt@traviscountytx.gov; gerald.daugherty@traviscountytx.gov; jeffrey.travillion@traviscounty.gov
Cc: bwear@statesman.com; todd@590klbj.com; don@590klbj.com; amanda.dugan@kxan.com; Brittany.Glas@kxan.com
Subject: 620 Corridor
Date: Monday, April 30, 2018 1:47:56 PM
Attachments: [620 road.docx](#)

EXTERNAL email: Exercise caution when opening.

Please read the attached letter regarding the 620 Corridor

Thank You

Roger Millar
Austin, Texas,

URGENT SUPPORT REQUIRED FOR 620 CORRIDOR from 2222 to MANSFIELD DAM

We have resided in Steiner Ranch and now Hughes Park Lake Subdivision #2 (Strawberry Hill) along 620 for the past 18 years and have observed the amount of traffic increase and become totally congested over this time.

Recently a bypass has been approved from 620 to 2222 but this is only going to be a band aid in an effort to improve traffic congestion.

Time and again we have been told that the area from 2222 to Mansfield Dam is not funded or sponsored and that there are no funds for any improvements in spite of the 78732 area being regarded as one of the most desired residential areas in Austin!

Four deaths have occurred in car accidents along this strip of road recently and there are continuous car accidents at 620/Quinlan Park Road as well as at 620/Marshall Ford Road. In addition to this our neighborhood suffers further aggravation as cars will file through on Cedar Street as a short cut when 620 is backed up due to an accident or a breakdown! I have personally counted up to a 100 cars racing past our house when this occurs!! Then these cars are turning onto 620 making a further hazard.

TxDOT have positioned a sign saying "Drive Carefully Slow Down" which reinforces the fact that there is a problem on this stretch of 620. This corridor is in urgent need of improvement without delay! Please consider this matter as extremely vital and we welcome your support and action in bringing necessary steps for a solution and improvement!

Thank you

ROGER MILLAR

President of Home Owners Association

Hughes Park Lake Subdivision #2 (Strawberry Hill)

██████████ Austin TX 78732

From: Andy Miller
To: [CAMPO Comments](#)
Cc: [Andy Miller](#)
Subject: 620 Change!
Date: Thursday, April 26, 2018 11:21:09 AM

EXTERNAL email: Exercise caution when opening.

Hello,

I'm a concerned citizen of West Austin, Steiner Ranch and request funds be allocated for improvements to Northern 620 corridor.

Please consider this request in the allocation of the State's grant money.

Thanks,
Andy Miller



From: Ray Minjarez
To: [CAMPO Comments; Marti.Bier@austintexas.gov](mailto:Marti.Bier@austintexas.gov)
Subject: RM 620 Improvements
Date: Tuesday, April 17, 2018 12:41:11 PM

EXTERNAL email: Exercise caution when opening.

Serious attention needs to be paid to congestion problems at 10205 N. FM620, location of St Thomas More Catholic Church, Part of District 6. Way too many accidents occur at this location to ignore the need to remedy. This problematic area will continue to get worse with the growth of Austin's Northeast and needs to be addressed to safeguard the St Thomas More congregation and the public that transverse FM 620 daily.

Ray Minjarez

From: Barbara Mizell
To: [CAMPO Comments](#)
Subject: Northern 620 corridor
Date: Thursday, April 26, 2018 2:45:43 AM

EXTERNAL email: Exercise caution when opening.

It is very important to start planning to alleviate traffic on northern 620 corridor due rapid growth in the area. Of particular importance is the Four Points intersection at 620/2222. The quality of life and ability to get around is getting more and more difficult. Thank you.
Sent from my iPhone

From: [REDACTED]
To: [CAMPO Comments](#)
Subject: Northern 620 Corridor
Date: Thursday, April 26, 2018 4:24:48 PM

EXTERNAL email: Exercise caution when opening.

Please allocate funds to improve the Northern 620 Corridor from Mansfield Dam to Hwy 183. The road in its' current state is a congested and unsafe road. Thank You.

Regards

From: Sarah Montgomery
To: [CAMPO Comments](#)
Subject: Please fund 620!!!
Date: Tuesday, April 24, 2018 4:20:33 PM

EXTERNAL email: Exercise caution when opening.

Hello,

It is my understanding that the northern part of RM 620 is not on the list of the next round of CAMPO projects. Right now other projects are being funded that don't have near the congestion that 620 north has.

Please insure that CAMPO prioritizes improvement of RM 620 into a divided 6-lane highway north of Mansfield Dam to Hwy 183.

Your support is much appreciated.

A concerned citizen who has to travel 620 every day,
Sarah Montgomery

From: Laurie Moore
To: [CAMPO Comments](#)
Subject: Improvements necessary on 620 from Mansfield Dam to 183
Date: Monday, April 09, 2018 10:48:40 PM

EXTERNAL email: Exercise caution when opening.

Please prioritize improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183 in the [CAMPO 2019-2022 Transportation improvement plan \(TIP\)](#)

This is a critical thru way that is used by citizens as far as Dripping Springs and Leander. It is a major commute route as well as a hub for people living and working in the Four Points area. The need for improvements are well documented and should be a top priority given the number of people served by this segment of the road and the number of accidents that occur regularly.

Sincerely,
Laurie Moore


From: Gayle Morris
To: [CAMPO Comments](#)
Subject: want funds allocated to the Northern 620 corridor
Date: Monday, April 30, 2018 11:05:02 AM

EXTERNAL email: Exercise caution when opening.

To whom it may concern,

I am writing to request that funds be allocated to the Northern 620 corridor. The city continues to allow high density housing to be built without doing anything to improve the existing roadways. Increased traffic has made the roads increasingly dangerous. Please help save lives and reduce congestion in the Northern 620 area.

Thank you,
Gayle Morris



From: Stephanie Morton
To: [CAMPO Comments](#)
Subject: 5/7/18 Voting - Please fund Improvements for RM 620
Date: Monday, April 30, 2018 1:58:15 PM

EXTERNAL email: Exercise caution when opening.

To Capital Area Metropolitan Planning Organization:

I am sending this email to request that you improve the traffic situation on the stretch of road between Mansfield Dam and 183 on RM620. We have lived here 17 years and have seen construction of many many residential projects and businesses without any major improvement to the roadways. There have been 2 minor improvements in that time at the intersection of Anderson Mill and 620 and RR2222 and 620 but that is it. I will add that we are very grateful for those improvements because they did provide some relief; however, traffic continues to increase and we are desperately in need of new timely solutions. Traffic is backed up through many traffic lights at all times during the day outside of rush hour. During rush hour it can take students at Vandegrift High School 45 minutes to get to school which is less than 5 miles away. And sadly, no solutions have ever been approved to relieve traffic congestion and more importantly make the roads safer for our kids. We are frustrated and tired of sitting in traffic at all hours of the day and these issues not being addressed. Additionally, we are disgusted that construction projects for the building of commercial and residential properties continue to be approved and move forward.

Please consider funding improvements to 620 in your next vote on May 7th 2018.

Sincerely,
Stephanie Morton



From: Ryan Muessig
To: [CAMPO Comments](#)
Subject: Northern 620 Corridor
Date: Friday, April 27, 2018 8:17:10 AM

EXTERNAL email: Exercise caution when opening.

Campo team,

When I moved into Steiner in 2010, my commute to 183 & McNeil used to be around 25 minutes during the school year. Now, with all the development out on 71, in Lakeway, and generally in northwest and west Austin, my commute has easily doubled and continues to grow.

I would like provide my request to support funds to be allocated to the Northern 620 corridor, to help develop those roads to ease the ever growing congestion.

Best Regards,
Ryan Muessig

From: CAMPO
To: [Campo](#); [Doise Miers](#); [Anthony Gonzales](#)
Subject: New submission from Contact Form
Date: Thursday, April 26, 2018 7:10:41 AM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/contact/>

Name

Averi Mullins

Email

[REDACTED]

Comment

Please allocate some of the \$440 Million in grants to fund the Northern 620 corridor.

From: CAMPO
To: [Campo](#); [Doise Miers](#); [Anthony Gonzales](#)
Subject: New submission from Contact Form
Date: Wednesday, April 25, 2018 11:59:19 AM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/contact/>

Name

stan murff

Email

[REDACTED]

Comment

just read that the northern 620 corridor is apparently not to be funded anytime soon....the work on the southern portion of 620 sounds promising but all that may accomplish is to speed up traffic to then be bumper to bumper from Lake Travis dam to RM 2222. the entire stretch needs work now....thank you for your help and interest in improving traffic in this growing area....

From: Shriram Narayanan
To: [CAMPO Comments](#)
Subject: Regional Arterials - RR 620 N
Date: Thursday, April 26, 2018 6:57:08 AM

EXTERNAL email: Exercise caution when opening.

Hi,

I would like funds allocated for the RR 620 N corridor from Mansfield dam to US183.

Thanks,
Shriram

From: Gary Nauert
To: [CAMPO Comments](#)
Subject: RM-620 corridor from US-183 to Mansfield Dam
Date: Monday, April 09, 2018 2:10:08 PM

EXTERNAL email: Exercise caution when opening.

To whom it may concern,

The RM-620 corridor from US-183 to Mansfield Dam is in desperate need of expansion and it is my understanding that it has been left off the planning list for upcoming projects.

Please make it a priority to improve RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183 now during the CAMPO April input window for projects.

Thanks,
Gary Nauert


Austin, Texas 78732

Sent from my iPad

From: Rebecca Norris
To: [CAMPO Comments](#)
Subject: Funds allocated to 620
Date: Tuesday, April 24, 2018 9:56:05 PM

EXTERNAL email: Exercise caution when opening.

To whom it may concern,

The Northern 620 corridor is in desperate need of improvement. I am not sure there are many other places that would qualify as this obvious. Please allocate funds to this road and alleviate the high traffic, congestion and help eliminate the fatalities. How many people have to die in order for this to be noticed. Please, please allocate the funds.

Thank you,
Steiner Ranch Resident - Rebecca Norris



From: Val Olivas
To: [CAMPO Comments](#)
Subject: NEED IMPROVEMENT 620/FOUR POINTS CORRIDOR!!
Date: Thursday, April 26, 2018 11:07:52 AM

EXTERNAL email: Exercise caution when opening.

Guys,

Our children taking a bus for 45 minutes to an hour for a 7 MILE ride to high school is ridiculous! Relief is greatly needed. The dangers that are occurring from drivers who're using shoulders and middle turn lanes to avoid congested traffic is getting worse by the day. I am fearful for our area students driving to high school on their own.

I am choosing not to work a full time job because of the traffic situation. I would love to return to work, but if I do, I will likely have to uproot my family and move because the time spent on the road going to/from work is not worth the time away from my family.

We have been campaigning and begging for YEARS to provide relief while the developer of our own community, Steiner Ranch, has ignored our needs and continued building multi-family housing which adds enormous amounts of traffic each year with no relief in site. The infrastructure has to mirror the residential and business development. I've lived in this area for 14 years and have seen the downward slide of it all.

Just asking for relief. We love our city. We love our neighborhood, but the quality of life for our kids and families is going downhill. Way too much time on the road with no public transportation as an option.

Sidenote: a gondola from Steiner Ranch to Vandegrift High School is not a bad idea.

Please help,
Val Olivas

Steiner Ranch resident

From: Heather Oliver
To: [CAMPO Comments](#)
Subject: Prioritization Request
Date: Monday, April 09, 2018 7:29:11 PM

EXTERNAL email: Exercise caution when opening.

Please consider prioritizing the following:
Making RM-620 into a divided 6-lane highway north of Mansfield Dam to US-183

Heather Oliver
Sent from my iPhone

From: Ryan Oppermann
To: [CAMPO Comments](#)
Subject: May 7th vote
Date: Thursday, April 26, 2018 3:45:28 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I strongly urge you to consider the 620 corridor from Mansfield Dam to 183 when voting to allocate funds on May 7th. Traffic along this stretch of road is completely unbearable, especially at the 2222 intersection and the Anderson Mill intersection.

I live in Steiner Ranch and commute downtown every day for work. It routinely takes me 75 minutes each way, and half of that time is just getting through the 620/2222 intersection. It should never take someone 30 minutes to go 3 miles from their house. That equates to roughly 50 hours each month spent commuting. Imagine losing almost an entire week of your life each month that you could have been spending with your kids.

There is no end in sight when it comes to developers continuing to build homes and apartments in & around the Steiner area, adding hundreds, if not thousands, of more cars on an already overcrowded roadway. The 620 corridor demands attention now. It cannot wait.

A very concerned citizen,
Ryan Oppermann

From: Joann Orlando
To: [CAMPO Comments](#)
Subject: 620
Date: Monday, April 09, 2018 1:30:44 PM

EXTERNAL email: Exercise caution when opening.

We desperately need some relief from traffic and a way to improve the safety in the Four Points Area! The city continues to approve building permits but does NOTHING to improve roads. More cars is more congestion, more accidents and more fatalities.

PLEASE approve and fund this project. We NEED it!

Sent from my iPhone

From: Jessica Orrick
To: [CAMPO Comments](#)
Subject: Traffic Congestion on 620!!
Date: Thursday, April 26, 2018 5:50:38 AM

EXTERNAL email: Exercise caution when opening.

I am writing to give my input on the current plans for RM620. I heard that CAMPO/TxDOT agreed to funding work on 620 in Lakeway (from 71 up through Lakeway) to add an additional lane and raised median. And I heard they are not funding any work to be done on the MOST CONGESTED part of 620. Can that really be true? We ALL know that 620 is a nightmare from Quinlan Park Road north up to Anderson Mill. It isn't a secret. It is impossible to go anywhere.

Jessica

From: Peggy OShaughnessy
To: [CAMPO Comments](#); Emily.Fankell@house.texas.gov; steve.adler@austintexas.gov
Subject: 620
Date: Wednesday, April 25, 2018 4:21:04 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I am writing in support of the improvement plan for 620. As a resident in Apache Shores (78734), I know that our working class neighborhood will greatly benefit from improved traffic flow from improvements all along 620. We are hard-working folks, often out-priced by central Austin; but providing essential support to Austinites around the region. A safe and smooth commute is vital.

The harmful accidents between Mansfield Dam and Four Points are an almost daily occurrence now. Improved traffic flow is needed. Growth has happened and the increase in housing is not well served by the high, and erratic speed limits across the terrain, as well as the insufficient lanes to allow for safe turns into residential areas. And, growth, as determined by the large number of new construction already in progress, is inevitable. Let's enact a solution before death becomes a statistical danger on this road.

Sincerely,
Margaret O'Shaughnessy
Rain Water Drive
Austin, 78734

From: Jami O'Toole
To: [CAMPO Comments](#)
Subject: Northern 620 corridor
Date: Tuesday, April 24, 2018 3:57:12 PM

EXTERNAL email: Exercise caution when opening.

To CAMPO representative,

I appreciate that you have a difficult role to play in determining how to address the traffic, congestion, and safety problems across the region. The growth in Austin poses no shortage of challenges.

I am writing to request support for funding Northern 620 corridor improvements. I have lived in Steiner Ranch for over seven years. The traffic on 620 between Steiner and 2222 and on 2222 from 620 to McNeil drive has become increasingly problematic, frustrating, and dangerous. I navigate this road every weekday morning and evening to get my kids to and from school and myself to and from work. There is no question each morning that traffic will be vary backed up and my trip to my children's school in River Place will take at least 30 minutes, yet on the weekend can be accomplished in 10 minutes. The question is whether there will be a minor, major, or fatality crash that brings the corridor to a screeching and un-passable halt drawing out this short drive to 45+ mins. This seems to happen with increased frequency and is always top of mind for me as I try to navigate safely to work and school with my young children in the car.

Unfortunately, because this area falls across governmental jurisdictions we lack appropriate voice in funding conversations. Don't take this lack of representation to mean this area isn't a priority for the thousands of residents who must navigate this road on a daily basis.

I appreciate your consideration in this matter.

Regards,
Jami O'Toole
Steiner Ranch Resident

From: Azar Owlia
To: [CAMPO Comments](#)
Subject: 620 road traffic
Date: Wednesday, April 11, 2018 3:32:10 PM

EXTERNAL email: Exercise caution when opening.

I can't even imagine 620 traffic after building more homes and condos around this road, is really tragedies
Please do something
Make this road wider before we stock even more in traffic .

Sent from my iPhone

From: Patty Armstrong
To: [CAMPO Comments](#)
Subject: 620
Date: Monday, April 30, 2018 10:43:38 AM

EXTERNAL email: Exercise caution when opening.

Please allocate funds to the Northern 620 corridor.

Patricia Armstrong



Austin, TX 78732

Sent from my iPhone

From: Lisa Pacheco
To: [CAMPO Comments](#)
Subject: 620 corridor funding
Date: Wednesday, April 25, 2018 6:40:14 AM

EXTERNAL email: Exercise caution when opening.

My understanding is that CAMPO will be voting on the allocation of \$440m in state grants and that the current plan devotes no funds to FM 620 between Mansfield Dam and Hwy 183.

As someone who lives along this area of FM 620, I find this unacceptable and frustrating beyond imagination. This stretch of FM 620 is unbelievably congested and terribly frustrating on a DAILY basis. There are several intersections that require waiting through 5 or 6 intervals of stop lights. How is this acceptable to anyone who plans transportation????

In 2002, it took me 25 minutes to get from Steiner Ranch to my office at N Mopac and Duval. It now takes me over 30 minutes just to get to 2222! This congestion has promoted dangerous driving behavior that continues to increase. On the stretch of FM 620 between Quinlan Park and RR 2222, I see cars use the middle turn lanes and shoulders to “skip” around traffic on a daily basis. The sheriffs in the area have tried to cut down on this but it’s not enough to keep up. This congestion and behavior is often just as bad during the evenings.

I also drive through Lakeway, where there are plans for improvements. The traffic in Lakeway is bad, but not nearly

as bad as the intersections of 620+Anderson Mill and 620+2222. I can tell you that there is no intersection in Lakeway that is as congested as the two named above. It's NOT EVEN CLOSE!!

We have work commuters, families, school buses, and teenagers traveling the stretch of FM 620 from the dam north every day. Without action by you, our quality of life and safety will continue to erode.

Sincerely,
Lisa Pacheco

From: bob page
To: [CAMPO Comments](#)
Subject: 620 to 183 six lane road needed
Date: Monday, April 30, 2018 9:34:19 AM

EXTERNAL email: Exercise caution when opening.

We need prioritization of improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183 in the [CAMPO 2019-2022 Transportation improvement plan \(TIP\)](#). Hopefully this will be included.

From: Melanie Palmer
To: [CAMPO Comments](#)
Subject: 620 North Corridor
Date: Wednesday, April 25, 2018 2:40:03 PM

EXTERNAL email: Exercise caution when opening.

I'm writing in regards to the \$30m allotted for traffic relief projects in District 6, which is included in the \$720 million bond package. I myself am afraid to leave Steiner, as I've seen many accidents on this stretch of road, as well as witnessed a bicycle fatality. I have to send my high school kids each day on 620 to Vandegrift, and I have to drive over Mansfield Dam each night for my daughter's dance. I shouldn't have to be fearful for my life, and the life of my children, to simply go about our daily lives. I am very upset and perplexed to hear that funding has not been allocated to make improvements, even with the many CAMPO studies indicating that it is a very dangerous road. I implore you to prioritize these funds and allocate them to improve 620 near the Northern Corridor.

Regards,
Melanie Palmer
Tax paying citizen
Steiner Ranch Resident

From: manikab16@gmail.com
To: [CAMPO Comments](#)
Subject: Requesting funds allocated to the Northern 620 corridor
Date: Monday, April 30, 2018 12:28:53 PM

EXTERNAL email: Exercise caution when opening.

Requesting **funds allocated to the Northern 620 corridor.**

Thanks
Manika and Kamal Pandey
(Steiner residentd)

From: Carrie Parrish
To: [CAMPO Comments](#)
Subject: RM 620 to US 183
Date: Monday, April 30, 2018 10:21:50 AM

EXTERNAL email: Exercise caution when opening.

To whom this may concern:

My name is Carrie Parrish and I am a concerned citizen of Steiner Ranch. The traffic on RM 620 heading North has become unbearable over the past several years! It affects when you leave the house just to go and get groceries - not to mention leaving Steiner anytime for any reason to do with the High School, Vandegrift. To go a short 7 miles to Vandegrift normally takes an hour during peak travel times!! ONE HOUR to go 7 miles!! I have two high school students who travel that corridor every single day. The amount of accidents that happen very single week is chilling. I would love for you to send your children on that road for one week!! The prioritization of improving RM 620 to a divided 6 lane highway north of Mansfield Dam to US 183 is a MUST!! Please consider our neighborhood's plea for improvement.

Thank you for your time and consideration.

Carrie Parrish



From: Mamatha Pasala
To: [CAMPO Comments](#)
Subject: Allocate funds to northern 620corridor.
Date: Monday, April 30, 2018 4:59:29 PM

EXTERNAL email: Exercise caution when opening.

Due to heavy traffic ,its disrupting our family time and i am spending so much time on road that I could use to raise wonderful and valuable citizens of tomorrow.
Allot funds to improve620
Thanks



2019-2022 Transportation Improvement Program

Comment Card

Name (required): Lisa Kay Pfannenstiel
Address: 211 E. 7th Street Austin, TX 78701
Email: llsokay@movabilityaustin.org

Comments: A grant application submitted by Movability has been recommended by CAMPO staff for funding in the initial amount of \$300K. This joint proposal with CAMPO, would lay the framework for the Region to address Transportation Demand Management (TDM) as defined in the CAMPO 2040 Plan. At its completion, the plan would: conduct stakeholder outreach to develop goals & strategies, identify best practices, conduct research, create a strategic plan, and provide the framework for moving TDM forward. Having a well-established plan would allow for sound decision making & coordinated efforts for future operational funding requests

Four other agencies applied ^{for funding} from CAMPO but were not recommended to move forward. One, Commute Solutions, is the only regional program of its kind. We support each of the agencies who submitted applications and we ask that their requests ^{be} considered as input and data from each of these programs will provide needed information in the study proposed in the Movability application

Public comment period closes at 5 p.m. Monday, April 30, 2018

Return comments by:

Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Fax: 737.708.8140

Email: comments@campotexas.org

In person: 3300 N. Interstate 35, Ste 630
Austin, Texas 78705

From: Stewart and Lisa Pickard
To: [CAMPO Comments](#)
Subject: CAMPO request
Date: Wednesday, April 11, 2018 4:20:36 PM

EXTERNAL email: Exercise caution when opening.

Dear Review Board,

Please make improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183 a priority! We experience horrible accidents & subsequent accidents in this area & need your support to help alleviate risks & delays to our daily travels, especially with so many of our own kids driving.

Thank you!

Lisa

Sent from my iPhone

From: richard@piotrowskimap.com
To: [CAMPO Comments](#); Emily.Fankell@house.texas.gov; brigid.shea@traviscountytx.gov
Subject: Immediate Need for safety improvements on RM-620
Date: Friday, April 13, 2018 8:05:15 AM

EXTERNAL email: Exercise caution when opening.

Note to CAMPO, TXDOT, Rep Workman, and Commissioner Shea

Please raise the priority of improved along RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183 NOW.

The increased populations out here have made traffic along RM-620 incredibly nasty for daily commuters, and quite frankly, deadly.

Richard Piotrowski
Steiner Ranch

From: Bill Pompili
To: [CAMPO Comments](#)
Subject: Fund Norther 620 Corridor
Date: Friday, April 27, 2018 11:38:12 AM

EXTERNAL email: Exercise caution when opening.

Gentlemen:

We moved to Steiner Ranch in March 2011 and we have seen tremendous growth in our area. We are retired and have pretty much arranged our trips to leave around 9:30am and be back no later then 3:00pm

because of the bumper to bumper traffic on FM 620.

Please allocate funds to improve the northern corridor of FM 620 as soon as possible.

Thank you,

Bill Pompili

[REDACTED]

Austin, Texas 78732

[REDACTED]

[REDACTED]

[REDACTED]

From: CAMPO
To: [Campo](#); [Doise Miers](#); [Anthony Gonzales](#)
Subject: New submission from Contact Form
Date: Monday, April 30, 2018 7:55:39 PM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/open-house/2019-2022-project-call/>

Name

Ravi Pothukuchy

Email

[REDACTED]

Comment

Dear CAMPO officials,

In view of the ever increasing traffic and congestion on RR620, I request you to prioritize the improvement of RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183.

Unless it is addressed on a very high priority, traffic on RR620 will be in a gridlock, not only increasing the travel times and fuel consumption but also with decreased property values which impact the citizens and city of Austin.

Regards
Ravi Pothukuchy

From: Arasb Rahmani
To: [CAMPO Comments](#)
Subject: Northern 620 corridor
Date: Thursday, April 26, 2018 8:33:53 AM

EXTERNAL email: Exercise caution when opening.

Please allocate funds to the Northern 620 corridor.
It takes 30 minutes each day to o thru this area.

Thank you,
Arasb Rahmani



From: Sundari Ramalingam
To: [CAMPO Comments](#)
Subject: RM-620 improvements!
Date: Monday, April 30, 2018 11:59:41 AM

EXTERNAL email: Exercise caution when opening.

Hi ,

I am a Steiner Ranch residents and we are suffering from heavy traffic everyday and our commute time is getting increased.

Please allocate funds to the Northern 620 corridor.

Thanks,
Sundari

From: Justin Ramsey
To: [CAMPO Comments](#)
Subject: Northern 620 Corridor
Date: Thursday, April 26, 2018 11:58:59 PM

EXTERNAL email: Exercise caution when opening.

To Whomever is Reading These Emails,

Please give considerate thought to the allocation of funds for the improvement of 620 north of Mansfield Dam. The predictable traffic in both directions each day is an embarrassment. Do take a look at what a "normal" commute looks like and find some way to improve these conditions. The residential construction is only exacerbating this situations, so we do need to act now.

Much appreciated,
Steiner Ranch Resident, David Ramsey

From: Mona Rao
To: [CAMPO Comments](#)
Subject: Funds for Northern 620 Corridor
Date: Monday, April 30, 2018 10:24:35 AM

EXTERNAL email: Exercise caution when opening.

Please see this email as a petition for funds to be allocated to the Northern 620 corridor.

As a Steiner Ranch resident, it has become a sorry and very pathetic state of affairs with traffic out of Steiner. The 620/2222 choke point has become a traffic hazard and prone to accidents.

--

Best,
Mona

From: Michelle Reeder
To: [CAMPO Comments](#)
Subject: Northern 620 Corridor
Date: Thursday, April 26, 2018 8:57:45 AM

EXTERNAL email: Exercise caution when opening.

I am requesting funds be allocated to the Northern 620 corridor. I'm a resident in Steiner Ranch and the number of accidents from Mansfield Dam to the 620/2222 area has gotten out of control. The traffic conditions from Lakeway to 183 is unacceptable.

Please research and allocate more funds for road improvements - quickly - in this area.

Thank you,

Michelle Reeder

From: [REDACTED]
To: [CAMPO Comments](#)
Subject: No funding for Hwy 620 North of the dam.
Date: Saturday, April 21, 2018 10:01:08 AM

EXTERNAL email: Exercise caution when opening.

Simply ridiculous. I understand that 620 North of the dam crosses several jurisdiction which would make setting a plan more difficult than simply dealing with Lakeway and Bee Cave. Bad excuse. The traffic from Steiner Ranch through Anderson Mill is horrid all hours of the day in both directions. You should challenge yourselves to find solutions and not find excuses why it's hard. Effective organizations tackle hard problems head on, and don't kick the can down the (congested) road. All of us would appreciate a more effective effort.

Erik Reichman
Steiner Ranch

From: James Ritter
To: [CAMPO Comments](#)
Subject: Please allocated funds to the Northern 620 corridor
Date: Monday, April 30, 2018 10:36:18 AM

EXTERNAL email: Exercise caution when opening.

This is one of the most highly traveled and out of control areas in Travis County. Cars are speeding through turning lanes and the shoulder, making illegal turns, speeding through commercial developments to cut corners - and the police have admitted they don't have enough resources to enforce control. It's a disaster waiting to happen and it's shocking that no funds have been allocated to this area.

From: Carla Robertson
To: [CAMPO Comments](#)
Subject: RR 620
Date: Monday, April 09, 2018 2:14:41 PM

EXTERNAL email: Exercise caution when opening.

Please prioritize RR 620 from 2222 to Hwy 183. The stretch I drive every day from Boulder Lane to Anderson Mill takes 2-3 minutes in the evening with no traffic. During the day-it is so unpredictable-and takes 9-10 minutes for that tiny stretch.

During the week it can be awful at :

10 am

11 am

1 pm

1;30 pm

2 pm

of course at 4-6 pm

Saturdays and Sundays at Random times all during the day-awful

You just never know. It is so bad and I feel worse fro the people coming from 2222 because it is often backed up to there. Terrible amount of traffic and needs help yesterday.

Thank you for considering this.

Carla Robertson

--

James 1:17 (NIV)

17 Every good and perfect gift is from above, coming down from the Father of the heavenly lights, who does not change like shifting shadows.

From: Rebecca Rognes
To: [CAMPO Comments](#)
Subject: Northern 620 Corridor
Date: Wednesday, April 25, 2018 2:18:24 PM

EXTERNAL email: Exercise caution when opening.

CAMPO,

I have heard that you plan to designate over \$440 million in state grants but currently have no plans for improvement for Northern 620 (Mansfield Dam to 183) despite high traffic, congestion and fatality rates and FAILING grades from TxDOT roadway studies. THIS IS UNACCEPTABLE!

As a taxpaying citizen and homeowner within the 78732 zip code, I expect money to be designated toward repairing/upgrading this corridor. It is embarrassing and LETHAL the lack of planning and infrastructure in keeping this area safe and usable for all. It's shameful that I try to avoid 620 and the business there due to concerns for my safety as well as my family's.

I am contacting you and letting you know my concerns. PLEASE do not go report that you have not received any feedback or complaints regarding the N 620 corridor. That is, hands down, false.

Awaiting your response,
Rebecca Rognes

[REDACTED]

78732

From: Carol Rosa
To: [CAMPO Comments](#)
Subject: Funding Allocation for Northern RR620 Corridor
Date: Monday, April 30, 2018 4:46:13 PM

EXTERNAL email: Exercise caution when opening.

> As a resident of Steiner Ranch, I have been extremely upset at the growing traffic congestion on the northern corridor of RR620. I wholeheartedly agree that more funds must be allocated to this project in order to help alleviate this very real problem.

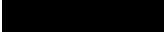
> The continuation of the building of homes, condos, and apartments without regard to the traffic congestion has only exacerbated the problem and created more gridlock, particularly during the morning and evening rush hours.

> Many of us living in the Steiner Ranch and Lakeway areas have suffered long enough.

> Please make this funds allocation to this project a priority on your agenda.

> Thanks for listening, and thank you in advance for your favorable action to this problem.

> Richard Rosa

> 

From: Jenny Rosas
To: [CAMPO Comments](#)
Subject: FUNDS needed for 620 RR -- URGENT!!!
Date: Thursday, April 26, 2018 7:51:24 AM

EXTERNAL email: Exercise caution when opening.

Hello,

This is my family's request for the following:

Capital Area Metropolitan Planning Organization (CAMPO) is voting on May 7th, to designate over \$440million in state grants but currently has no plans for improvement for Northern 620 (Mansfield Dam to 183) despite high traffic, congestion and fatality rates and FAILING grades from TxDOT roadway studies.

###

The residents of the Four Points area are beyond stressed and frustrated with RR 620. The beautiful stretch of 620 from Mansfield Dam to 2222 is a NIGHTMARE -- daily. There are hundreds and hundreds of Vandegrift students attempting to get to school by bus, carpool or student driving from Steiner Ranch to 2222. For the possible 9 mile (or less) drive to school -- it takes up to one hour! Back and forth.

There are thousands of families trying to get to work in various areas of Greater Austin...all requiring them to get on to 620 first.

I know of people in the Four Points area literally afraid to leave their homes for the dangers that 620 presents. Others plan their day with specific windows of time to travel the road -- but it is a crap shoot whether or not the road will be open, blocked, congested, etc.

You should be fully aware of the issues and dangers for the 620 Four Points area. Fatalities, daily accidents, gridlock morning, noon and night, and extremely dangerous driving conditions. There are no medians, few turn lanes, and traffic lights that make drivers wait way too long.

PROVIDE/APPROVE THE FUNDING. ASAP.

Thank you, Jenny Rosas

From: Mark Rosen
To: [CAMPO Comments](#)
Subject: FW: Northern 620 corridor
Date: Thursday, April 26, 2018 9:42:25 PM

EXTERNAL email: Exercise caution when opening.

The northern 620 corridor is a nightmare during rush hours, and tied up many other times. There is just too much traffic, and it will only get worse as more and more housing is built in the area.

Please allocate funds to look at this area, FM 620 from Mansfield Dam to 183.

Mark Rosen

From: Cyndee Rust
To: [CAMPO Comments](#)
Subject: Northern 620 Corridor
Date: Thursday, April 26, 2018 7:56:44 AM

EXTERNAL email: Exercise caution when opening.

Please allocate funds to the improvements along the Northern 620 corridor from Mansfield Dam to 183. The traffic congestion, the addition of multifamily communities, and more businesses along this corridor has created the need for major road improvements. My personal recommendation would be to create the "loop" that has been discussed since the 1980s that would have an elevated road way, whether toll or not, to move along this long stretch of road. I believe that this area of Austin has little governmental support for improvements and it is more than past time for the first steps to be taken to get this part of town caught up with the rest of Austin which has very little free-flowing routes with the exception of 183, Mopac, and I35.

From: Jeff Saddington
To: [CAMPO Comments](#)
Subject: 620 Improvements
Date: Saturday, April 21, 2018 6:21:49 PM

EXTERNAL email: Exercise caution when opening.

People, I have lived in Steiner Ranch since 2005. You know that the traffic on 620 has probably quadrupled or worse since then. I used to mentally record my morning commuter travel time from my home in Steiner Ranch to the 2222 Jack Brown business. The average was 8-10 minutes. Now it is regularly 30-40 minutes. Then you have the extreme delays on 2222 from 620 to Vandegrift HS. That is another horrible stretch.

Overall, it is an unmanageable and unsafe condition that is already beyond a time of improvement. It is unlive-able, and it reduces property values.


You also know that nothing has been done to impact this sufficiently. The double right-hand turn from 620 on to 2222 helped, but Walgreens defeated the agreed upon plan to have that right-turn lane the proper length. Allowing that to happen was either weak leadership or corruption, plain and simple.

While no one really wants 6 lanes from Mansfield Dam to 183, but there are no other alternatives. Included in this must be the 620-2222 short-cut along the power lines. That must go hand-in-hand.

Get this funded and get it done asap. People are dying and getting injured.

Thank you,

Jeff

Jeffrey B. Saddington


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From: Jill Sandal
To: [CAMPO Comments](#)
Subject: Need prioritize RM-620 corridor from US-183 to Mansfield Dam !
Date: Monday, April 09, 2018 10:19:04 AM

EXTERNAL email: Exercise caution when opening.

Regarding your proposed plan, I see that the RM-620 corridor from US-183 to Mansfield Dam is not listed as a priority despite the exponential growth of this area of town – more so than other areas that have been prioritized. I implore you, as do my neighbors, to do something more with this corridor! RM 620 will still be in a “failing state” after the proposed improvements are made based on the TXDOT RM-620 Corridor Study. The 620/2222 will still be rated an “F”! as will 620/Anderson Mill and 620/Cavalier/Aria Drive. This is unacceptable.

Thank you for your consideration of this matter.

Jill Sandal
Attorney
Texas Court of Criminal Appeals
P.O. Box 12308
Capitol Station
Austin, Texas 78711
(512) 936-1643
jill.sandal@txcourts.gov

From: Max Santucci
To: [CAMPO Comments](#)
Subject: Northern 620 Funding
Date: Wednesday, April 25, 2018 7:58:29 PM

EXTERNAL email: Exercise caution when opening.

Dear Sirs,

Please allocate funds for the Northern 620 Corridor.

This should have been done years ago and reached the Lakeway/Bee Cave area.

Many new apartment buildings are being developed in an area that's already collapsed with traffic.

Thank you,

Massimo Santucci
Steiner Ranch resident

From: Neel Sarkar
To: [CAMPO Comments](#)
Subject: Please allocate funds to FM620 North improvements
Date: Wednesday, April 25, 2018 2:00:23 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

I am writing to request that you consider allocating some of the \$440M in Texas state grants for Austin road improvements to the corridor 620 corridor between Mansfield damn and 183N.

This corridor has high traffic congestion, a poor safety record, and poor grades in the recent TXDOT roadway study.

I urge you to consider prioritizing improvement along this roadway.

Best regards,

Neel Sarkar



From: Michelle Segovia
To: [CAMPO Comments](#)
Subject: 620 Corridor
Date: Wednesday, April 25, 2018 6:36:50 AM

EXTERNAL email: Exercise caution when opening.

The 620 corridor between Hudson Bend and 2222 is in dire need of funding to improve safety and ridiculous traffic congestion.

A large amount of people move every day to an area that is already overpopulated and our current, outdated infrastructure can't support it.

Please approve funding for the northern 620 corridor. The safety of our residents depend on it.

Thank you,

Michelle Segovia

From: Bill Seitzler
To: [CAMPO Comments](#)
Subject: Desperate Need
Date: Monday, April 30, 2018 12:25:33 PM

EXTERNAL email: Exercise caution when opening.

PLEASE prioritizataze the improvement of RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183.

Those of us who live in Steiner Ranch realize other governmental agencies need to sponsor these efforts and have not done so. We are reaching out to TXDOT, Travis County and the City of Austin as well. In the meantime this dangerous stretch of road is seeing minimal improvements.

Thank you for your service to our community.

Bill Seitzler


Austin, TX 78732

From: Self, Laura
To: [CAMPO Comments](#)
Subject: Please allocate funds to the Northern 620 Corridor
Date: Saturday, April 28, 2018 8:26:30 AM

EXTERNAL email: Exercise caution when opening.

To whom it may concern,

I respectfully request that funds be allocated to the Northern 620 corridor to address traffic and safety issues on RM-620 between US-183 and Mansfield Dam. This area has experienced tremendous growth in recent years and is currently not capable of supporting those traveling this route daily.

Many days, it takes our high school students over 45 minutes to travel from Steiner Ranch to Vandegrift High School.

We are unable to participate easily in things outside of our neighborhood in morning or afternoon traffic because it's at a complete standstill.

Thank you for your consideration.

Laura Self

From: Hemal Shah
To: [CAMPO Comments](#)
Subject: funding for 620 improvement
Date: Thursday, April 26, 2018 10:45:56 PM

EXTERNAL email: Exercise caution when opening.

Hello,
I live in Canyon Creek neighborhood and we need funds to be allocated to improve northern 620 corridor.

Thanks.

From: Mary K. Shanahan
To: [CAMPO Comments](#)
Subject: West Austin Nightmare
Date: Sunday, April 29, 2018 12:08:31 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO Texas:

Please allocate funds to the Northern corridor of 620 for road expansion and improvement. The congestion and dangerous road conditions are dramatically reducing the quality of life, and equally as important, the ability to conduct business efficiently in this part of the city.

Please alter your plans. 2222 and FM 620 N is clearly, the most congested section Western Travis County.

Respectfully,

Mary & Gary Shanahan
River Place
Austin, Texas

From: Lao Shaw
To: [CAMPO Comments](#)
Subject: prioritize improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183
Date: Tuesday, April 10, 2018 7:59:09 AM

EXTERNAL email: Exercise caution when opening.

Please prioritize improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183. The traffic on 620 at this segment has been from bad, to worse, to unbearable these days.

Thanks,
Shaw

From: csheriff@austin.rr.com
To: [CAMPO Comments](#)
Subject: Hwy 620/2222
Date: Saturday, April 28, 2018 6:37:51 PM

EXTERNAL email: Exercise caution when opening.

Please dedicate money to improving the stretch of roadway between HWY 620 and 2222. This area of town is an absolute bottleneck. Traffic fatalities repeatedly, no or little light/lighting at night it is a dungeon and people are getting hurt or killed not to mention the risk and time that it takes to traverse such a short area of town.

Thank you,
Cheryl Sheriff



From: Siroin, Eddy
To: [CAMPO Comments](#)
Subject: Fix 620 PLEASE!
Date: Thursday, April 26, 2018 2:21:45 PM

EXTERNAL email: Exercise caution when opening.

Eddy Siroin
Texas Account Manager
PSI Repair Services, Inc.
512-348-0453

From: Sherri Smetana
To: jose.campos@dot.gov; lynn.hayes@dot.gov; [CAMPO Comments](#); Emily.Fankell@house.texas.gov; steve.adler@austintexas.gov; jimmy.fiannigan@austintexas.gov; alison.alter@austintexas.gov; ann.kitchen@austintexas.gov; mayorpowell@cedarparktexas.gov; sarah.eckhardt@traviscountytexas.gov; gerald.daugherty@traviscountytexas.gov; brigid.shea@traviscountytexas.gov; jeffrey.travillion@traviscountytexas.gov; [Cynthia Long](#)
Subject: CAMPO Concerns-Immediate Funding needed for 620
Date: Wednesday, April 25, 2018 4:25:03 PM

EXTERNAL email: Exercise caution when opening.

Hello,

The fact that the northern section of Hwy 620 was not even submitted for funding even though it has extreme traffic congestion and safety problems is absurd. My understanding is that CAMPO will be voting on allocation of \$440m in state grants and that the current plan devotes NO funds to FM 620 between mansfield Dam and 183. We need funds immediately. It's already too late - don't let it get worse!

As someone who lives along this area of FM 620, I find this unacceptable and frustrating beyond imagination. This stretch of FM 620 is unbelievably congested and terribly frustrating on a DAILY basis, and weekends are actually worse than weekdays. There are several intersections that require waiting through 5 or 6 intervals of stop lights. How is this acceptable to anyone who plans transportation?

I also drive through Lakeway, where there are plans for improvements. The traffic in Lakeway is bad, but not nearly as bad as the intersections of 620+Anderson Mill and 620+2222. And I can tell you that there is no intersection in Lakeway that is as congested as the two named above. And its NOT EVEN CLOSE!!

Furthermore, on Sundays FM 620 in front of St Thomas Moore Church is IMPASSIBLE!!!! And its ****ALL DAY**** on Sunday, from 8am to 6pm. I also understand that this area of the road already has a failing grade! With more developments under construction, this will only get worse. Why wouldn't you add funding now knowing full well it will take a while to get this done. You are impacting the safety of all of the residents and visitors!

As I said, weekends are FAR WORSE than weekdays on FM 620 south of 183. Maybe your metrics do not consider the weekends????

How is this acceptable? Is it political? You are in a place to make changes - let's see that happen.

Let's get a plan in place to rectify this situation.

Thanks,
Sherri Smetana

From: Sherri Smetana
To: [CAMPO Comments](#)
Subject: Campo vote
Date: Tuesday, April 24, 2018 10:44:29 PM

EXTERNAL email: Exercise caution when opening.

Hello,

My understanding is that CAMPO will be voting on allocation of \$440m in state grants and that the current plan devotes no funds to FM 620 between mansfield Dam and 183. We need funds immediately. It's already too late - don't let it get worse.

As someone who lives along this area of FM 620, I find this unacceptable and frustrating beyond imagination. This stretch of FM 620 is unbelievably congested and terribly frustrating on a DAILY basis, and weekends are actually worse than weekdays. There are several intersections that require waiting through 5 or 6 intervals of stop lights. How is this acceptable to anyone who plans transportation????

I also drive through Lakeway, where there are plans for improvements. The traffic in Lakeway is bad, but not nearly as bad as the intersections of 620+Anderson Mill and 620+2222. And I can tell you that there is no intersection in Lakeway that is as congested as the two named above. And its NOT EVEN CLOSE!!

Furthermore, on Sundays FM 620 in front of St Thomas Moore Church is IMPASSIBLE!!!! And its ****ALL DAY**** on Sunday, from 8am to 6pm.

As I said, weekends are FAR WORSE than weekdays on FM 620 south of 183. Maybe your metrics do not consider the weekends????

The roads already have a failing grade - how is this acceptable? Let's get a plan in place to rectify this situation.

Thanks,
Sherri Smetana

From: Dwight Smith
To: [CAMPO Comments](#)
Subject: prioritization of improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183:
Date: Monday, April 09, 2018 1:05:32 AM

EXTERNAL email: Exercise caution when opening.

Ask CAMPO by
EMAIL for prioritization of improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183

Thanks
Dwight Smith

From: Craig Smyser
To: [CAMPO Comments](#)
Subject: 620 Prioritization
Date: Monday, April 30, 2018 8:06:12 AM

EXTERNAL email: Exercise caution when opening.

Greetings,

Please take steps to prioritize the stretch of 620 from the Mansfield Dam to 183.

Regards,

Craig

Craig Smyser
Broker Associate
RE/MAX Capital City
512-650-7300 (mobile) ~ 512-735-7200 (direct)
512-331-6644 (office)
www.RealEstateInAustin.com
www.facebook.com/RealEstateInAustin
13018 Research Blvd, Suite A
Austin, TX 78750

From: Kelly Davis
To: [CAMPO Comments](#)
Subject: Comments on 2019-2022 TIP
Date: Monday, April 30, 2018 4:41:07 PM
Attachments: [image001.png](#)
[18.04.30 SOS Comments on 2019-2022 TIP.pdf](#)

EXTERNAL email: Exercise caution when opening.

Hello,

Please accept the attached comments on CAMPO's 2019-2022 TIP, submitted on behalf of Save Our Springs Alliance.

Thank you,
Kelly

Kelly Davis
Staff Attorney
kelly@sosalliance.org
(512) 477-2320 ext. 306
905 W. Oltorf St., Ste. A
Austin, Texas 78704
SOSAlliance.org



April 30, 2018

Capital Area Metropolitan Planning Organization
Transportation Policy Board
3300 N. Interstate 35, Ste. 630
Austin, Texas 78705
comments@campotexas.org

Via Email

Re: Comments on the 2019-2022 Transportation Improvement Program (TIP)

Dear Members of the CAMPO Transportation Policy Board:

Save Our Springs Alliance (SOS Alliance) offers the following comments on the 2019-2022 Transportation Improvement Program (TIP). SOS Alliance appreciates the opportunity to comment and the Board's consideration of these comments.

As always, SOS Alliance urges CAMPO to focus transportation dollars on equipping and expanding mass transit, bicycle, and pedestrian facilities. CAMPO should take into account land-use planning and support road improvements only where they are cost-effective and serve compact development patterns in preferred growth areas downstream of the Edwards Aquifer Recharge Zone. The primary goal of every regional transportation project should be to reduce Vehicle Miles Traveled (VMTs). Reducing VMTs is the only way to create a sustainable future that preserves the quality of our environmental resources and the region's quality of life, while making the best use of limited federal funds.

1. The TIP Should Include Funding for Implementing Transportation Demand Management Programs.

Although four entities submitted Transportation Demand Management (TDM) projects, the staff did not recommend that any of these projects receive funding. SOS Alliance urges the CAMPO Board to fully fund the proposals submitted by CAPCOG, Capital Metro, and the City of Austin. It is unclear to the public why these projects were rejected, given that TDM was identified by CAMPO as a specific category of projects for this TIP, and these three proposals received the highest possible "Planning Factor" score for this category (85 out of 85).

At the April 9 Public Hearing, Ashby Johnson attempted to explain this decision to the Board by stating that "the tool that we have available to us to analyze this category for you was not a perfect tool and needs to be reworked." But why should TDM program sponsors be punished because CAMPO does not yet have "the perfect tool"? Is there such thing as a "perfect tool" to evaluate transportation projects, and is striving for one the best approach given the fast-paced innovation in the transportation sector? How many future programs and

Austin's water watchdog since 1992

projects will fall victim to futile attempts to apply outdated criteria to new developments in transportation?

Although CAMPO staff did end up recommending \$200,000 for a study of TDM's effectiveness, this is not the best use of funds or time. We do not need another study about TDM. Three out of four of the proposals submitted to CAMPO are TDM projects currently on the ground that sought funding to continue or expand: CAPCOG's Regional Commute Solutions Program, MetroRideShare's Vanpool Program, and the Smart Trips Austin program. These programs have achieved success, and we should build on that success rather than cause further delay and expense on an unnecessary study. SOS urges the Board to fund the above proposals.

2. The TIP should include more mass transit, pedestrian, and bicycle infrastructure.

The recommended project list tilts heavily towards road projects. Of the fifty-eight projects recommended for inclusion, as divided into seven categories, thirty-six were roadway projects, while the remaining twenty-two are divided among the other six categories: ITS/Operations (nine- note that these projects also relate to roadways); Transit (one); Active Transportation (seven); TDM (zero); Studies (four), and Other (one). Further emphasizing CAMPO's prioritization of road projects is the funding allocations. The 36 roadway projects together account for \$347 million, about 87 percent of the amount of funding available.

Rather than awarding an ever-increasing amount of limited dollars to endless road expansion, CAMPO should invest in mass transit now to ensure that future supply meets demand. Since the dismantling of Lone Star Rail, it is more important than ever for CAMPO to take the lead in coordinating transportation planning that provides a range of choices for commuters beyond single-occupancy vehicle use. Yet the 2019-2022 TIP does not include any mass transit projects. This is unfortunate given the wealth of research showing that transportation patterns have shifted away from driving and towards greater use of alternative forms of transportation.

In addition, the number of projects to construct and improve bicycle and pedestrian facilities is miniscule compared to the number of road projects greenlighted in the 2019-2022 TIP. Of the seventeen "Active Transportation Project" proposals, only seven received funding. CAMPO should prioritize new and expanded pedestrian and bicycling facilities, as such projects can be a cost-effective manner to reduce congestion. This should begin with fully funding all seventeen of the Active Transportation Projects proposed in the 2019-2022 TIP.

3. More Must be Done to Address Flaws and Increase Transparency in the Project Selection Process.

CAMPO's new project-scoring approach is an improvement in enhancing public understanding of how decisions are made as to funding projects, but still demonstrates much discretion and undisclosed decisionmaking.

One of the most concerning defects in the project scoring and determination process is the short shrift given to transit and TDM projects, as discussed above. According to CAMPO's

2019-2022 Project Call, Project Selection Criteria (Nov. 2017), “the highest-ranking projects will be recommended based on eligibility and funding availability.” However, the Recommended Project List shows this did not occur for Transit Projects and TDM Projects. Both categories had three out of four submitted projects score high in Performance Measures, yet only one transit project got funding, and no TDM projects received funding.

By contrast, major roadway construction projects received favorable scoring. CAMPO’s scoring appears to inflate the value of adding travel (full-purpose) road lanes. Most or all projects involving adding travel lanes received a high score in the “VHT Savings” category (travel-time savings). In contrast, less costly projects that did not involve as much disruption and pavement poured, such as adding turn lanes or installing roundabouts at intersections, received scores in the zero to very low range in VHT Savings. This scoring methodology undervalues the effectiveness of low-cost, less environmentally adverse improvements to traffic congestion, while inflating the value of increased travel lanes—one of the most expensive and environmentally damaging approaches to traffic relief. Adding more lanes does not necessarily equal less traffic. This has been proven over and over again, most notably as a function of induced demand and secondary development. The scores reflect a bias towards road expansion in CAMPO’s methodology, and should be explored to determine the inputs that inform this bias, and whether they are justified.

Similarly, it is unclear how or whether the (considerable) costs of building and expanding roadways was factored into the cost-benefit analysis. According to the *Project Selection Criteria* (supra), the “Cost Benefit Analysis for Roadway Projects will be a combination of Travel Time Savings (25%) and Safety (25%).” But the Travel Time Savings appears to only consider benefits in terms of time saved. The Safety factor methodology does include a step to “combine with project cost category,” but there is no further mention of this category in the document. At any rate, it seems like the combined benefits of travel time savings and safety should be weighed against the cost, rather than the disjointed approach taken. The methodology is confusing and needs to be better explained, especially as it seems to skew towards higher scoring of major roadway projects.

Finally, to add even more uncertainty for the public, a blanket of all-encompassing discretion is thrown over the whole process with this statement preceding the Recommended Projects List: “The rankings were the primary foundation in the development of the project recommendations, however other factors influenced the final determination including, but not limited to, sponsor and funding eligibility, regional significance, potential conflicts with other transportation projects, concerns with project development status, or cost-effectiveness.”

There is no indication which of these factors affected which project. If decisions about projects were made based on one of these factors, that should be documented and the applicable factor identified, at least for the projects receiving high scores that were not recommended. Otherwise, the public has no way of knowing why a project that scored well was not recommended, further eroding public trust in the process. This broad caveat reduces any advances in transparency from the new scoring structure and allows for determinations to be made based on inappropriate factors without any public scrutiny. Anthony Gonzales, community outreach planner for CAMPO, stated that during the public comment period,

residents will be able to see which projects didn't make the cut and why.¹ But that is simply not true.

SOS urges the Transportation Policy Board to engage in a public discussion about the recommended project decisionmaking for this and future TIPs. The Board can do this by asking questions about specific projects at both the public hearing, when initial public input is given, and at the following meeting when a vote is taken on the TIP, after all public comments have been received. For future TIPs and Long Range Plans, SOS recommends that the Board consider long-term solutions, such as requesting that additional information be made available to the public on-line and in print about the projects that were selected or not, and why.

Thank you for your consideration.

Sincerely,

/s/ Kelly D. Davis _____

Kelly D. Davis, Staff Attorney
Bill Bunch, Executive Director

Save Our Springs Alliance

¹ Denney, Amy. *\$400M available for Central Texas transportation projects in 2019-22*, COMMUNITY IMPACT (Dec. 12, 2017).

From: John Sparks
To: [Doise Miers](#)
Subject: HAMILTON POOD ROAD SAFETY RECOMMENDATIONS Final.pdf
Date: Wednesday, April 25, 2018 11:08:13 AM
Attachments: [HAMILTON POOD ROAD SAFETY RECOMMENDATIONS Final.pdf](#)

EXTERNAL email: Exercise caution when opening.

Hi Doise,

This final document was presented to our HOA Board last night and they will include it as an item at our annual HOA meeting on May 12th.

The Board will take comments from our members for a week afterwards and make any changes (if any) they deem necessary.

It will then be placed as a resolution to be acted upon at a May 21st Board meeting and become an official statement to be distributed to other HOA's, governmental institutions and concerned groups and property owners.

Thank you for your attention and I look forward to working with you and CAMPO in the future.

John Sparks

Sent from my iPhone

HAMILTON POOD ROAD (HPR) SAFETY RECOMMENDATIONS

The following safety items are recommended as near-term improvements that need immediate attention to avoid vehicular collisions and off-road turnovers along HPR (CR 3238) between Hwy 71 and RR 12. They are not meant to be long term solutions to a rapidly growing need for a more viable long-term plan for HPR.

Left with five or more separate governmental institutions influencing the future of this scenic roadway (TXDOT, CAMPO, Travis County, City of Bee Cave and Austin-ETJ) we hope our recommendations will bring more consensus to some of the major safety issues affecting us all and we look forward to working with everyone to ensure they are addressed. After interviewing various property owners, home owner associations, non-profits and developers over the last year, the following recommendations are offered as a start toward opening such a discussion.

HIGHWAY ROADWAY WIDTH

It seems, after many interviews, that most people continue to want Hamilton Pool Road to remain the small country road winding through the scenic hill country environs leading to Reimers Ranch Park or Hamilton Pool Preserve. However, they also want more road safety improvements and less congestion as increased development pushes its way west.

At this time, the width of the roadway is just too narrow to safely navigate especially without shoulders and with no more than a narrow double wide yellow line separating one from on-coming cars and large trucks. We are having to maneuver around eight steep curves, four dangerous S-curves and six blind-spot hills in this 6.8-mile roadway between Highway 71 and Ranch Road 12.

For most, their first choice would be widening the shoulders on both sides of this two-lane road by 8-10 feet and separating the center double yellow lines by 3-4 feet to provide a margin of safety against head-on collisions. They would combine these safety features with protective left and right turn lanes at dangerous intersections and all new commercial and residential developments.

This type of roadway would be safer than what we have now but would not solve the afternoon stacking problem that occurs when vehicles must turn left into their driveways. However, since there are only half the number of driveway cuts on the south side (32) of HPR as the north (62), it is not as critical as it would be if it were the reverse. The heavy afternoon traffic is more likely turning right and could utilize the proposed widened shoulders and/or well located protected right turn lanes.

A continuous 3-lane road with wide shoulders is another option that has been considered, which would provide a middle lane for left turns. However, there are reservations about how safe this would be with the restricted visibility issues around the many curves and hills and its potential, illegal use as a passing lane. A traffic analysis would need to be done and shown to be safe before this type of roadway would gain our approval. Long-term we need a plan that lowers congestions and increases safety for all.

One, Two, Three—Tight Spots

In our opinion, the three most dangerous locations along HPR are the areas centered around (1) Verde's Restaurant, (2) the two bridges crossing Little Barton Creek and (3) Bee Cave Elementary School.

1. **Verde's Restaurant** and the Southwest Trading Post are located together on HPR halfway through an S-curve about halfway between Highway 71 and RR 12. Verde's is very popular and attracts patrons coming from both directions and often has overflowing parking problems. There are no left or right turn lanes to accommodate the many cars frequenting the restaurant and the restaurant's parking spills out over their property into HPR's right of way. This can especially be dangerous at dark when a driver can't tell where the road way ends and the parking begins. Upon entering Verde's, traffic must slow down or come to a stop to turn left into their open gravel driveway which makes for a dangerous situation as other cars must do the same. Accidents at this location are sometimes the T-bone type and one resident remarked her son almost lost his life in an accident like this. We recommend special attention be given to adding both protected left and right turn lanes at Verde's with defined concrete curbing and clearly marked driveway cuts along with some speed reduction consideration.
2. **The two bridges** that cross Little Barton Creek on HPR also present a dangerous tight spot since there are no shoulders to depend on when making an almost ninety degree turn at full speed, as witnessed by the almost endless guardrail damage. We recommend very wide shoulders be added on both sides along with guardrails. Special attention should be given to adding a full-length concrete-guard median on both bridges as crossing over

the middle line now results in a head-on collision because there are no shoulders to escape toward. Even with adequate shoulders, one would hit the outside guardrail and be pushed back into on-coming traffic. Consideration should also be given to reducing the speed upon entering these bridges.

3. **Traffic** at Bee Cave Elementary School is already being directed by law enforcement during drop off and pickup hours of the day. The school is located near the intersection of HPR and Highway 71 which further constricts traffic flow due to the traffic light and large volume of cars turning in four directions. The morning traffic can backup a mile westward on HPR and sometimes more along Highway 71 in the evening. The roadway is already striped for three lanes but still needs more lanes to accommodate the heavy volume of traffic. We recommend adding an extra lane to each side making it a five-lane road in front of the school and reducing the speed accordingly.

Several other areas that should be considered for protected turn lanes are the Exxon Service Station, Star Hill Ranch, Sunset RV Resort, Madrone Ranch, Vistancia, Longhorn Skyway and Proof & Coopers.

Ditches and Guardrails

Ditches are necessary to carry rainwater off roadways and gravity flow downstream to catch basins or creeks. In HPR's case, much of the runoff ends up in Little Barton Creek and then eventually into Barton Creek.

Rainwater regenerates our aquifers but increased development creates more impervious surfaces, slowing the rate of regeneration and increasing the likelihood of downstream flooding. This can also lead to increased erosion and water quality contamination. Since downstream flooding can affect the safety of the two bridges crossing Little Barton Creek we would like to make sure the best available science and water quality protection standards are used for any road improvements and bridge planning or engineering going forward. If these bridges were to shut down, there would be no other way for traffic to get to Highway 71 and ultimately FM 620 and Bee Cave Road.

Primarily, guardrails are designed to keep vehicular traffic from running off the road or running into other vehicles. Guardrails along HPR are strategically placed but we believe more are needed at other steep drop offs and curves.

Road Surfaces

We believe there should be more "grip" given to the road surface around curves such as cut or ground surfaces that help prevent skidding or sliding in wet weather. Street pavement reflectors should continue to run the whole length of HPR and be replaced as they are lost, damaged or paved over. They are critical at night in this "dark skies" roadway.

Signage

TXDOT should post more speed limit signs, curve signs and install light reflective tape on guard rails all along HPR. In addition, several "no passing" signs should also be installed along this roadway to ensure that everyone knows it is a continuous no-passing highway from Highway 71 to RR 12. Several people have also recommended "no texting while driving" signs be posted.

Bike Lanes

As it stands, we really don't know if the majority of residents want bike lanes on HPR. But, without adequate shoulders, as it is now, HPR is an "accident waiting to happen". Adding bikes to the traffic mix increases the risk of car-to-bike and car-to-car accidents and could lead to continuous traffic hazards if large groups of cyclists came-out to ride the full length of HPR.

Likewise, if the majority favored bike lanes, a "shared-use" trail for hiking and biking, separated from vehicular traffic by green space and planned in concert with the Bee Cave Connectivity Plan and other regional trail plans is a much better solution and one that we would support.

Summary

These are but a few of many safety concerns neighbors now have while traveling Hamilton Pool Road. We feel we have broad community consensus on these near-term recommendations and would like to see them addressed as soon as possible. Although one developer prefers a four-lane roadway at this time, we don't believe it is warranted nor supported by anyone other than the developer. Long term we would like to see a comprehensive plan for HPR bringing together all those affected to make it happen.

Thank You,

John Sparks, Chairman, Transportation Safety Committee, West Cave Home Owners Association

Jsparks49@yahoo.com

April 24, 2018

From: John Sparks
To: [Campo](#)
Subject: Hamilton Pool Road (HPR) Safety Recommendations
Date: Thursday, April 19, 2018 12:35:30 PM

EXTERNAL email: Exercise caution when opening.

To Anthony Gonzales- updated copy of draft

Hamilton Pool Road (HPR) Safety Recommendations

The following Safety items are recommended as near term improvements that we think need immediate attention to avoid vehicular collisions and off-road rollovers along HPR (CR 3238) between Hwy 71 and RR 12.

They are Not meant to be long term solutions to a rapidly growing need for a more viable LongTerm Plan for HPR, which we strongly support.

Left with six or more separate governmental institutions influencing the future of this scenic roadway (TXDOT, CAMPO, Travis County, City of Bee Cave, Austin-ETJ and SWTCCD) we hope our recommendations will bring more consensus to some of the main safety issues affecting us all and we look forward to working with everyone to ensure they are addressed.

After interviewing various property owners, home owner associations , non-profits and developers over the last year, the following recommendations are offered as a start toward opening such a discussion.

- Highway Roadway Width

It seems, after many interviews, that most people continue to want Hamilton Pool Road to remain the small country road winding through the scenic hill country environs leading to Reimers Ranch Preserve or Hamilton Pool Park. However, they also want more road safety improvements and less congestion as increased development pushes its way west.

At this time, the width of the roadway is just too narrow to safely navigate, especially without shoulders and with no more than a narrow double wide yellow center line separating one from on coming cars and large trucks. We are having to maneuver around eight steep curves, four dangerous S-curves and six blind-spot hills in only 6.8 miles of roadway between Highway 71 and Ranch Road 12.

For most, their first choice would be widening the shoulders on both sides of this two lane road by 8-10 feet and separating the center double yellow lines by 3-4 feet to provide a margin of safety against head-on collisions.

They would combine these safety features with protective left and right turn lanes at dangerous intersections and all new commercial and residential developments.

This type of roadway would be safer than what we have now but would not solve the

afternoon stacking problem that occurs when vehicles have to turn left into their driveways. However, since there are only half the number of driveway cuts on the south side (32) of HPR as the north (62), it is not as critical as it would be if it were the reverse. The heavy afternoon traffic is more likely turning right and could utilize the proposed widened shoulders and/or well located protected right turn lanes.

A continuous 3 lane road with wide shoulders is another option that has been considered, which would provide a middle lane for left turns. However, there are reservations about how safe this would be with the restricted visibility issues around the many curves and hills and it's potential, illegal abuse, as a passing lane. A traffic analysis would need to be done and shown to be safe before this type of roadway would gain our approval.

Long term, we will need a plan that lowers congestion and increases safety for all.

One, Two, Three - Tight Spots

In our opinion, the three most dangerous locations along Hamilton Pool Road are the areas centered around: (1) Verde's Restaurant; (2) the two bridges crossing Little Barton Creek and (3) Bee Cave Elementary School.

(1) Verde's Restaurant and the Southwest Trading Post are located together on HPR halfway through an S-curve, about halfway between Highway 71 and RR 12. Verde's is very popular and attracts patrons coming from both directions and often has overflowing parking problems. There are no left or right turn lanes to accommodate the many cars frequenting the restaurant and the restaurant's parking spills out over their property into HPR's right of way. This can especially be dangerous at dark when a driver can't tell where the road ends and the parking begins.

Upon entering Verde's, traffic has to slow down or come to a stop to turn left into their open gravel driveway which makes for a dangerous situation as other cars must do the same. Accidents at this location are sometimes the 't-bone' type and one resident remarked her son almost lost his life in one like this.

We recommend special attention be given to adding both protected left and right turn lanes at Verde's with defined concrete curbing and clearly marked driveway cuts along with some speed reduction consideration.

(2) The two bridges that cross Little Barton Creek on HPR also present a dangerous tight spot since there are no shoulders to depend on when making an almost ninety degree turn at full speed, as witnessed by the almost endless guardrail damage.

We recommend very wide shoulders be added on both sides along with guardrails. Special attention should be given to adding a full length concrete-guard median on both bridges, as crossing over the middle line now results in a head on collision because there are no shoulders to escape toward. Even with adequate shoulders, one would hit the outside guardrail and be pushed back into on coming traffic. Consideration should also be given to reducing the speed upon entering these bridges.

(3) Traffic at Bee Cave Elementary School is already being directed by law enforcement during drop off and pickup hours of the day. The school is also located at the intersection of HPR and Highway 71, which further constricts traffic flow due to the traffic light and large volume of cars turning in four directions. The morning traffic can backup a mile along HPR and sometimes more along Highway 71 in the evening.

The roadway is already stripped for three lanes but still needs more lanes to accommodate the heavy volume of traffic. We recommend adding an extra lane to each side making it a five lane road in front of the school and reducing the speed accordingly.

Several other areas that should be considered for protected turn lanes are the Exxon Service Station, Star Hill Ranch, Sunset RV Resort, Madrone Ranch, Vistancia, Longhorn Skyway and Proof and Cooper's.

- Ditches and Guardrails

Ditches are necessary to carry rainwater off roadways and gravity flow downstream to catch basins or creeks. In HPR's case, much of the runoff ends up in Little Barton Creek and then eventually into Barton Creek.

Recently, the Texas Legislature authorized the formation of the SouthWest Travis County Conservation District, which HPR is located within. Water districts seek to help manage groundwater to ensure our aquifers remain usable over time. Rainwater runoff regenerates our aquifers but increased development creates more impervious surfaces, directly impacting the rate of regeneration. This can also lead to increased erosion, water quality contamination and downstream flooding.

Since downstream flooding can affect the safety of the two bridges crossing Little Barton Creek, we would like to make sure the best available science and water quality protection standards are used for any road improvements and bridge planning and or engineering going forward. If these bridges were to shut down, there would be no other way for traffic to get to Hwy. 71 and ultimately FM 620 and Bee Cave Road.

Primarily, guardrails are designed to keep vehicular traffic from running off the road or from running into one another. Guardrails along Hamilton Pool Road are strategically placed but we believe more are needed at other steep drop offs and curves.

- Road Surfaces

We believe there should be more 'grip' given to the road surface around curves. Such as cut or ground surfaces that help prevent skidding or sliding in wet weather.

Street pavement reflectors should definitely continue to run the whole length of HPR and be replaced as they are lost, damaged or paved over. They are critical at night in this 'dark skies' roadway.

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TXDOT should post more speed limit signs, curve signs and install light reflective tape on guard rails all along HPR. In addition, several 'No Passing' signs should also be installed

along this roadway to insure that everyone knows it's a continuous no passing highway. Several people have also recommended 'No Texting While Driving' signs be posted.

Bike Lanes

As it stands, we really don't know if the majority of residents want bike lanes on HPR. But, without adequate shoulders, as it is now, it just seems like an 'accident waiting to happen'. It increases the risk of a car-to-bicycle and car-to-car accident and could lead to continuous traffic hazards if large groups of cyclists came out to ride the full-length of HPR.

Likewise, if the majority favored bike lanes, a 'shared-use' trail for hiking and biking, separated from vehicular traffic by green space and planned in concert with the Bee Cave Connectivity Plan and other regional trail plans, is a much better solution, and one that we would support.

Summary

These are but a few of many safety concerns neighbors have while traveling Hamilton Pool Road. As first stated, we would like to see a comprehensive long term plan for HPR, bringing the neighborhoods, land owners, retailers, governing bodies and developers together to make it happen.

Thank You,
John Sparks, Chairman
Transportation Safety Committee
West Cave Estates Home Owners Association
[REDACTED] 4/18/2018

Sent from my iPhone

From: Darrell Spaulding
To: [CAMPO Comments](#)
Subject: North 620
Date: Wednesday, April 25, 2018 7:52:20 PM

EXTERNAL email: Exercise caution when opening.

I am absolutely amazed that nothing is going to be done with 620 between the dam and 183. Have you ever tried to commute along this route morning or evening?

Unbelievable!

Darrell Spaulding

From: Dude Spellings
To: [CAMPO Comments](#)
Subject: FM 620 Planning
Date: Tuesday, April 24, 2018 9:20:45 PM

EXTERNAL email: Exercise caution when opening.

My understanding is that CAMPO will be voting on allocation of \$440m in state grants and that the current plan devotes no funds to FM 620 between mansfield Dam and 183.

As someone who lives along this area of FM 620, I find this unacceptable and frustrating beyond imagination. This stretch of FM 620 is unbelievably congested and terribly frustrating on a DAILY basis, and weekends are actually worse than weekdays. There are several intersections that require waiting through 5 or 6 intervals of stop lights. How is this acceptable to anyone who plans transportation????

I also drive through Lakeway, where there are plans for improvements. The traffic in Lakeway is bad, but not nearly as bad as the intersections of 620+Anderson Mill and 620+2222. I have family that lives in Lakeway, so I know the area well and drive there often. And I can tell you that there is no intersection in Lakeway that is congested as the two named above. And its NOT EVEN CLOSE!!

Furthermore, on Sundays' FM 620 in front of St Thomas Moore Church is IMPASSIBLE!!!! And that is the church I go to, so I know this first hand. And its ****ALL DAY**** on Sunday, from 8am to 6pm.

As I said, weekends are FAR WORSE than weekdays on FM 620 south of 183. Maybe your metric do not consider the weekends????

Sincerely,
Robert Spellings, Jr.

From: John Sperling
To: [CAMPO Comments](#)
Subject: Funds Allocation for improvements to the Northern 620 Corridor
Date: Thursday, April 26, 2018 1:17:04 PM

EXTERNAL email: Exercise caution when opening.

To Whom it May Concern:

I am writing to request that funds be allocated for improvements to the Northern 620 Corridor. I've lived in Steiner Ranch since 2002, and have seen the incredible problems, accidents (including fatalities) and wasted time that failure to improve this stretch of 620 has caused. It's an outrage that sufficient road improvement has not occurred despite a massive increase in population and the building of Vandegrift high school in 2009 which has absolutely crippled access in both directions for the last 9 years.

We need improvements done now! Over 1.5MM man-hours are currently wasted per year at the intersection of 620 and 2222 alone, and the prediction is that in a few years that will double to 3MM man hours wasted per year. We pay tremendously high taxes to enjoy the privilege of living where we do, and the city and state have failed us by allowing this intolerable situation to continue.

Please allocate some of CAMPO's budget to alleviating this time-wasting and dangerous situation on the Northern 620!

Sincerely,

John Sperling



From: Lawrence Spinetta
To: [CAMPO Comments](#)
Subject: allocate money for northern corridor Ranch Road (RR) 620
Date: Thursday, April 26, 2018 8:11:38 AM

EXTERNAL email: Exercise caution when opening.

Please allocate money for northern corridor Ranch Road (RR) 620! The traffic is horrendous!
You can help a lot of people and improve the economy by investing in that area!

Thank you,
Lawrence Spinetta


Austin, TX 78732

From: Jim Stanley
To: [CAMPO Comments](#)
Subject: RM-620 Improvements Needed ASAP!
Date: Wednesday, April 25, 2018 5:19:16 PM

EXTERNAL email: Exercise caution when opening.

Hi CAMPO Team,

Due to the number of new apartments, schools, homes, businesses and traffic lights added over the last 5 years, the traffic on 620 from Mansfield Dam to 183 has become intolerable. The worst 2 intersections are at 2222 and Anderson Mill Road.

Please make widening 620 to 3 lanes each way a priority in the next year's budget and project planning. We live in the Canyon Creek neighborhood near Anderson Mill, and are tired of crawling from our neighborhood entrance to the HEB and Anderson Mill traffic lights from Noon to 7:00 PM. This 1 mile drive can often take 10 or 15 minutes, and there are multiple accidents due to motorists trying to get onto 620 from Foundation road or HEB.

By widening that section, 33% more cars could get through those lights simultaneously, and more safely.

Thank you in advance for prioritizing making this dangerous section of road safer for all of us!

Jim Stanley

e-mail: [REDACTED]

Mobile Phone: [REDACTED]

From: John Strockis
To: [CAMPO Comments](#)
Subject: Northern 620 (Mansfield Dam to 183)
Date: Tuesday, April 24, 2018 5:47:06 PM

EXTERNAL email: Exercise caution when opening.

I believe it is very important to prioritize funding for improvements to the Northern 620 (Mansfield Dam to 183) road segment. Many people depend on this route (more so than some of the other planned improvements) and it badly needs significant improvements.

Thanks,
John Strockis

From: Elizabeth Strohl
To: jose.campos@dot.gov; lynn.hayes@dot.gov; [CAMPO Comments](#); steve.adler@austintexas.gov; brigid.shea@traviscountytx.gov; Jimmy.Flannigan@austintexas.gov; Emily.Fankell@house.texas.gov; [Cynthia Long](#); alison.alter@austintexas.gov; ann.kitchen@austintexas.gov; mayorpowell@cedarparktexas.gov; sarah.eckhardt@traviscountytx.gov; gerald.daugherty@traviscountytx.gov; jeffrey.travillion@traviscounty.gov
Subject: Funds needed ASAP to 620 northern corridor.
Date: Thursday, April 26, 2018 2:00:59 PM

EXTERNAL email: Exercise caution when opening.

Hello all,

Please help us with the incredibly dangerous road congestion issues and direct funds to northern 620 corridor from Mansfield Dam to 183. It's scary and a traffic nightmare!

Thank you,
Elizabeth Strohl

From: Elizabeth Strohl
To: [CAMPO Comments](#)
Subject: Funds to 620
Date: Wednesday, April 25, 2018 9:28:09 PM

EXTERNAL email: Exercise caution when opening.

Please help us with the incredibly dangerous road congestion issues and direct funds to northern 620 corridor.
Thank you, Elizabeth Strohl

From: Neil.Swoyer@dell.com
To: [CAMPO Comments](#)
Subject: 620 Improvements
Date: Monday, April 23, 2018 8:46:02 AM

EXTERNAL email: Exercise caution when opening.

Dell - Internal Use - Confidential

The traffic on 620 has steadily increased over the last 20 years between 183 and 222 with very little improvement. We need to build an elevated freeway connecting to 45 extending over 2222 and returning to a 3 lane divided road South of 2222 in the same way 183 was elevated between I35 and Mopac in the 1990's. Ideally this would not have to be another toll road as we have an existing road there now. Something must be done as there accidents daily, most of which are not reported because they are "only" fender benders. We have had two of those in my family in the last 18 months.

Please do not continue to ignore this part of Austin.

Thank you,

Neil Swoyer

Sales Manager - US Central

Dell EMC | Dell Financial Services

Phone: [512 728 9376](tel:5127289376)

Neil.Swoyer@Dell.com

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From: Lois Tallman
To: [CAMPO Comments](#)
Subject: PLEASE Prioritize RM-620!!
Date: Monday, April 09, 2018 8:11:36 AM

EXTERNAL email: Exercise caution when opening.

Please put prioritization of improving RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183! This is a very unsafe area of roadway that needs to be addressed not only for relief of traffic but more importantly SAFETY!!! Please do the right thing for us in this part of the county.

Sincerely,

Lois Tallman

From: Brandy Teague
To: [CAMPO Comments](#)
Subject: FM620 improvements
Date: Wednesday, April 25, 2018 7:24:37 AM

EXTERNAL email: Exercise caution when opening.

The level of service at RM620 and 2222 has been beyond poor for quite some time. It takes ~40 minutes to get from Quinlin at 620 to around the 2222 corner (620/2222 interchange) toward Vandergrift during rush hour. That is if there is not a wreck during rush hour. This area has long been ignored as most the residents fall within Travis County, but a large portion of residents and businesses fall within the City of Austin's jurisdiction. There is no relief in site for the congestion. This area is still growing with no real plans to address traffic issues. There are no alternative transportation options and no other route for residents to drive into the City of Austin to work. Sitting not moving moving on 620 between the dam and 2222 also increases air pollution. Getting the cars moving so they are not sitting on 620 idling should be a top priority.

RM 620 corridor in West Austin is one of the most congested roadways in the metropolitan area; this has been exacerbated by the topographically constrained nature of the corridor and significant growth in residential and business development. Significant growth in the NW and SW areas of Austin add to the traffic congestion because of RM620's status as the only major north-south connector in West Austin. The RM-620 / FM-2222 intersection has become a particular bottleneck due to its similar status as the only major east-west corridor tying together RM 620 with the city center.

TXDOT projects that the "level of service" along major stretches of RM 620 and the adjoining FM 2222, already in a "failing" state, will continue to worsen in coming years with the consequence of wasted hours and reduced mobility.

Thank you,
Brandy Teague P.E., LEED AP

From: Gameing reviews Behind the scenes
To: [CAMPO Comments](#)
Subject: FUNDS NEEDED NORTHERN 620 CORRIDOR
Date: Thursday, April 26, 2018 3:25:35 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I am writing for two reasons:

1. I am extremely concerned and quite bewildered as to why you think it not necessary to fund any improvements to the Northern 620 Corridor. There have been multiple fatalities in this area. This alone should be reason enough to compel you to fund improvements. This area also serves 1,000's of people. The very people who pay taxes and pay your salaries. To not serve these people with their dollars is something I do not understand.
2. I am begging you to PLEASE PLEASE PLEASE FUND NORTHERN 620 CORRIDOR.

Best,

Rebecca Temple

From: Erik Tennyson
To: [CAMPO Comments](#)
Subject: RR620
Date: Wednesday, April 25, 2018 9:03:41 PM

EXTERNAL email: Exercise caution when opening.

I want you to vote for funds for northern RR620, from Mansfield dam to 183. Its time to act and stop ignore a major issue for travelers, residents and business. The recommended future plans are NOT enough, vote for funds for the northern RR 620 corridor.

Regards,
Erik Tennyson
Steiner Ranch resident

From: Angelica Thomas
To: [CAMPO Comments](#)
Subject: Need funds allocated to the northern 620 corridor
Date: Wednesday, April 25, 2018 6:11:08 AM

EXTERNAL email: Exercise caution when opening.

Hello CAMPO.

I am writing to give my input on the current plans for RM620. I heard that you have agreed to funding work on 620 in Lakeway (from 71 up through Lakeway) to add an additional lane and raised median. And I heard you are not funding any work to be done on the MOST CONGESTED part of 620. Can that really be true? We ALL know that 620 is a nightmare from Quinlan Park Road north up to Anderson Mill. It isn't a secret. It is impossible to go anywhere.

I want to give you an example. I am an engineer at NXP semiconductors. We have two offices in town. One is located at 6501 W William Cannon Dr. It is 23.5 miles from my house and when I drove there twice a couple weeks ago, it took me about 40 minutes in the heart of rush hour. This drive took me on 620 from Quinlan Park road all the way through Lakeway to 71 (then on 71/southwest parkway). This was driving through all the stoplights and being on 620 for 10.8 miles.

My normal commute is to the NXP semiconductors at 3501 Ed Bluestein (east Austin). It is almost the exact same distance of 25.8 miles however it takes me at least 75 minutes!!!!!! That is 75 minutes vs. 40 minutes! And it includes driving on 620 for only 2.1 miles vs. 10.8 miles. This 2.1 miles on 620 and the 1.7 miles on 2222 are the ONLY congested part of my drive. These 3.8 miles from Quinlan/620 to McNeil Drive/2222 take 30-45 minutes EVERY DAY from about 7am until 9am. In that same amount of time (40 minutes), I can drive 10.8 miles on 620 going through Lakeway plus an extra 12.7 miles on Quinlan/71/Southwest Parkway! Doesn't that sound crazy that you are funding a stretch of road that really doesn't have an issue but won't fund the 2.1 miles of 620 that really has an issue? I understand there will be a bypass built from 620 to 2222 but that is going to drop everyone off on 2222 at a busy intersection so now we will just all sit on the bypass in the morning instead of on 620.

Also I am sure you are aware of all of the fatalities we have had on 620 and 2222 in our section. They have been horrible. My children are young and I will likely move out of this area when they get to be driving age due to the safety issues.

We desperately need YOUR help. Please help us. We have had so many friends who have moved away to Lakeway or Dripping Springs or Riverplace solely for the purpose of avoiding the stretch on 620 from Quinlan to 2222 and from 620 to McNeil Drive.

Please fund work on 620 from Quinlan to 2222 at a minimum. To do it correctly, you would fund 620 from Quinlan to Anderson Mill. 620 in Lakeway does not need improvements as evidenced by my times listed above.

I invite you to come drive into Steiner Ranch any weekday (especially Monday to Thursday since people are frustrated and just work from home on Friday). Leave Steiner between 7:15am and 8:30am to really see how traffic is and attempt to drive to Vandegrift high school. Our poor kids are zombies by the time they arrive at school after sitting in the stop and go traffic. Then drive from Steiner all the way through Lakeway another day. It will be obvious that you are wasting money by funding the wrong thing.

I also invite you to view GoogleMaps every morning and evening during rush hour. I looked last night and 620 in Lakeway had a tiny stretch of light red listed at going 18 mph. Whereas 2222 and 620 were dark red with speeds of 7-8mph along the whole thing. I am happy to collect screenshots of times or speeds for a week if that would help your decision. Please let me know.

Thank you.

Angel Thomas

[REDACTED]

Austin, TX 78732

[REDACTED]

From: mangala thudi
To: [CAMPO Comments](#)
Subject: Expanding 620 upto Hwy 183
Date: Monday, April 30, 2018 10:16:29 AM

EXTERNAL email: Exercise caution when opening.

Hello,

I am Steiner Ranch resident and request for the expansion of 620. The traffic situation is very bad on this corridor during business hours especially in the AM & PM. Mostly, stuck on this corridor upto atleast half an hour before I can make a right on FM 2222. It is high time to find a solution for traffic congestion on 620 corridor near fourpoints.

Thanks,
Mangala

From: Nicole Tran
To: [CAMPO Comments](#)
Subject: We need funds for RR 620/2222 corridor
Date: Wednesday, April 25, 2018 6:28:11 PM

EXTERNAL email: Exercise caution when opening.

Please, please support the funding for 620/2222 corridor. The infrastructure does not support the traffic flow in the area. We are in dire need of immediate help! Too many lives and accidents occurred too much in this area! Very simple adjustment can be made by adding a dedicated lane on 620 to turn onto 2222. The middle turning lane needs to be addressed who can turn left or right because people are using the middle lane to bypass traffic. There need to be a safe exit from Walgreens/ Wellsfargo to RR 620 bc of the congestion.

These simple adjustments can make huge impact!

Thank you,
Nicole Lothliam-Tran, PharmD
Sent from my iPhone

From: Nettie Trinh
To: [CAMPO Comments](#)
Subject: Allocate funds to the Northern 620 Corridor
Date: Thursday, April 26, 2018 8:39:28 AM

EXTERNAL email: Exercise caution when opening.

Please allocate funds to the Northern 620 corridor.

I commute through the Four Points 2222/620 and 2222/Riverplace corridor every day from West Austin to Downtown. This 1 mile stretch adds an hour to my commute every day.

With new condos/apartments in development, we do not have the roads to support the growth.

HELP!

-Jeanette Trinh

From: John Turner
To: [CAMPO Comments](#)
Subject: 620 Corridor
Date: Monday, April 30, 2018 4:53:12 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I am writing to bring awareness to the significant issue that is the 620 corridor, particularly the northern section that I understand is not in line for any funding anytime soon. The road was not designed to handle the growth in western Travis County and is a problem from both a mobility and safety perspective.

Sincerely,

John Turner, CFP®

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From: Anu Varanasi
To: [CAMPO Comments](#)
Subject: Funds for 620
Date: Monday, April 30, 2018 11:59:19 AM

EXTERNAL email: Exercise caution when opening.

Please considering allocation of fund to expand RM 620 .

Sent from my iPhone

From: Gautam Vaswani
To: [CAMPO Comments](#)
Subject: Funds for Northern 620 corridor
Date: Saturday, April 28, 2018 6:32:39 PM

EXTERNAL email: Exercise caution when opening.

Please allocate funds for the Northern 620 corridor. It is not fair for kids commuting an hour 30 minutes each day to go to school 10 miles away.

Thanks,

Gautam Vaswani
Resident - Steiner Ranch



From: Rodrigo Vazquez Serna
To: [CAMPO Comments](#)
Subject: funding RM-620 between US-183 and Mansfield Dam
Date: Tuesday, April 10, 2018 12:43:40 PM

EXTERNAL email: Exercise caution when opening.

Please include funding to improve traffic in RM-620 between US-183 and Mansfield Dam.

Regards,

Rodrigo Vazquez

From: dana verna
To: [CAMPO Comments](#)
Subject: Please help...
Date: Monday, April 09, 2018 11:49:20 AM

EXTERNAL email: Exercise caution when opening.

I have lived in Steiner Ranch for about 11 years now. From my house in Steiner to FM 2222, which is about 4 1/2 miles takes around 20 minutes to reach, in traffic. They are building more condos at the top of Steiner, which will increase traffic. However, the most important reason that we need more lanes each way on 620 from Mansfield Dam to HWY 183 is to help reduce the amount of accidents there are. Please put this on the list so it can at least be discussed.

Thank you,
Dana Verna

From: Linda Vezina
To: [CAMPO Comments](#)
Subject: Northern 620 corridor needs HELP bigtime
Date: Monday, April 30, 2018 8:57:28 AM

EXTERNAL email: Exercise caution when opening.

Good morning,

I am reaching out with concerns/feedback about the current state of the 620 from Mansfield Dam across Four Points and to Anderson Mill or so.

I understand that with growth comes traffic and that is a problem that will take years to "fix". My major concern is how dangerous it is to drive the 620. We desperately need medians to separate the 2 directions of traffic. This has shown to drastically reduce the amount of fatal accidents in other states (that have added medians). I'm also concerned with the lack of signage on 620 notifying drivers of the actual speed travelling towards Lakeway from Steiner Ranch.

In a few short years, my children will be driving this incredibly dangerous stretch of road to get to high school **DAILY. Brand new drivers** having no choice but to drive the 620 gives me serious anxiety. Honestly, people are dying and this need to be addressed. Again, I'm not pressuring for traffic help at this time, I just really need it to be safer.

I have also spoken to 2 different officers with TCSO that have told me that they are unable to pull people over for texting and driving because unlike the local city ordinances in Austin & Lakeway, the Texas State laws that they enforce does not include a harsh penalty for texting and driving. This is important because distracted driving is a major cause of accidents and lack of engineering controls (medians) are why they are so severe.

Please consider the median idea for this area. We have 100's of kids that drive to school daily along this very dangerous road.

Thank you for your time in reviewing this!

Sincerely,
Linda Vezina
78732

--

Linda Vezina
Membership Director
West Austin Chamber of Commerce
www.westaustinchamber.org
(512) 981-9301

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From: Linda Vore
To: [CAMPO Comments](#)
Subject: 620 Improvements
Date: Sunday, April 15, 2018 12:59:23 PM

EXTERNAL email: Exercise caution when opening.

I am writing to ask for your help in prioritizing the improving of RM-620 into a divided 6-lane highway north of Mansfield Dam to US-183. It is imperative that we provide the necessary attention to this NOW, during the April projects input window.

As a mother of two driving teenagers, I am concerned for their safety and all the local residents on a daily basis. The development of NW Travis County has grossly outpaced the infrastructure and it has resulted in long commutes and more importantly, a deadly driving situation for many. It has reached the point that many of our friends and neighbors have chosen to leave the area just because of the roads and related safety concerns. There was one week earlier this year, that 620 between 2222 and Quinlan Park road was shut down 3 times in one day for serious collisions. This was the same week that there was a fatality involving a biker riding near Mansfield Dam. Many teens in the area have elected to NOT get their drivers license for fear of driving these roads and parents live in fear each day when their family is simply driving to/from work or school. I don't see how this problem can be ignored any longer.

Any assistance you can provide in making this a priority would be greatly appreciated.

Best regards,
Linda Vore

From: A S Warinner
To: [CAMPQ Comments](#)
Subject: Fw: Request To Engage RE: 620 Road Improvement Funding Initiative
Date: Wednesday, April 25, 2018 10:22:12 PM

EXTERNAL email: Exercise caution when opening.

roads lag residential development by decades

warinner [REDACTED] 78732 [REDACTED]

From: steinerranchtx@yourcommunitybulletins.com <steinerranchtx@yourcommunitybulletins.com> on behalf of Steiner Ranch HOA
<steinerranchtx@yourcommunitybulletins.com>

Sent: Wednesday, April 25, 2018 5:26 PM

To: a s warinner

Subject: Request To Engage RE: 620 Road Improvement Funding Initiative



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Please click [HERE](#) to visit the Steiner Ranch web site.

From: A S Warinner
To: [CAMPO Comments](#)
Subject: N 620 corridor
Date: Wednesday, April 25, 2018 10:03:38 PM

EXTERNAL email: Exercise caution when opening.

I want funds allocated devoted spent to move this road toward the standard it needs...

warinner [REDACTED] 78732 [REDACTED]

From: Julie Warren
To: [CAMPO Comments](#)
Subject: Fund Allocation for Northern 620 Corridor
Date: Sunday, April 29, 2018 10:41:12 AM

EXTERNAL email: Exercise caution when opening.

Campo Texas,

Please allocate funds for improvements on the Northern 620 Corridor. As a daily commuter I have witnessed the increased traffic and frequent accidents on 620. I will soon have a teenage driver who will be driving on that stretch of road. Northern 620 is in desperate need of funding and improvement for the safety of our community. Please make it happen.

Sincerely,

Julie Warren

From: [REDACTED]
To: [CAMPO Comments](#)
Subject: 620 Road Improvements
Date: Monday, April 30, 2018 1:07:29 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I understand CAMPO is meeting May 7th to discuss funding for road improvements for 620.

I would like to voice my wish for funds to be allowed to the north 620 corridor.

We moved to Steiner Ranch in 2006 and the road systems in our area have not kept up to the explosive growth in commercial, retail and residential development since then.

Too many accidents and traffic flow congestion bogs the whole corridor down.

Thank you.

Kathy Weir

From: Dawn Weisman
To: [CAMPO Comments](#)
Subject: Improve RM-620
Date: Monday, April 30, 2018 9:31:52 AM

EXTERNAL email: Exercise caution when opening.

Please make improvements to RM-620 so that it is a divided 6-lane highway north of Mansfield Dam to US-183. The traffic is awful and will just get worse with continued construction in the Four Points area.

thanks,
Dawn Weisman
Steiner Ranch resident

From: Steve Welch
To: [CAMPO Comments](#)
Subject: PLEASE PRIORITIZE IMPROVING RM-620 TO A DIVIDED 6 LANE HIGHWAY NORTH OF MANSFIELD DAM TO US-183 IN THE SAMPO 2019-2022 TRANSPORTATION IMPROVEMENT PLAN.
Date: Monday, April 30, 2018 8:12:16 AM

EXTERNAL email: Exercise caution when opening.

The worst part of 620 is between Steiner Ranch and 183 will be in a failing state even after the 620/2222 improvements. 620 was ranked the #1 cited roadway needing public improvement by both Travis and Williamson county. It makes no sense that the \$400M ear-maked is not going to improving this vital roadway system.

PLEASE PRIORITIZE IMPROVING RM-620 TO A DIVIDED 6 LANE HIGHWAY
NORTH OF MANSFIELD DAM TO US-183 IN THE SAMPO 2019-2022
TRANSPORTATION IMPROVEMENT PLAN.

[Steve Welch](#) | Founder & Chairman
Dreamit
p: 610.608.3188 | e:steve@dreamit.com

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From: Matthew Wells
To: [CAMPO Comments: Wells, Barbara](#)
Subject: Northern 620 (Mansfield Dam to 183)
Date: Wednesday, April 25, 2018 1:07:23 PM

EXTERNAL email: Exercise caution when opening.

This area suffers from high traffic, congestion, high fatality rates and failing grades from roadway studies. I understand that the folks (myself included) who live in this area are not in the heart of downtown, but don't we deserve decent infrastructure?

Frightening driving my kids around in these conditions. Had a metro bus pass me in the turn lane going 60 just before the Four Points 620 intersection. Obviously they were frustrated by the ridiculous backup in traffic. These types of events will continue to happen and cause fatalities unless we improve the roadways.

Please Help,

Matthew Wells

--

Matthew Wells
Managing Partner
Financial Planning and Asset Management
[Greenbelt Investment Advisors, LLC](#)

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From: Bob West
To: [CAMPO Comments](#)
Subject: Northern 620 Corridor
Date: Friday, April 27, 2018 10:29:22 AM

EXTERNAL email: Exercise caution when opening.

Please allocate funds for expansion of the Northern 620 Corridor. The best solution is to extend Tollway 45 from 183 to Hwy 71 in Bee Cave. This must be done IMMEDIATELY, regardless of cost.

Bob West, CPA

West, Davis and Company

512.922.8809

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From: Morgan Briscoe
To: [CAMPO Comments](#)
Subject: 620 Change input from leaders of the West Austin Chamber of Commerce
Date: Monday, April 30, 2018 4:46:41 PM

EXTERNAL email: Exercise caution when opening.

Hello,

My name is Morgan Briscoe and I am the President of the West Austin Chamber of Commerce. On behalf of our Board of Directors, I am writing with you to express our concern with the continued traffic and safety concerns of the northern 620 corridor in Western Travis County.

I spoke at your April 9th meeting as well as provided input at the April 25th public input session at the Austin Area Metro Transportation Planning Process Federal Certification Review. Both discussions were to express our concerns from a safety, business and personal perspective regarding the 620 corridor, from Mansfield Dam to 183.

The congestion and accidents on 620 are impacting the way people live and the way people do business in this part of town. We've heard repeatedly from our members, friends and neighbors how they will not travel on this corridor during particular times of day or in adverse weather conditions. Nearly all decisions regarding travel to work and local businesses are made with this roadway in mind. People often avoid the road altogether, which as you can imagine, negatively impacts our local businesses.

Additionally, residents and business are making the decision to move out of the area because of traffic and safety concerns. Many refuse to move to the area entirely. 620 serves as a main corridor in our chamber and community and there is rarely a day that goes by that this road is not temporarily shut down due to a fender bender, or even worse, fatality.

Particular stretches of roads and intersections are especially concerning for safety reasons. The stretch of open road from Mansfield Dam to Steiner Ranch Boulevard has high speeds, no posted speed signs and no median to prevent head on collisions. The stretch between Steiner Ranch and 2222/620 intersection is a frequent source of serious accidents as people drive down the center lane to avoid traffic and attempt to pull into poorly marked and unsafe business driveways. And daily backups at Anderson Mill/620 intersection often wreak havoc during business hours.

It is well documented among TxDOT and our public officials that the Northern 620 corridor receives a failing grade and will continue to do so even after the addition of the scheduled bypass. Yet attempts to bring additional safety measures or a long term plan for the traffic for this road seem to result in little action and in many cases, finger-pointing. We are currently working with local citizens and organizations to communicate through the proper channels and have their voices heard in the political process. But the natives are becoming restless.

We can not accept the current conditions of the northern 620 corridor as status quo. While funding may not be immediately available, changes to SAFETY measures including the addition of cable or other barriers, changes to highly unsafe businesses entrances (such as the Walgreens at 2222/620) ARE. We believe that reducing the number of accidents, first and foremost, is an important step in impacting the traffic and reducing the frustration among area businesses and residents. Funding for these improvements within the current roadway must be a priority-- and nothing should come at the expense of human life.

We are hopeful that the entities, communities, political leaders and organizations that have jurisdiction in the northern 620 can come together and put together both a short and long term plan to address the issues of northern 620 from BOTH a safety and traffic stance. Our organization would be thrilled to provide input and/or have a seat at the decision making table with regards to this highly traveled, highly unsafe and critical roadway as the people who are impacted each and every day.

I'm hoping that we can provide our members and neighbors with an update as to when next the next discussions of safety improvements and long term plans will be discussed among entities. We will continue to press forward through various channels to express our need for safety and traffic improvements in this northern corridor until we come to some sort of resolve.

Please contact me with any feedback, opportunities to move safety and traffic improvements forward, and any other thoughts on this important and relevant matter to so many of us in your transportation region.

Thanks for your time.

Sincerely,
Morgan Briscoe and the West Austin Chamber of Commerce Board of Directors

--

Morgan Briscoe

President

[West Austin Chamber of Commerce](#)

Main: (512)551-0390

Mobile: (512)413-6112

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From: Bob West
To: [CAMPO Comments](#)
Subject: 360
Date: Tuesday, April 17, 2018 1:08:48 PM

EXTERNAL email: Exercise caution when opening.

Construct overpasses at all intersections on 360 and add frontage roads. Toll is preferred.

From: Jennifer Wilson
To: [CAMPO Comments](#)
Subject: Fund north 620
Date: Tuesday, April 24, 2018 9:28:48 PM

EXTERNAL email: Exercise caution when opening.

Please fund north 620 road rebuilding and traffic improvement efforts. It take high schoolers an hour to get to school at Vandergrift and the fatalities are stacking up.

Sent from my iPhone

From: [REDACTED]@gmail.com
To: [CAMPO Comments](#)
Subject: Improving RM 620
Date: Tuesday, April 10, 2018 6:11:18 PM

EXTERNAL email: Exercise caution when opening.

Hi, I have just been made aware that funding is not in place yet to improve RM-620 between HWY 183 and Mansfield Dam? I thought this was approved last year? Anyway, I'd like to request (BEG) that this stretch of road become a priority to you guys. We need a divided 6-lane highway from US-183 out to near the Mansfield Dam! Traffic at the 2222/HWY 620 intersection is TERRIBLE. So many wrecks along that stretch of road.

Please help us!!

Sandra Winans

From: Kevin Witt
To: [CAMPO Comments](#)
Subject: Fwd: {EXTERNAL} RM-620 expansion is needed urgently
Date: Monday, April 30, 2018 8:21:11 AM

EXTERNAL email: Exercise caution when opening.

CAMPO officials,

I know you've heard a lot from many of my deeply frustrated neighbors about the sorry state of "northern" 620 (from Mansfield Dam to 183) and the lack of government action for decades. Please consider this email a "+1" for those many emphatic pleas for help.

I'd ask that you factor in to your decision process the singularly unique nature of 620 - that it is the *ONLY* road that tens of thousands of people can use to get around. I know there are other congested roads and intersections in Austin. But, you can drive around them. We can't. The geography of our area makes this a vital artery that you simply can't avoid. We're entirely dependent upon it. We - who collectively pay twice the local average in property taxes - are expected to indefinitely tolerate the absolute worst and most dangerous infrastructure in the entire metro area.

Additionally, I'd really appreciate it you could review this email thread below between me and Brigid Shea and Jimmy Flannigan. I think it is a great example of how confusing this issue is to all of us here in western Travis County. They're effectively saying that they couldn't do anything - but I've seen the responses you've sent to many of my neighbors saying that no one applied to you for help. Who is right and who is wrong? Whose responsibility was it to apply for help? We'd like to hold those elected officials accountable, naturally.

From a laypersons perspective, this persistent unaddressed problem looks like benign neglect or bureaucracy-in-action at best, and hostility towards constituents and near criminal dereliction of duty at worst. Help us understand the truth of the situation so we can take the right civic action and participate in the process constructively and effectively. We'd like to make sure we're barking up the right tree!

It is imperative for the survival of our community that 620 be fixed as soon as possible.

Thanks for your attention,
Kevin Witt

----- Forwarded message -----

From: **Flannigan, Jimmy** <Jimmy.Flannigan@austintexas.gov>
Date: Sat, Apr 28, 2018 at 1:58 PM
Subject: Re: {EXTERNAL} RM-620 expansion is needed urgently
To: Kevin Witt [REDACTED]

Thanks for emailing! We've already had one meeting with TxDOT and they said they were not ready to submit our part of 620 regardless of the City or County wanting it. They submitted the other end because it was "simpler" and could begin construction faster. We are meeting with them again soon and will be pushing hard to get our end of 620 included in the next

round of projects, which is supposed to begin at the end of this year.

And I'm probably the only elected official that routinely drives on this end of 620! I know first hand how messed up 620 is. It's why we got the bypass road at 2222/620 funded through the City's mobility bond in 2016, even though Steiner doesn't have to pay the taxes for city bonds. And we will work hard to get the rest of the corridor fixed too!

Council Member Jimmy Flannigan | District 6

City Hall [301 W Second St | Austin, TX | 78701](#)

Phone 512.978.2106 | **Pronouns** he/him/his

jimmy.flannigan@austintexas.gov | www.atxd6.org

From: Kevin Witt [REDACTED]
Sent: Tuesday, April 24, 2018 1:33:35 PM
To: Brigid Shea
Cc: Comm2; Flannigan, Jimmy
Subject: Re: {EXTERNAL} RM-620 expansion is needed urgently

Thanks again for continuing to engage on this important topic.

Our neighborhood association has told us that CAMPO won't do anything for this stretch of road because no application was received. It wasn't even up for discussion. We're reliant upon you to represent our interests given that we primarily fall into the Austin ETJ and have no other voice in government. We're forbidden from organizing into a city or creating any kind of entity that would allow us to make land development restrictions or float bonds for infrastructure (other than water through Travis County Water District #17).

Why have neither of you submitted an application for this road that is the ONLY exit from our community? It has become a moat around our community. And, if you have submitted an application, please share that information so I can correct the record with our HOA and CAMPO. We're all frustrated.

Thanks again,
Kevin Witt

On Thu, Apr 19, 2018 at 7:09 AM, Brigid Shea <Brigid.Shea@traviscountytexas.gov> wrote:
Kevin thanks for following up. Fixing problems on 620 is a top priority for both councilmember Flannigan and me. I was never contacted by the reporter and Jimmy was misquoted. What he meant by that comment was neither the City nor the county was contacted by TXDOT about matching funds for your portion of 620. When TXDOT was

asked why they hadn't made plans to work on that portion of 620 they said the reason was that there was no matching funds. Jimmy was clarifying that TXDOT never reached out to us and asked for matching funds. We are both working very hard to address the concerns as we have attended many forums and we are very aware of the problems. It's unfortunate that the paper mischaracterized the issue this way. Please help us correct the record with your friends and neighbors.

Best,
Brigid Shea

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On Wed, Apr 18, 2018 at 6:13 PM -0500, "Kevin Witt" [REDACTED] > wrote:

Commissioner Shea -

I appreciate you taking the time to personally respond and share these next steps you've mentioned.

However, I have to admit I'm having trouble trusting the process after reading your and Jimmy Flannigan's quotes in the Statesman last week saying that your offices have not been contacted about this topic and you haven't heard much about it. As someone who has personally emailed you in the past and attended several community forums where hundreds of people have complained for years, I find that very difficult to believe.

And even if that WERE the case, isn't it your responsibility to already know that your own constituents are stuck in an artificial and worsening gridlock that is not only unpleasant and bad for property values and commerce - but actually dangerous? If this isn't on your priority list to be proactive about, what in the world is?

\$450 million being spent on roads in the Austin area and not a dime on the northern section of 620. A road that is not only a major artery but actually the *only* way for tens of thousands of people to get around. There are no other choices - making it uniquely important to function adequately. And new development - much of it high density - is happening all along it on a daily basis.

Please take another look at this situation. It is a crisis and we have a right to mobility. It truly requires your urgent attention and advocacy.

Thank you for your consideration,
Kevin Witt

On Wed, Apr 18, 2018 at 11:55 AM, Brigid Shea <Brigid.Shea@traviscountytx.gov> wrote:

Kevin,

Thank you for sharing your concerns regarding needed safety improvements along 620. Our office is currently coordinating with a number of stakeholders to identify opportunities to expedite action. We will be meeting with TxDOT representatives and Councilmember Flannigan's office this afternoon. Following that, we will pull together a larger meeting with TxDOT, local elected officials and neighborhood representatives to determine what action can be taken to address the concerns that have been raised.

Thank you for your civic engagement on this issue – hearing the voices of residents who travel the road on a daily basis is crucial in raising the profile of the problem and accelerating the pace of work to remedy it.

Best,

Brigid Shea

Travis County Commissioner

Precinct Two

From: Kevin Witt [REDACTED]
Sent: Tuesday, April 10, 2018 6:57 AM
To: Brigid Shea <Brigid.Shea@traviscountytexas.gov>
Subject: {EXTERNAL} RM-620 expansion is needed urgently

As a 20-year resident of the Steiner Ranch community in western Travis County, I am writing to express my extreme concern and frustration with the lack of action taken on the woefully inadequate (and degrading by the day) transportation infrastructure in our part of town... specifically our main (and only) artery - RM-620.

We simply cannot get from point A to point B in the Four Points/Steiner Ranch/River Place area. What should be a short drive to the grocery store can take 30 minutes. The morning drive (6 miles) to Vandegrift High School can take 45 minutes. An emergency trip to the hospital can take an hour if you have the bad luck for it to happen in the 4-5 hours of rush hour gridlock we experience every weekday - especially during the school year.

It isn't mysterious why this is happening. RM-620 is not only Austin's western loop and therefore in need of being upgraded to a freeway (all the way from 71 to 183) - it is the ONLY road we have. There are no alternative routes. I've read that there is no upgrade being considered between

Mansfield Dam and 183. That is incomprehensible and unacceptable.

Despite being one of the consistently fastest growing parts of one of the fastest growing cities in America - absolutely nothing has been done to 620 in the two decades I've lived here. Why? We still have stop-light congested rural roads in all the places where we should have highways and overpasses. Just as it was before there were tons of people and businesses out here (which substantially expanded the tax base I might add - and all pay more than their fair share compared to city/county/regional averages).

You would think the scary wildfire and messy evacuation we had 7 years ago (where over 20 homes burned down and a police officer tragically died) would've served as a wake-up call. Or the consistent stream of road-closing fatality accidents. But no, still no action.

It is hard to understand the combination of budgetary and environmental excuses that could cause local government to be completely OK with apartment complexes and retail developments going up over and over and over again - generating all that extra revenue - but it somehow NEVER being appropriate to expand roads or build a single overpass.

Consider that the Leander ISD school district that serves our area has calmly and competently done a great job building infrastructure ahead of demand while also raising quality. We've added 2 high schools, 2 middle schools, 4 elementary schools, and a football stadium in our Four Points area since I've lived here - but not a single turn lane or an on-ramp. How are they able to predict demographics and find financing while you cannot? Why do they care while you do not?

Maybe mobility in this part of town is not your priority. Or maybe you miss the days of a simpler and smaller Austin when western Travis County was only for weekend drives and hikes instead of a place for (many) people to live and work. Or maybe it pains you as being too pedestrian and common and not innovative or "cool" enough to simply build desperately needed roads when you'd rather focus on a trendier mechanism. Or maybe you don't like sprawl and so you like to see suburban people suffer.

It certainly isn't cool - (weird - yes, but NOT cool) - to be the largest metro in America without a freeway loop around it. An aerial map of our city looks like a boxer's grin with the teeth all smashed out on the left side.

Regardless, I hope you keep in mind that when you (through either action or inaction) allowed our area to become developed, you obligated yourself to provide AT LEAST minimally adequate transportation infrastructure. We aren't 2nd class citizens. Our government provided services - including transportation - should be at the same standard as any other taxpayer in this metro. You have a responsibility to act. Try not to forget that you represent the PEOPLE that live here.

The roads must follow the rooftops!!

Thank you for listening and PLEASE help us.

Kevin Witt

[REDACTED]

[Austin TX 78732](#)

[REDACTED]

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- Kevin Witt | [REDACTED]

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- Kevin Witt | [REDACTED]

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- Kevin Witt | [REDACTED]

From: Gabriele Wittenburg
To: [CAMPO Comments](#)
Subject: RM 620 North - improvement urgently needed
Date: Thursday, April 26, 2018 8:41:54 PM

EXTERNAL email: Exercise caution when opening.

Request for prioritization and funding to improve RM 620 North into a divided 6-lane highway from north of Mansfield Dam to Hwy 183

The never-ending addition of single homes, apartments, and businesses along 620 north has caused a terrible traffic nightmare for everyone who lives along it and has no other options but to use it.

There is no time of day when 620 is not at its capacity and most of the time it is far above it. New homes and businesses are added without any consideration to the insufficient infrastructure!

As a member of government I ask you to take action and support the communities you represent.

Driving on RM 620 has become dangerous and the number of accidents and even traffic fatalities speak for themselves. You cannot anymore close your eyes to this circumstance. I sincerely request your help to make RM 620 North again a safe and neighborhood friendly road, that serves the people living along it.

Sincerely,

Gabriele Wittenburg


Steiner Ranch

From: Shirley Wolfe
To: [CAMPO Comments](#)
Subject: RM-620 improvements
Date: Sunday, April 22, 2018 3:42:59 PM

EXTERNAL email: Exercise caution when opening.

Request for RM-620 improvements between US-183 and Mansfield Dam. Continual increase of congestion at St Thomas More Church area, especially Saturday evenings, is a hazard. Safety is compromised already. Please act now to prevent tragedy.

--

Shirley Wolfe

From: Wu, Yulun
To: [CAMPO Comments](#)
Subject: Funds request
Date: Thursday, April 26, 2018 4:51:54 PM

EXTERNAL email: Exercise caution when opening.

Hello officer,

I hope funds could be allocated to the Northern 620 corridor.

Thanks,
Emily

From: Joshua.Yates@dell.com
To: [CAMPO Comments](#)
Subject: Fix 620 NOW!!
Date: Tuesday, April 24, 2018 4:08:47 PM

EXTERNAL email: Exercise caution when opening.

Dell - Internal Use - Confidential

I live in 78732 and commute on 620 all the way to round rock every day. This road gets progressively worse and worse and worse. Not only is the traffic congestion absolutely atrocious – the level of traffic fatalities and other accidents has reached absolutely unacceptable levels. Your organization has money to spend on road projects, and I strongly encourage you to put money toward fixing the northern section of 620 from Mansfield Dam to 183. Growth is not going to stop – address it before its too late!

Josh Yates
Dell Financial Services
O: 512.724.2039
C: 512.484.3367

From: sravanthi yerroju
To: [CAMPO Comments](#)
Subject: CAMPO voting on 620
Date: Monday, April 30, 2018 11:17:15 AM

EXTERNAL email: Exercise caution when opening.

Sir/Madam,

My understanding is that CAMPO will be voting on allocation of \$440m in state grants and that the current plan devotes no funds to FM 620 between mansfield Dam and 183.

As someone who lives along this area of FM 620, I find this unacceptable and frustrating beyond imagination. This stretch of FM 620 is unbelievably congested and terribly frustrating on a DAILY basis, and weekends are actually worse than weekdays. There are several intersections that require waiting through 5 or 6 intervals of stop lights.

I also drive through Lakeway, where there are plans for improvements. The traffic in Lakeway is bad, but not nearly as bad as the intersections of 620+Anderson Mill and 620+2222. I have family that lives in Lakeway, so I know the area well and drive there often. And I can tell you that there is no intersection in Lakeway that is as congested as the two named above.

Furthermore, on Sundays FM 620 in front of St Thomas Moore Church is impassable.

From: Jamee Yule
To: [CAMPO Comments](#)
Subject: RR620 from HWY 71 to HWY 183
Date: Wednesday, April 25, 2018 9:50:00 AM

EXTERNAL email: Exercise caution when opening.

Why is this not on the 4 year plan currently being voted on? This is THE ONLY ROUTE for residents in Western Austin and yet nothing is being done to alleviate the traffic congestion and dangerous road conditions. People are losing their lives, businesses are closing and people are having to switch jobs to avoid driving on this road. A solution needs to be done and multimodal plans are not the answer....

Jamee Yule MBA, Broker/ Owner, CLHMS

RE/MAX River City

cell: 512-560-0293

www.jameeyule.com

From: John Zanot
To: [CAMPO Comments](#)
Subject: Northern 620 Corridor
Date: Wednesday, April 25, 2018 8:15:01 PM

EXTERNAL email: Exercise caution when opening.

Please expand 620 in the Northern corridor to support the current large traffic flow. I can write that traffic is typically backed up for miles when I drive to and from work.

Thank you for allowing the input!

John Zanot

Sent from my iPad

From: Jim Zaza
To: [CAMPO Comments](#)
Subject: RM 620 from Mansfield Dam to 183
Date: Monday, April 09, 2018 1:10:13 PM

EXTERNAL email: Exercise caution when opening.

To whom it may concern:

Please make it a top priority to improve RM-620 to a divided 6-lane highway north of Mansfield Dam to US-183.

This is a vital safety and traffic condition for people using this highly congested artery.

Your support of this project would be greatly appreciated.

Jim Zaza
Resident of Steiner Ranch and a registered voter

Sent from my iPhone

From: Kathryn Zehani
To: [CAMPO Comments](#)
Subject: RM-620
Date: Thursday, April 26, 2018 4:20:27 PM

EXTERNAL email: Exercise caution when opening.

To Whom It May Concern:

I understand there are no plans to improve RM-620 (between US-183 and Mansfield Dam)
BIG MISTAKE - HUGE.

With the population growing in Austin, and the buildings going up it will be unliveable.
Surely, you've heard the complaints. Anyone I speak to on an airplane associates Austin
with terrible traffic !

ALLOCATE FUNDS TO THIS ROAD - PLEASE.

Most Sincerely,

Mr. Madjid Zehani
Mrs. Kathryn Zehani

[REDACTED]
Austin, Tx 78732

[REDACTED]

From: Laura Zimmerman
To: [CAMPO Comments](#)
Subject: Funds for Northern 620 corridor
Date: Wednesday, April 25, 2018 8:17:01 PM

EXTERNAL email: Exercise caution when opening.

To whom it may concern,

We have lived in Steiner Ranch for over 5 years now and have seen northern RM620 corridor traffic (i.e. between Quinlan Park Road and 2222) become progressively worse. This traffic has impacted us personally in that we had to change our children's school as it would take us up to 1 1/2 hours one way to go 5 miles each day which didn't fit into my husband nor my work schedule. The safety on the northern 620 corridor also has become an issue. As a mother of 3 young children, I now have to evaluate if I think a trip out of the neighborhood is worth risking the kids safety during certain hours of the day. God forbid an actual emergency occurs within Steiner Ranch as there will clearly be casualties due to the lack of appropriate infrastructure (i.e. road) planning on northern 620. I truly cannot understand how, after many traffic studies and failing grades from TxDOT, CAMPO has decided the northern corridor of 620 is not worth addressing in this cycle. I prefer to stay out of the political arena but am passionate this northern 620 safety and traffic issue needs to be addressed immediately.

I would ask that you strongly consider allocating funds to the Northern 620 corridor when you vote on May 7th.

Kind Regards,

Laura Zimmerman

From: CAMPO
To: [Campo](#); [Doise Miers](#); [Anthony Gonzales](#)
Subject: New submission from Contact Form
Date: Monday, April 30, 2018 7:52:52 PM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

<https://www.campotexas.org/open-house/2019-2022-project-call/>

Name

Wendy Zook

Email

[REDACTED]

Comment

Please prioritize improvements on 620 from Mansfield Dam to 183!!! Especially at intersection of 620 and 2222. More apts are being built and the roads are very inadequate for the volume.

Attachment E

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Project Selection Criteria

November 2017



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Overview

The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for allocating certain federal and state funds for transportation projects in the six-county capital region. In order to administer these funding programs and ensure an effective and equitable distribution to project sponsors, CAMPO has developed a project evaluation and selection process with an emphasis on several key factors.

Regional Perspective – The six-county CAMPO region includes Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties and includes a diverse mix of urban, suburban, and rural areas each experiencing unique challenges. CAMPO has strived to ensure that the selection criteria and process take these differences into consideration with a balanced, regional approach to addressing the needs of the transportation system.

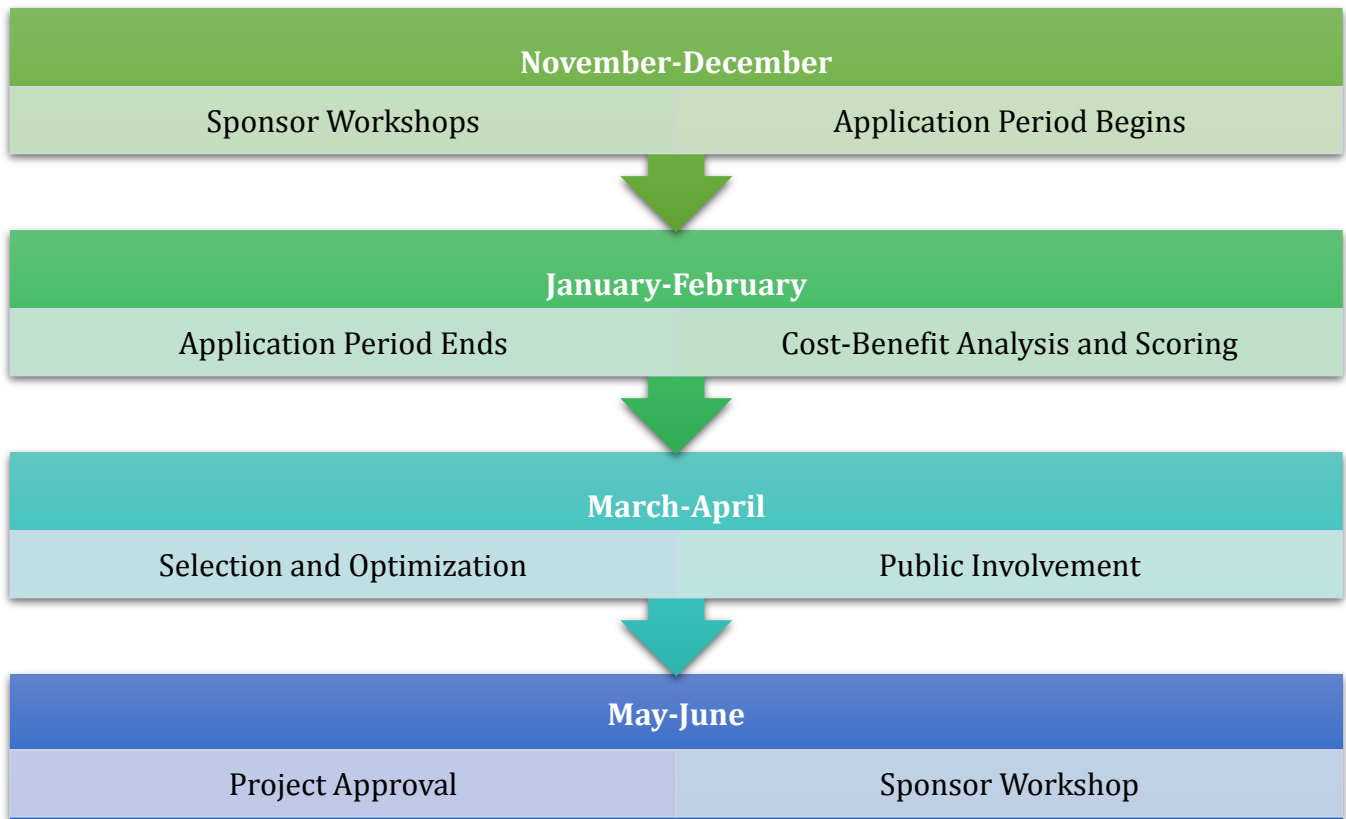
Transparency – A major goal for the project scoring and selection process is to provide a mechanism for transparent decision-making in allocating funding projects for the region. CAMPO will make the process and resulting outcomes clear to all stakeholders including project sponsors and the public.

Objectivity – The process has been designed to be an objective evaluation that emphasizes performance-based, results-driven outcomes. Projects will be selected based on objective criteria and analysis that demonstrate the direct, measurable impacts of a project.

Data-Support – Project evaluations require robust information to support the project applications and evaluation process. The supporting information will be thoroughly evaluated to ensure that only accurate, informative data is used to evaluate a project.

Accountability – This process was developed because CAMPO is delegated the responsibility for allocating funding and is accountable for selecting projects that provide the most value for the regional transportation system. CAMPO is also accountable for ensuring that the funding is spent efficiently and effectively by project sponsors which will be emphasized through the continual monitoring of projects as they continue through the development process and beyond.

Timeline

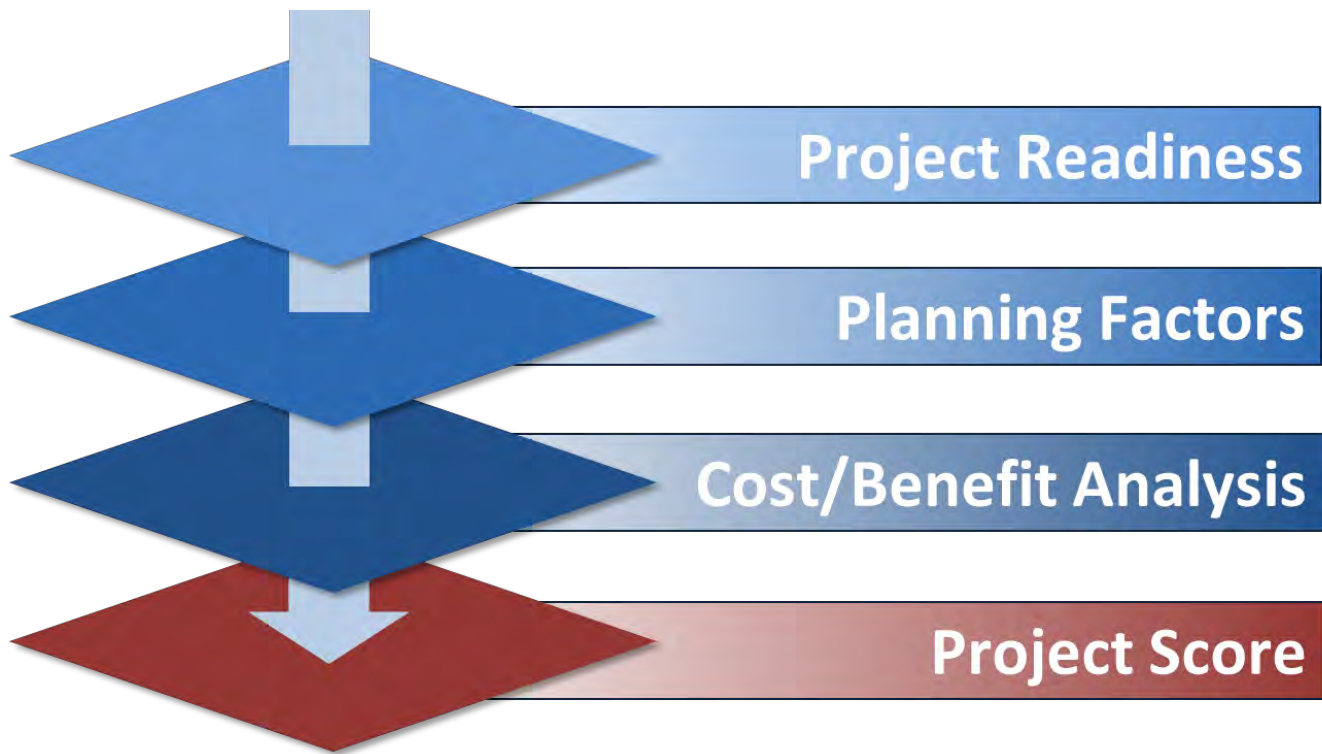


Schedule

Date	Item
10/23/2017	Sponsor Workshop (Travis County)
10/25/2017	Sponsor Workshop (Hays, Caldwell, Bastrop County)
11/3/2017	Sponsor Workshop (Williamson and Burnet County)
11/7/2017	Sponsor Workshop (ACEC)
11/13/2017	Project Selection Criteria Approval
11/22/2017	Sponsor Webinar (Criteria Review)
12/8/2017	Sponsor Webinar (Application Form Review)
12/11/2017	Application Period Opens
1/18/2018	Application Period Closes (COB, 5:00 p.m. Central Time)
1/19/2018	Cost-Benefit Analysis, Planning Factor Scoring and Portfolio Development
3/26/2018	Technical Advisory Committee – Information
4/1/2018	Public Comment Period Opens
4/9/2018	Transportation Policy Board – Information
4/9/2018	Public Hearing
4/23/2018	Technical Advisory Committee – Recommendation
4/30/2018	Public Comment Period Closes
5/7/2018	Transportation Policy Board – Approval
6/5/2018	Project Call Sponsor Workshop (Awarded Sponsors)

Scoring Process

The scoring process will evaluate submitted projects in three important areas. The first part of the process will determine if the project will be ready for the phase and fiscal year in which it is applying for funding. Once this is determined, the project will be scored through Planning Factors and a Cost/Benefit Analysis.



Selection Process

Project selection will take place after all projects that demonstrate readiness have been scored. The review committee will combine submitted projects into a single combined portfolio. From this portfolio, the highest-ranking projects will be recommended based on eligibility and funding availability. The recommended projects will then be subject to the public involvement process and reviewed by the Technical Advisory Committee before going to the Transportation Policy Board for final approval. The final selection is at the discretion of the Transportation Policy Board.



Project Development and Readiness

The first part of the selection process evaluates project readiness and determines if a project will be ready for the phase and fiscal year in which the funding is to be applied. By assessing how far along projects are in the development process, scheduling of milestones, sponsor resources and other factors that affect development, only projects that demonstrate readiness will move forward in the scoring process.

Development Task	Completion*
Preliminary Engineering and Design	Completion Rate
Public Involvement	Completion Rate
Environmental Compliance	Completion Rate
Right-of-Way Acquisition	Completion Rate
Utility Relocation	Completion Rate
Financial Requirements	Completion Rate
Coordination and Agreements	Completion Rate

*As applicable. Project readiness measurements will be dependent on the project and appropriate development tasks necessary for implementation.

Scoring Weight

The project score will be a combination of the scores for planning factors and the cost/benefit analysis. The weights for the planning factors and cost-benefit analysis for each category are listed below.

Project Type	Planning Factors	Cost-Benefit Analysis
Roadway	50%	50%*
ITS/Operations	50%	50%
Transit	50%	50%
Active Transportation	75%	25%
Transportation Demand Management	50%	50%
Other	N/A	N/A

*The Cost Benefit Analysis for Roadway Projects will be a combination of Travel Time Savings (25%) and Safety (25%).

Roadway Project Selection

Planning Factors

Criteria	Value	Performance Measure
Planning	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
System Preservation	5	The project includes work that will help preserve the existing transportation system.
Modification	5	Project includes modifications that improve existing facility operations.
Congestion and Mobility	10	The project removes a bottle neck, improves person per hour throughput in a congested area or reduces vehicle emissions.
	5	The project fills a gap, removes a barrier and enhances network connectivity.
	5	The project creates transportation network redundancy.
Safety	10	The project addresses a severe crash rate higher than CAMPO regional average (including pedestrian and bicycle crash rates).
	5	The project addresses additional safety issues.
Regional Impact	10	The project is located on an existing or proposed regionally significant facility.
	5	The project is on a designated or proposed truck, heavy-cargo, hazardous material or evacuation route.
Social and Environmental Impacts	5	The project serves traditionally underserved populations including low-income, minority, elderly, disabled, and limited English proficiency households.
	5	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources.
Multimodal Elements	5	The project provides pedestrian/bicycle accommodations identified in the Regional Active Transportation Plan or a locally adopted transportation plan.
	5	The project includes transit elements or service routes.
Economic Development	5	The project supports local, regional or state economic development plans and strategies.

Funding	1-5	The project's local cost share is overmatched. (5% = 1 point)
Total Points	100	

Cost/Benefit Analysis

Project Type	Data	Source	Methodology
Added Capacity	2020 and 2040 Network Effects (Vehicle Hours of Travel and Travel Speeds) and Projected Facility Volumes	CAMPO 2040 Regional Travel Demand Model	<ol style="list-style-type: none"> 1. VHT savings growth from 2020 through 2040, or until facility reaches capacity 2. 2020-2040 VHT benefits monetized and discounted to 2016.
Roadway - TSM (Auxiliary Lanes)	(a) Estimated Capacity Increase (b) 2020 and 2040 Projected Facility Volumes and Travel Speeds	CAMPO 2040 Regional Travel Demand Model or Synchro analysis.	<ol style="list-style-type: none"> 1. Travel time savings growth from 2020 through 2040, or until facility reaches capacity 2. 2020-2040 VHT benefits monetized and discounted to 2016.
Roadway - TSM (Railroad Grade Separations)	(a) Observed RR Crossing Delay, (b) 2020 and 2040 Projected Facility Volumes and Travel Speeds	Sponsor and CAMPO 2040 Regional Travel Demand Model or Synchro analysis.	<ol style="list-style-type: none"> 1. Observed delay (VHT) escalated to 2040 based on observed traffic count and projected 2040 facility volume 2. VHT savings growth from 2020 through 2040, or until facility reaches capacity 3. 2020-2040 VHT benefits monetized and discounted to 2016.
Safety	(a) Crash statistics for intersection/facility type, geographic location	(a) Crash Records Information System (CRIS) or other comparable, (b) Highway Safety Inventory Program (HSIP) crash modification factor (CMF) for project type	<ol style="list-style-type: none"> 1. Use crash rate for facility type, by county. 2. Estimate reduction in crash rates due to project design - Lookup table of HSIP CMF and service life. 3. Combine with project cost category

ITS/Operations Project Selection

Planning Factors

Criteria	Value	Performance Measure
Planning	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan
Redundancy	10	The project will provide system redundancy and ensure continuity in operations.
Expandability	10	The project will expand the regional transportation ITS network.
Integration	10	The project will utilize technology compatible with other relevant systems.
	10	The project will tie into a centralized operations center.
	10	The project will collect and provide data available to the public.
Incident Management	10	The project is part of an incident management system.
	10	The project will be used for management of special events or emergencies.
Lifecycle	10	The project lifecycle is greater than five years.
Maintenance	5	The project has a formal maintenance program in place.
Funding	1-5	The project's local cost share is overmatched. (5% = 1 point)
Total Points	100	

Cost/Benefit Analysis

Project Type	Data	Source	Methodology
Traffic	Peak period modeling network output, project development detail.	Tool for Operations Benefit/Cost (TOPS-BC) Model (FHWA)	<ol style="list-style-type: none">1. VHT total decrease, travel time reliability valuation using TOPS-BC model2. 2020-2040 VHT benefits monetized and discounted to 2016.

Transit Project Selection Criteria

Planning Factors

Criteria	Value	Performance Measure
Planning	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan
Interagency Coordination	5	The project has been coordinated with other agencies maintaining roadways and connecting transit services.
Connections	10	The project provides connections to other transit services and/or modes of transportation
ITS	5	The project includes an Intelligent Transportation System (ITS) component and enhances the system through technology.
Safety	10	The project enhances transit vehicle safety.
	5	The project includes safety and security measures that will provide safe connections and facilities.
Service	10	The project fills a service gap, expands coverage or increases frequency of a route.
Innovation	5	The project demonstrates innovative design, technology or service.
Land Use	5	The project integrates existing or planned transit-supportive land use and infrastructure.
Economic Development	5	The project supports local, regional or state economic development plans and strategies.
Ridership	10	The project has documentation showing anticipated ridership and potential growth.
State of Good Repair	5	The project meets the life expectancy thresholds established by the FTA, preventative maintenance schedules, or an existing maintenance plan.
	5	The project addresses maintenance needs to maintain FTA State of Good of Repair requirements.
Social Impact	5	The project serves traditionally underserved populations including low-income, minority, elderly, disabled, and limited English proficiency households.
Funding	1-5	The project's local cost share is overmatched. (5% = 1 point)
Total Points	100	

Cost/Benefit Analysis

Project Type	Data	Source	Methodology
Transit	Project related documentation	Project Sponsor	Estimated reduction in vehicle miles traveled from mode choice model if appropriate

Active Transportation

Planning Factors

Criteria	Value	Performance Measure
Planning	10	The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.
Distribution/ Innovation	10	Project that is innovative in design to address safety or other unique elements such as designing around transit, innovative intersection designs, or a pilot project.
Connectivity	10	Project removes a barrier or provides a connection that did not exist previously.
	10	Project connects to existing facilities such as schools, community facilities, residential, employment centers, etc.
	10-20	The project directly links to a transit connection or is within: <ul style="list-style-type: none"> • <i>20 points</i>, if .25 miles or less or • <i>15 points</i>, if .26 to .5 miles or • <i>10 points</i>, if the project demonstrates a potential for future connection to a transit system.
Safety	15	The project improves pedestrian and cyclist safety.
Social and Environmental Impact	10	The project serves traditionally underserved populations including low-income, minority, elderly, disabled, and limited English proficiency households.
	10	The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources.
Funding	1-5	The project's local cost share is overmatched. (5% = 1 point)
Total Points	100	

Cost/Benefit Analysis

Project Type	Data	Source	Methodology
Active Transportation	2000 Census Transportation Planning Package (CTPP), CAMPO 2040 Regional Travel Demand model demographic structure	CAMPO 2040 Regional Travel Demand Model	GIS buffer analysis used to identify travel analysis zones (TAZs) influenced by the project (0.25 mi buffer).

Transportation Demand Management

Planning Factors

Criteria	Value	Performance Measure
Regional Impact	10	The project has a regional scope, impacts key regional congested roadways, or impacts key employment centers.
Safety	10	The project addresses transportation safety.
Congestion and Mobility	10	The project reduces vehicle miles traveled, single-occupant vehicle travel, or congested peak period travel.
	10	The project fills a gap and provides a service that is currently not being addressed or is underfunded.
	20	The project utilizes the existing roadway network, bicycle network, and transit network.
Social and Environmental Impacts	10	The project has a positive impact (e.g. reduction in transportation costs, improvements on public health) on underserved populations including low-income, minority, elderly, disabled, and limited English proficiency households.
	5	The project improves air quality.
Multimodal Elements	10	The project increases walking, bicycling, the use of public transit, ridesharing, and teleworking.
Total Points	85*	

*Points will be normalized.

Cost/Benefit Analysis

Project Type	Data	Source	Methodology
Transportation Demand Management	Project related documentation	Project Sponsor	To be determined by CAMPO and project sponsor.

Other Projects

Projects that do not readily fit the five traditional project categories will be provided opportunity to apply, however these projects will not be traditionally scored. The sponsor must detail how the project will benefit the region, how it meets applicable criteria, and provide supporting documentation for all criteria selected.

From the criteria outlined above in the five traditional categories, sponsors will determine which criteria apply to their projects. Using these selected criteria, the sponsor will demonstrate how the project addresses the criteria and provide supporting documentation. Sponsors are also encouraged to submit Cost-Benefit Analysis documentation, as CAMPO will develop an industry standard Cost-Benefit Analysis based on the project submitted.

Projects submitted under this category will not be scored as the other five categories, but will be evaluated on the merits demonstrated by the project as proven by the selected criteria and supporting documentation. These projects will be presented separately alongside the scored projects during the evaluation and awarding process.

Planning Factors

Criteria	Performance Measure
Sponsor Selected	The project sponsor demonstrates how the selected criteria apply to the project and provide supporting documentation.

Cost/Benefit Analysis

Project Type	Data	Source	Methodology
Other	Project related documentation	Project Sponsor	To be determined by sponsor and CAMPO based on project type

Appendix A: Additional Planning Factor Information

Roadway Projects

Planning – Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, city comprehensive plans, or CAMPO documents including the long-range Regional Transportation Plan (RTP). Provide the name of the plan(s) in which the project is included, its date of adoption or approval, and include any additional identifying information which may be needed to locate the corridor.

System Preservation – Describe how the project will maintain or modernize existing roadways or extend a road or bridge's expected design life. Provide data on the roadway's current age and deficiencies and describe how the project will address these.

Modification – Describe how the project will modify an existing roadway in order to enhance its functioning. Note the current roadway configuration, any deficiencies, the proposed changes, and the expected outcomes to make more efficient use of existing infrastructure.

Congestion and Mobility – Provide detail on the current and forecast levels of congestion in the corridor and how this project will improve or manage congestion. Include documentation of the proposed design section and its context in the corridor and region in addressing bottlenecks, gaps, or redundancy.

Safety – Refer to regional crash rates to document problems with safety in the corridor. Describe how the project would be expected to improve safety. Include information on vehicular, pedestrian, and bicycle safety and provide information on proven safety countermeasures that will be included in the project.

Regional Impact – Note if the project is designated on the National Highway System or if it is a Principal Arterial in CAMPO's 2040 RTP. If the corridor is an identified or proposed designated route (evacuation, truck, etc.), include information on any related study or analysis for this designation.

Social and Environmental Impacts – Refer to CAMPO's map of Environmental Justice traffic analysis zones and note if the project is in or connects to one of these zones. Provide information from the corridor's study that details how the project will minimize environmental impacts or improve current conditions.

Multimodal Elements – Refer to CAMPO's Regional Active Transportation Plan and note how the project advances its goals. Alternatively, if a project is not on the regional plan but is included in a locally-adopted plan, provide the plan name and date of adoption or approval. If the roadway corridor serves existing or proposed transit routes, include information on the route(s) from the transit provider.

Economic Development – Describe how the project relates to economic development plans. Include information on new developments, redevelopments, key industries, or commercial and freight interests that the roadway would be expected to serve.

Funding – Describe how the project’s local cost share goes beyond the funding match requirements. Provide documentation that identifies committed funding for the project.

ITS/Operations Projects

Planning – Projects should be identified in locally or regionally adopted plans, including city or county thoroughfare plans, Regional ITS Architecture plans, and city, county or state ITS master or implementation plans. Provide the name of the plan(s) in which the project is included, its date of adoption or approval, and include any additional identifying information which may be needed to locate the project. Identify conformity to the Regional ITS Architecture.

Redundancy – Describe how the project will provide redundancy to the existing or proposed transportation system in order that traffic operations can be continued in the event of an incident including special events, crashes or other disruption. Provide data on current operational deficiencies, including delays and crashes and describe how the project will address these.

Expandability – Describe how the project will adapt to and expand the regional transportation ITS network as defined in the Regional ITS Architecture Update (June 2015) or other ITS master plan document that references the regional architecture. Describe how the functional requirements and operational concepts will coordinate with existing systems and the overall transportation network.

Integration – Describe how the project will integrate with existing and proposed equipment and technology including field devices, communications, and traffic management center(s). Provide information on how data collected will provide benefit and how it will be shared with the public.

Incident Management – Identify if the project will be part of an overall existing or proposed incident management plan, including short and long-term incidents and special events, and describe the function provided as part of the plan. Cite the incident management plan the project will be part of.

Lifecycle – Identify the expected lifecycle of the project including the technology and equipment proposed. Provide information that supports the expected lifecycle and identify when updates, if required, may be needed. It is important that technology and equipment is functionally compatible with existing and proposed systems and to understand the lifetime of the functionality.

Maintenance – Identify if a formal ITS maintenance plan exists and provide a brief explanation of the plan and how the project will be included and whether current maintenance funds can support the project or new funds will be required.

Funding – Describe how the project's local cost share goes beyond the funding match requirements. Provide documentation that identifies committed funding for the project.

Transit Projects

Planning – Projects should be identified in locally or regionally adopted plans, including city comprehensive plans, long-range transit plans, or CAMPO documents such as the Regional Transportation Plan (RTP). Provide the name of the plan(s) in which the project is included, its date of adoption or approval, and include any additional identifying information which may be needed to locate the project.

Interagency Coordination – Provide documentation that coordination has occurred with other agencies to ensure the project can be implemented. Include information on studies undertaken with partner agencies, inter-local agreements, or official communication between the various agencies.

Connections – Note how the project enhances the current transit system through new or enhanced connections. Include route information from other transit providers if applicable. Provide data on expected outcomes through new connections.

ITS – Provide details on the project’s Intelligent Transportation System (ITS) elements, such as dynamic signs providing real-time information to customers, route monitoring technology for operations centers, or other enhancements.

Safety – Note specific safety enhancements that the project will include to reduce the potential for crashes and create a safer, more secure experience for customers. If specific safety deficiencies exist on the corridor today, provide documentation to describe how they will be addressed.

Service – Describe the current service deficiencies which the project is intended to address. Provide current route information and documentation which explains how the project will improve transit service in the corridor or study area.

Innovation – If the project provides a new kind of service through technological advances, new types of vehicles or modes of travel, expansion of transit through pioneering partnerships, or other means, describe this innovation, any supporting studies or analyses, and the expected results.

Land Use – Provide references to comprehensive plans, zoning ordinances, site-specific or large-area plans, or other documents which explain the connection between land use and this transit project. Include a description of the project’s role in furthering transit-supportive land use and reducing vehicular travel.

Economic Development – Describe how the project relates to economic development plans. Include information on new developments, key industries, or commercial interests that the project would be expected to serve. Include information on new access to employment that the project would allow.

Ridership – Provide documentation of expected ridership improvements due to the project. Include references to studies or analyses used to determine ridership figures and a description of the method or model used to forecast ridership.

State of Good Repair – Refer to the state of good repair guidelines established by the Federal Transit Administration. Document how the project is expected to meet or exceed all relevant guidelines and make the most efficient use of the existing transit system through robust maintenance procedures.

Social Impact – Refer to CAMPO’s map of Environmental Justice (EJ) traffic analysis zones and note if the project is in or connects to one of these zones. Provide information from the project’s study that details how the improvement will enhance transit access to or within EJ zones by making new connections, reducing travel time, increasing employment or educational opportunities, or other measures.

Funding – Describe how the project’s local cost share goes beyond the funding match requirements. Provide documentation that identifies committed funding for the project.

Active Transportation Projects

Planning - Project should be identified in locally or regionally adopted plans, including city comprehensive plans, Regional Active Transportation Plan (RATP), or CAMPO documents such as the 2017 Regional Active Transportation Plan (RATP) or 2040 Regional Transportation Plan (RTP). Provide the name of the plan(s) in which the project is included, its date of adoption or approval, and include any additional identifying information which may be needed to locate the project.

Distribution - Provide map or other visual image such as an aerial screen capture with supporting dimensioning or scale, with 5-mile buffer and jurisdiction boundary represented or approximated graphically. Completed preliminary planning documentation referencing that the project is the first facility of its type within the jurisdiction or 5-mile radius also applies.

Innovation - If the project is a pilot project, or includes new and innovative design elements. Describe this innovation, any supporting studies or analyses, and the expected results.

Connectivity (10) - Project provides new connections or connections that increase access connectivity and reduce the functional network distance between two points for non-auto transportation. Project allows users to travel between points faster or overcome a barrier such as a river, roadway, or elevation change. Provide the distance of the shortest, safe alternative route compared to the distance with the project.

Connectivity (10) - Provide list of existing school, community facilities, residential cluster/neighborhood or employment center name along the project alignment (directly affected) and that would peripherally benefit from the project (within 0.25 mile).

Connectivity (10-20) - List transit service or station served within 0.25 miles, or 0.5 miles. Provide map or other visual image such as an aerial screen capture with supporting measurement, along with graphical location of the transit line, service or station noted. Physical barriers, such as water crossing, fence, or building, should be avoided in measurement. Planned future transit improvements should be noted, with reference to the plan or estimated service start date.

Safety - Project provides additional separation from travel lanes, illumination, all-weather surface treatment. Project demonstrably serves both pedestrians and cyclists, or separates the two modes through its implementation in a way that similar projects have documented safety improvement.

Social and Environmental Impact - Underserved Populations - Refer to CAMPO's map of Environmental Justice (EJ) traffic analysis zones and note if the project is in or connects to one of these zones. Provide information from the project's study that details how the improvement will enhance active transportation access to or within EJ zones by serving low income, minority, elderly, disabled, students, or limited English proficiency households.

Social and Environmental Impact - Environment - Provide information from the project study documentation that details how the project will minimize environmental impacts or improve current conditions.

Funding – Describe how the project’s local cost share goes beyond the funding match requirements. Provide documentation that identifies committed funding for the project.

Other Projects

Projects that do not readily fit the five traditional project categories will be provided opportunity to apply, however these projects will not be scored traditionally. The sponsor must detail how the project will benefit the region, how it meets applicable criteria, and provide supporting documentation for all criteria selected.

From the criteria outlined above in the five traditional categories, sponsor will determine which criteria apply to their projects. Using these selected criteria, the sponsor will demonstrate how the project addresses the criteria and provide supporting documentation.

Projects submitted under this category will not be scored as the other five categories, but will be evaluated on the merits demonstrated by the project as proven by the selected criteria and supporting documentation. These projects will be presented separately alongside the scored projects during the evaluation and awarding process.

Below are two sample criteria that are mixed and matched from criteria in the four categories above. These examples demonstrate how a sponsor can use the criteria that best fit the project.

Example Criteria A

Criteria*	Performance Measure**
Planning	The project sponsor demonstrates how the project has undergone a comprehensive planning process.
Congestion and Mobility	The project sponsor demonstrates how the project address mobility and congestion.
Safety	The project sponsor demonstrates how the project will address safety.
Regional Impact	The project sponsor demonstrates how the project will impact the region.
Social and Environmental Impacts	The project sponsor demonstrates how the project address social and environmental impacts.
Multimodal Elements	The project sponsor demonstrates how the project has multimodal elements
Economic Development	The project sponsor demonstrates how the project enhances economic development.
Funding	The project sponsor demonstrates how the project is overmatched.

Example Criteria B

Criteria*	Performance Measure**
Planning	The project sponsor demonstrates how the project has undergone a comprehensive planning process.
Incident Management	The project sponsor demonstrates how the project is part of an incident management system.
Safety	The project sponsor demonstrates how the project will address safety.
Connectivity	The project sponsor demonstrates how the project will enhance connectivity.
Social and Environmental Impacts	The project sponsor demonstrates how the project address social and environmental impacts.
Innovation	The project sponsor demonstrates how the project is innovative.
Economic Development	The project sponsor demonstrates how the project enhances economic development.
Funding	The project sponsor demonstrates how the project is overmatched.

*Criteria is selected by the project sponsor as appropriate for the project.

**There are no specific performance measures for the other category. The sponsor must demonstrate how the criteria applies to the project and provide supporting documentation.

Appendix B: Additional Cost/Benefit Analysis Information

The CBA analysis for roadway projects includes three travel-savings based measurement categories and one safety based category. One of the three travel savings based evaluations, as appropriate to the general project type, will be calculated using a generally accepted transportation practice of estimating travel time savings. The resulting value will be input in to an excel spreadsheet with average, assumed values for regional travel characteristics considered equal among all project evaluation calculations using the same methodology. The resulting value will be combined with the safety evaluation for the combined 50% of project scoring.

The scoring of projects from the travel time savings will be normalized across all candidate projects submitted, such that the highest ranked project will result in a total of 25 points, and the lowest scoring project ranked a 1. In this way, projects are ranked for the purposes of overall travel time savings among projects submitted, and resulting scores to not outweigh the CBA for the safety criteria or vice-versus.

Additional guidance on cost-benefit analysis for transportation projects can be found [here](#)¹ and [here](#)².

INPUT				
Project				
Name:		Daily Travel Demand	<i>With Project</i>	<i>Without Project</i>
Application ID Number:		2020 VHT	115	130
Sponsor ID Number (CSJ, etc.):		2020 Volume	6,707	
Year Open to Traffic? (Must be >=2020)	2021	2020 Capacity	21,766	
		2040 Volume	10,948	
		2040 Capacity	50,904	
OUTPUT				
Benefit Results				
Discounted Delay Benefits @ 7% (2015 \$, '000s)	\$940			
Discounted Delay Benefits @ 3% (2015 \$, '000s)	\$1,667			

1 Example CBA assumptions and output tab.

¹ https://www.transportation.gov/sites/dot.gov/files/docs/mission/office-policy/transportation-policy/284031/benefit-cost-analysis-guidance-2017_0.pdf

² <http://www.dot.state.mn.us/planning/program/benefitcost.html>

Roadways

Added Capacity – Projects that quantifiably add capacity will use this method.

Projects represented in the regional travel demand model will be evaluated both with and without the project improvement for the 2020 model run to determine the Vehicle Hours Traveled for the project reach, as well as the Average Daily Travel for the 2020 and 2040 output, and capacities for the project consistent with the 2040 CAMPO TDM documentation for project and area type. It is worth noting that the majority of projects noted in the 2040 Regional Transportation Plan should already be coded in the 2040 model network.

The VHT with and without the project is input in to the CBA savings calculator, along with the ADT and capacity from the proposed project reach. The year projected to open to traffic marks the beginning of the cost stream of benefits, up until the point the facility reaches capacity. Each year's travel savings benefit is calculated, and summed up, with a net present value of the total calculated. If the project is projected to exceed capacity in the TDM results, only years below a volume/capacity ration of 1 will be included in the valuation.

Roadway – Transportation System Management (TSM) Project examples include auxiliary lanes, grade separated intersections, access management projects, intersection capacity improvements)

For projects smaller than a corridor scale, or that are not represented in the regional travel demand model, or when TDM is not an appropriate tool to evaluate project benefits, for example grade separations, turn lanes or other similar capacity-adding or access enhancing projects, will be evaluated using other appropriate analysis tools such as synchro or HCS utilizing the methodologies of Highway Capacity Manual to evaluate the project benefits. Depending upon the type of project, the measure of effectiveness used to calculate the project benefit would be travel time savings or reduction in delay to calculate a quantifiable benefit of the project on average day operations, extrapolated to the service life of the project or with a 20-year horizon, whichever is lower. Whenever opening year or future year traffic volumes to be used for project analysis are not available from the CAMPO TDM or are not appropriate for use in the analysis, Current peak-hour turning movement counts will be utilized where needed. Future traffic volumes will be calculated using CAMPO TDM growth rates for one or more corridors near the location of the TSM project.

Assumptions	
Base Year	2015
Vehicle Occupancy	1.32
Value of Travel Time (VoTT), 2015 \$	\$16.10
Real wage growth rate	1.2%
Annual Days of Travel	260
Years to include in BCA Analysis	20

2. Example input and output tab

The base and future conditions are then entered in to the CBA value calculator and a net present value determined. Proxy methods to evaluate travel time savings may also be considered to estimate order of magnitude savings for the project, and the project sponsor is welcome to nominate a calculation method that was developed during the project preliminary planning, alternatives analysis or project development stage.

Any project-specific synchro analysis created by sponsors for the project that is submitted to CAMPO for the purposes of evaluation will be considered.

Roadway – TSM (Railroad Grade Separations) Project that proposes grade separation of roadway from a rail line along a corridor.

Similar to the Roadway TSM projects, rail delays are not currently coded in to the 2040 CAMPO TDM. A proxy calculation will be used. The existing ADT will be grown over a 20 year period using the growth rates from the 2040 CAMPO TDM for the corridor. Observed delay based on number of trains per day, with delays assumed³.

The following assumptions are implied:

Time a train occupies a crossing is 5 minutes, or 5/60 hour
Vehicles per hour = 1/24 x AADT
Vehicles stopped per train = 5/60 x 1/24 x AADT
Vehicles stopped per day = 5/60 x 1/24 x trains per day x AADT.
Therefore:
Vehicles stopped per year = 365 x 5/60 x 1/24 x trains per day x AADT
Vehicles stopped per year = 1.26736 x trains per day x AADT.

The grade separation project is assumed to provide the travel time savings as calculated.

Safety

This Safety Cost/Effective ranking methodology combines steps of Need, Effectiveness, and Cost, then normalizes or ranks the result across only the projects submitted for the individual project call. This results in ranking the projects based on these combined elements, rated against only the other projects being considered.

Step 1. Needs base

Lookup crash rate for facility type, by county.

Rates are between .0006, .0029 crashes per VMT.

GIS data merge layer, calculation reviewable by jurisdictions with access to CRIS data. Data includes CRIS data, current functional classification. Please note, the CRIS database is not considered public by TxDOT. Also, for accuracy, roadway classifications below principal arterial were combined to smooth some classification conflicts. Local roads are omitted from this analysis due to their not being eligible for funding with this mechanism, and due to incomplete or insufficient data in the sample set.

Crash rate Calculation*:

$$\frac{\text{Total crashes, by functional class, by county}}{\text{Sum of 2015 VMT by functional class, by county}}$$

*Note: Only CRIS data and existing functional classifications were used.

³ TxDOT Rail Highways Manual 2015, assumed values for train delay
http://onlinemanuals.txdot.gov/txdotmanuals/rho/railroad_grade_separation_program_rgs.htm

Step 2. Effectiveness base

Estimate for reduction in crash rates due to project design.

Lookup description of project work description. Reference the Highway Safety Improvement Program work code combinations for **CMF (Crash modification factor) and service life (years)**, that describe the design features of the roadway project type, generally.

Resulting value between .02 and 27

Step 3. Cost base

Multiply Cost category of project

X < \$1,000,000 = 3 value (Higher weighting for least cost projects)

\$1,000,000 < X < \$10,000,000 = 2 value (middle weighting)

\$10,000,000 < X = 1 value (lowest weight for highest cost projects)

Step 4. Multiply the above three base values, to determine a composite score.

Step 5. Normalized across TIP projects submitted.

Resulting values of the above calculation will then be normalized, based on range of projects submitted for TIP project call across the category, with the highest scored project being awarded 25 points, and the lowest 1 point, with intervening projects awarded based on their ranking. In this way, no two projects will be rated the same in the category.

Results in a value between **1 and 25%** of project total score.

ITS/Operations

For the purposes of differentiating between projects nominated under the ITS/Operations category, the Federal Highway Administration Office of Operations TOPS B/C tool will be used to calculate travel time-saving based values for projects with operations and management strategies.

The Tool for Operations Benefit/Cost (TOPS-BC) is a spreadsheet-based tool designed to assist practitioners in conducting B/C analysis by providing four key capabilities, including a framework and suggested impact values for conducting simple B/C analyses for selected strategies noted below.

The tool and its manual are available on the FHWA OPS website:

<https://ops.fhwa.dot.gov/publications/fhwahop13041/index.htm>

To reduce application processing time, where optional, the tool will be used to focus primarily on travel savings and travel time reliability benefits. Crash reduction values are considerably more detailed and may require data at the link level that are not readily available to consider across disparate projects with the sketch-level screening purpose of the CAMPO-specific project call evaluation, but sponsors are encouraged to consider as much detail in the development of their projects as practicable.

The TOPS B/C tool can be used for the following project types.

Summary of Guidance on Various ITS/Operations Strategies
Arterial Signal Coordination
Arterial Transit Signal Priority
Ramp Metering
Traffic Incident Management
Pre-trip Traveler Information
En-route Traveler Information
Work Zone Management
HOT Lanes
Speed Harmonization
Road Weather Management
Hard Shoulder Running
Travel Demand Management
Traffic Surveillance
Traffic Management Centers
Communications

Resulting values of the submitted and scored projects will then be normalized, based on range of benefit value for projects submitted across the category, with the highest scored project being awarded full points, and the lowest 1 point, with intervening projects awarded points based on their ordinal ranking.

Transit

Estimated reduction in vehicle miles traveled from mode choice model if appropriate.

Differentiating between projects in the transit category under the CBA analysis consists of the performance measure of reduced vehicle miles traveled. Sponsors, in development of their proposed projects, develop ridership estimates for new transit projects or modifications to existing services and programs. Projects that are significantly sized or comprehensive are also represented in the CAMPO 2040 Travel Demand Model, which can be used to calculate the reduction in vehicle miles traveled through conversion of trips to the transit mode or other non-auto mode from the addition of the project. Sponsors, in their project nomination materials, will present the resulting estimated reduction in vehicle miles traveled from the representative travel demand model run comparison with and without the project, or through project documentation sufficient to satisfy their project development, which would then be subject to verification.

The intent of this method step is to differentiate between transit eligible projects on a screen level or an order of magnitude, and not over-rely on one aspect of the regional model, nor specifically forecast the ridership of the transit project or program.

Resulting values of the presented projects will then be normalized, based on range of VMT travel savings for projects submitted across the category, with the highest scored project being awarded full points, and the lowest 1 point, with intervening projects awarded based on their ordinal ranking.

Active Transportation

For the purposes of differentiating between projects nominated under the active transportation category, a proxy measure for general density and barriers will be used. The project limits will be mapped out and buffered in GIS or similar spatial tool. The buffered zone will be overlaid on the 2040 TDM Traffic Area Zones layer, and affected TAZs will be summed up.

Currently, the 2040 Travel demand model contains over 2000 TAZs distributed across the plan area. The TAZs are approximately comparable with US Census tracts. The Census tracts form the basis of the demographic updates for base year conditions and validation. In general, Census block groups also correlate roughly to concentrations of residences and jobs, and their boundaries align with natural community and travel barriers such as rivers, elevation changes and major roadways. As such, the proposed project buffer overlapping a higher number of TAZs could be said to have the potential to attract or serve more active transportation opportunities. This straightforward and simple measurement will assist in ranking projects that have the potential to serve a greater number of people.

Should the rare project be tied with another project for overall scoring, an additional step of comparing a combined, existing population density plus employment density for the highest density-value TAZ the project touches will be used to determine which of the two projects is proximate to the greater combination of potential users, and the greater value will be ranked the higher of the two.



Attachment F

Resolution (2018-5-7a)

Acknowledging the Transportation Policy Board's Approval of Funding for the Recommended Projects in the 2019-2022 Project Call

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

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

WHEREAS, the mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, CAMPO is responsible for allocating funding to transportation projects for TxDOT's Category 2, 7 and 9; and

WHEREAS, CAMPO adopted a new performance-based criteria and selection process in November 2017 to be used for the allocation of funds; and

WHEREAS, CAMPO administered a competitive call for projects for Fiscal Years 2019 through 2022 using the adopted criteria; and

WHEREAS, CAMPO has concluded the 2019-2022 Project Call and provided a recommended selection of projects based on the results of the adopted criteria; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the project selection for the 2019-2022 Project Call as reflected in this Resolution; and

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

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

The above resolution being read, a motion to approve the project selection for the 2019-2022 Project Call as reflected was made on May 7, 2018 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 7th day of May 2018.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Resolution (2018-5-7b)

Acknowledging the Transportation Policy Board's Approval of the 2019-2022 Transportation Improvement Program

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

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

WHEREAS, the mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, CAMPO is required by federal and state law to adopt a new four-year Transportation Improvement Program (TIP) every two years; and

WHEREAS, CAMPO developed the new 2019-2022 TIP in coordination with regional transportation entities including TxDOT-Austin District, Capital Metro, CARTS, and local sponsors; and

WHEREAS, project selected in the 2019-2022 Project Call will be included in the 2019-2022 TIP; and

WHEREAS, the 2019-2022 TIP meets federal Fast Act and state House Bill-20 requirements through the inclusion of a performance-based development process; and

WHEREAS, the 2019-2022 TIP was subject to CAMPO's adopted Public Participation Plan; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the 2019-2022 Transportation Improvement Program as reflected in this Resolution; and

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

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

The above resolution being read, a motion to approve the 2019-2022 Transportation Improvement Program as reflected was made on May 7, 2018 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 7th day of May 2018.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO

Attachment G

ORIGINAL

April 17, 2018

Ashby Johnson, Executive Director
Capital Area Metropolitan Planning Organization (CAMPO)
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Subject: Preferred Option for Funding Transportation Demand Management Projects for
2019-2022 TIP

Dear Mr. Johnson:

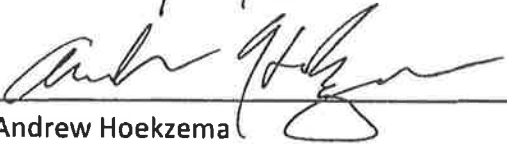
The Capital Area Council of Governments (CAPCOG), the Capital Metropolitan Transportation Authority (Capital Metro), the City of Austin (CoA), and Travis County have developed an option for funding transportation demand management (TDM) projects in the CAMPO 2019-2022 Transportation Improvement Program (TIP) that would take maximum advantage of the three highest-scoring TDM project applications, including, by providing beneficial data for the proposed TDM study.

Based on the information presented by CAMPO staff at the April 9, 2018, Transportation Policy Board meeting, it is our understanding that there is \$1 million in category 7 surface transportation block grant (STBG) funding that can be used to fund TDM projects for the 2019-2022 TIP without displacing any of the other projects recommended by CAMPO staff, and that additional STBG funding will be available for the 2021-2024 TIP next year through another project call. We believe that the best option for the use of this \$1 million to support TDM in the 2019-2022 TIP would be to fund the fiscal year (FY) 2019 portions of the Commute Solutions, Smart Trips, and RideShare expansion applications, reserving the balance for allocation among these three programs for FY 2020:

- \$501,280 in federal STBG funding would be awarded for FY 2019 as follows:
 - \$250,000 to CAPCOG to support the Commute Solutions program.
 - \$180,000 to CoA and Capital Metro to support the Smart Trips program.
 - \$71,280 to Capital Metro for the initial year of expansion of the RideShare program.
- Since the next call for projects would not include funding for FY 2020, the remaining \$498,720 would be held in reserve to support these programs for FY 2020.
- Any funding for FY 2021 and 2022 would be based on the next call for projects for the 2021-2024 TIP.

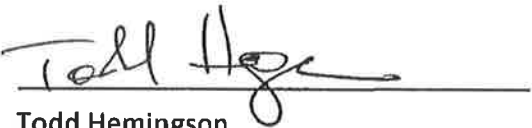
By enabling all three of the projects to proceed as proposed in FY 2019, this option will provide CAMPO with a wider range of programmatic data that can be evaluated in the regional TDM study, while also ensuring that funding for TDM activities will be available for FY 2020. Combined with the regional TDM study, this option would represent a \$1.3 million investment by CAMPO in regional TDM over the next two years, which would go a long way to demonstrating the region's commitment to this important mobility strategy.

Date: 4/17/2018



Andrew Hoekzema
CAPCOG
Director of Regional Services

Date: 04.19.18



Todd Hemingson
Capital Metro
VP of Strategic Planning and Development

Date: 4/19/18



Rob Spillar
City of Austin
Director of Transportation

APR 17 2018

Date: _____



Sarah Eckhardt
Travis County Judge
Chair, Central Texas Clean Air Coalition



(512) 398-3461 • FAX (512) 398-5103
P. O. Box 239 • Lockhart, Texas 78644
308 West San Antonio Street

April 17, 2018

Capital Area Metropolitan Planning Organization
Attn: Ashby Johnson, Executive Director
3300 N. Interstate 35, Suite 630
Austin, TX 78705

Dear Mr. Johnson:

TxDOT submitted an application on behalf of the City of Lockhart for the CAMPO 2019-2022 Project Call. It was submitted in the Roadway Project category for an estimated total project cost of \$1,510,709, with a funding amount for construction of only \$1,053,199. Out of the total 66 roadway projects and 104 projects of all types submitted, this project was one of only three submitted for the entire Caldwell County. Of the three proposed projects in Caldwell County, only one was recommended by the CAMPO staff, while the Lockhart project was ranked last among all 66 Roadway Project applications submitted.

Admittedly, we were not very proactive in following-up on our application, believing that a project recognized by TxDOT as a priority would be given favorable consideration. They even offered to prepare the application for us and to cover our 20% match. However, a copy of our completed application was not provided to us until March 27th, which was the day after the March 26th CAMPO Technical Advisory Committee meeting. I had to request it, and Michael Dutton of TxDOT then sent it to me.

Our project consists of realignment of one block of SH 142, locally known as West San Antonio Street, along the north side of the historic courthouse square downtown. It is the keystone for a larger project around the courthouse square consisting of drainage, utility, and pedestrian improvements being funded by \$3,000,000 in certificates of obligation, and which is coincidentally planned for the same time as the grant implementation period. It includes curb bulb-outs and mid-street pedestrian refuges at the two south street intersections to reduce the currently excessive distance that pedestrians must cross to get from one side of the street to the other. The realignment of SH 142 and curb bulb-outs at the two north street intersections is not included in that funding because we were confident that, with TxDOT's support, we would be able to secure grant funding for it since it addresses both vehicular and pedestrian safety issues, in addition to poor drainage that causes street flooding along that block of SH 142.

There is currently a narrow concrete median in just that one block of SH 142. Eastbound traffic has to make a sudden jog to the right to continue through the courthouse square. Even with a sign containing an arrow pointing around the median, many drivers do not pick up on that clue and they continue straight, which places them on the left side of the median and into oncoming traffic. Our proposed project would eliminate the median and expand the sidewalk on the north side to bow out in a gentle curve to more clearly channel traffic. The widened sidewalk would create a pedestrian plaza for sidewalk cafes, street furniture, public art, and landscaping, etc., which have tourism and economic development benefits. In addition, curb bulb-outs for safer pedestrian crossings would also be added, and the three street light poles currently in the median would be relocated to the edge of the plaza along the north side of the street.



One important piece of information missing from the grant application is that our project stems from the recommendations of our Sustainable Places Project plan. That plan was prepared by consultants funded by a Sustainable Places Project grant that we were awarded in a very competitive process. The plan was adopted by the Lockhart city council in December 2013 as a new element of our comprehensive plan. Out of all of the recommendations of the plan, this project was clearly the most popular among the many citizens, including respondents to a public survey, who participated in the planning process. We felt very fortunate that this grant opportunity seemed like the perfect answer for funding implementation of a key element of our Sustainable Places Project plan, and a much needed vehicular/pedestrian safety and drainage improvement to our historic downtown courthouse square.

Because of the multiple safety benefits of this project, it should be noted that it could have also been submitted in the Active Transportation or Other categories, where there would have been less competition than in the Roadway Project category. TxDOT chose which category to specify on the application form, but had I been asked or been able to review the grant application before it was submitted, I think I probably would have suggested that it be submitted in the Other category.

Obviously, we are very disappointed that our project ranked so low that it could not be recommended by your staff and, thus, likely not by the Technical Advisory Committee, which relies heavily on your recommendations. I feel that there may need to be an adjustment in the project scoring criteria for evaluating applications benefitting smaller and relatively poor jurisdictions such as Lockhart. We don't have the high traffic counts and accident data that help score points for larger cities and more densely populated counties, thereby putting us at a distinct disadvantage. I am a member of the Technical Advisory Committee, which reviewed and approved the scoring criteria, and I'm now sorry that I didn't realize at the time that there should have been some measure to level the playing field.

We notice that, of the 60 projects recommended, 48 of them were for funding amounts much greater than ours, with many in the tens of millions of dollars up to the highest recommended funding of \$41,000,000 for the City of Lakeway. Certainly there should be a way for CAMPO to approve only \$1,053,199 for the City of Lockhart.

Cordially,



Dan Gibson, AICP
City Planner

Cc: Vance Rodgers, City Manager
Dr. Lew White, Mayor



Date: May 7, 2018
Continued From: April 9, 2018
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning
Agenda Item: 8
Subject: Discussion and Approval of Transportation Development Credit Requests

RECOMMENDATION

Staff and Technical Advisory Committee recommend the Transportation Policy Board approve the Transportation Development Requests.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO is currently administering the 2019-2022 Project Call, in which the Transportation Policy Board will allocate federal and state funding over the next four years. In a separate process, several sponsors submitted Transportation Development Credit Applications for their projects submitted through the call. Those projects recommended and subsequently approved for federal funding (Category 7 and 9) are eligible for consideration to receive TDC's. The TDC application recommendation is based on the contingency that the projects recommended receive federal funding through the call and that the TDC application and all associated TDC policy criteria, including Maintenance of Effort (MOE) are met.

TDC Applications (Received)				
Sponsor	Project	Federal Request	Match	TDC
Burnet County	Wirtz Dam Rd.	\$2,981,250.00	\$596,250.00	596,250
Burnet County	Wirtz Dam Rd	\$19,537,500.00	\$3,907,500.00	3,907,500
CAPCOG	Commute Solutions	\$1,845,000.00	\$461,250.00	461,250
City of Cedar Park	New Hope Drive	\$12,403,200.00	\$3,100,800.00	3,100,800
City of Cedar Park	Brushy Creek	\$2,672,408.00	\$668,102.00	668,102
City of Georgetown	Williams Drive	\$741,000.00	\$148,400.00	148,400
Travis County	Pearce Lane	\$22,000,000.00	\$5,500,000.00	5,500,000
Travis County	Howard Lane	\$12,478,000.00	\$2,495,600.00	2,495,600
Travis County	Lohman Ford Road	\$1,320,000.00	\$264,000.00	264,000
Travis County	Cuernavaca Drive	\$1,947,000.00	\$389,400.00	389,400
Williamson County	RM 2243	\$8,900,000.00	\$2,225,000.00	2,225,000
Williamson County	SH 29 E	\$107,040,000.00	\$19,500,000.00	19,500,000
Williamson County	SH 29 E	\$29,600,000.00	\$7,400,000.00	7,400,000
CARTS	Eastside Bus Plaza	\$3,000,000.00	\$750,000.00	750,000
		\$226,465,358.00	\$50,910,902	50,910,902

TDC Applications (Recommended Projects Only)				
Sponsor	Project	Federal Request	Match	TDC
Burnet County	Wirtz Dam Rd.	\$2,981,250.00	\$596,250.00	596,250
City of Cedar Park	New Hope Drive	\$12,403,200.00	\$3,100,800.00	3,100,800
City of Cedar Park	Brushy Creek	\$2,672,408.00	\$668,102.00	668,102
City of Georgetown	Williams Drive	\$741,000.00	\$148,400.00	148,400
Travis County	Pearce Lane	\$22,000,000.00	\$5,500,000.00	5,500,000

Williamson County	RM 2243	\$8,900,000.00	\$2,225,000.00	2,225,000
CARTS	Eastside Bus Plaza	\$3,000,000.00	\$750,000.00	750,000
		\$52,697,858.00	12,998,552.00	12,998,552

FINANCIAL IMPACT

CAMPO’s estimated TDC balance was 701,497,005.as of May 2016. The May 2016 balance does not include credits from eligible activities like the MoPac Managed Lanes. With the approval and allocation of the requested 12,998,552 credits the balance would be 688,508,453.

BACKGROUND AND DISCUSSION

Transportation Development Credits (TDCs) are a federal financing tool that permits the non-Federal share of a project's cost to be met through a "soft match" of TDCs. This allows the TDC program to create more flexibility in state and local transportation programs by providing the ability to shift funds available for local match requirements to other transportation related expenses.

The use of federal highway and transit reimbursements for eligible activities typically require the project sponsor to match a percentage of the total project cost. Though it varies by program, the typical cost share breakdown is 80 percent federal with a 20 percent match from the project sponsor.

TDCs effectively fulfill the sponsor match requirements by providing a “soft match” for the non-federal share, meaning the TDCs do not provide additional federal funding or replace the sponsor’s funds with more federal funding, the TDCs effectively only erase the requirement for the sponsor to provide a match for the project. Because TDCs remove the local match requirement, the federal share of the project funding increases to 100 percent, though the funding amount remains the same.

Furthermore, the sponsor must identify a transportation project or projects that it will be funded with the local dollars that would have otherwise been used for the federally-required local match. The transportation project or projects identified must also support program goals and meet the requirements outlined in the TDC policy.

SUPPORTING DOCUMENTS

None.



Resolution (2018-5-8)

Acknowledging the Transportation Policy Board's Approval of Transportation Development Credits for Project Approved for Funding in the 2019-2022 Project Call

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

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

WHEREAS, the mission of a Metropolitan Planning Organization is to conduct a coordinated, comprehensive and continuous metropolitan transportation planning process; and

WHEREAS, Transportation Development Credits (TDCs) are a financing tool approved by the Federal Highway Administration; and

WHEREAS, TDCs can be used to fulfill some or all of the federal matching fund requirements normally associated with the use of federal highway and transit reimbursements for eligible capital, operating and planning activities; and

WHEREAS, in August 2017, the Transportation Policy Board approved an updated policy to consider the award of Transportation Development Credits in the CAMPO region; and

WHEREAS, sponsors submitting requests for federal funding through the 2019-2022 Project call also submitted requests for TDCs; and

WHEREAS, sponsors become eligible for TDCs based on their applications, demonstration of maintenance of effort and award of federal funding through the 2019-2022 Project call; and

WHEREAS, sponsors submitted a total eligible request of 12,998,552 TDCs based on the recommendation; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to approve the 12,998,552 TDCs to project approved for federal funding as reflected in this Resolution; and

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

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

The above resolution being read, a motion to approve the 12,998,552 TDCs to project approved for federal funding as reflected was made on May 7, 2018 by _____ duly seconded by _____.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 7th day of May 2018.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: May 7, 2018
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 9
Subject: Discussion of Capital Metro's Transit Asset Management Performance Measures Targets

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

The use of a performance-based transportation planning process is required by the federal government in the development of the Transportation Improvement Program (TIP) and long-range Metropolitan Transportation Plan (MTP). Part of the performance-based planning process requires the adoption of performance targets in key areas by the effective date set by the FHWA and FTA's Final Rulemaking.

The Capital Metropolitan Transit Authority (Capital Metro), a direct recipient of federal funds from the Federal Transit Agency (FTA), must also comply with the FAST Act by adopting Transit Asset Management (TAM) performance measures and targets. Capital Metro adopts their TAM targets annually prior to January of each year, which are then submitted to the National Transit Database (NTD). These targets are coordinated with the MPO and incorporated into the TIP and MTP in compliance with the FAST Act.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

In order to provide more transparency in the selection and prioritization of transportation projects, federal legislation beginning with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continuing to the current Fixing America's Surface Transportation Act (FAST Act), now stipulate that a performance measurement framework must be used in the development of the TIP and MTP.

The United States Department of Transportation (USDOT) has been developing rules for the implementation of these performance measures. Within one year of the effective dates of the final rules from USDOT, state departments of transportation (DOT) must set performance targets for each performance area. Following FTA Direct Recipient target-setting, MPOs must set their own targets or agree with those set by the state DOT.

SUPPORTING DOCUMENTS

Attachment A – *FTA Primer on TAM Performance Measures*

Attachment B – *Capital Metro Performance Measures and Targets*

Planning for TAM | Roles & Responsibilities for MPOs and State DOTs

Background

FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning on May 27, 2016. FTA published the final rule on Transit Asset Management (TAM) on July 26, 2016. The rules establish new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. Below are the specific requirements for MPOs.

Metropolitan Planning Agreements

MPOs should initiate discussions with transit agencies, state DOTs and planning partners to update their Metropolitan Planning Agreements, per 23 CFR § 450.314. This presents an opportunity for the MPO and its planning partners to clarify roles and responsibilities for developing and sharing performance data, setting performance targets, reporting of targets, and tracking progress towards meeting targets, through a formal agreement.

Establish Performance Targets for Metropolitan Planning Areas

The MPO is required to set performance targets for each performance measure, per 23 CFR § 450.306. Those performance targets must be established 180 days after the transit agency established their performance targets. Transit agencies are required to set their performance targets by January 1, 2017. If there are multiple asset classes offered in the metropolitan planning area, the MPO should set targets for each asset class.

Performance Measures in Transportation Improvement Programs (TIP) and Metropolitan Transportation Plans

MPOs are required to reference the performance targets and performance based plans into their TIPs and Metropolitan Transportation Plans by October 2018, per 23 CFR § 450.324 and 23 CFR § 450.326. The planning products must include a description of the performance measures and performance targets used in assessing the performance of the transportation system, for transit asset management, safety, and the FHWA performance measures. This should also include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

Background

FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, on May 27, 2016. FTA published the final rule on Transit Asset Management (TAM) on July 26, 2016. There are new transit requirements for State Departments of Transportation (State DOTs). Below are the specific requirements for state DOTs.

State DOTs and Planning Agreements

State DOTs should hold discussions with transit providers, MPOs and planning partners to update their planning agreements, per 23 CFR § 450.314. This presents an opportunity for all parties to clarify roles and responsibilities for developing and sharing performance data, setting performance targets, reporting of targets, and tracking progress towards meeting targets, through a formal agreement. Examples include how parties will develop a TAM plan and share targets such as State of Good Repair measures.

Group Plan Sponsors

Sponsors of a Group TAM plan are responsible for setting unified targets for plan participants, per 49 CFR § 625.25. Once performance targets are set, sponsors are expected, to the maximum extent possible, to share the target with the MPO or MPOs that house their participant transit agencies in their MPA, per 49 CFR § 625.45. MPOs are responsible for implementing performance based planning in their planning documents.

Statewide Planning Agencies Incorporating TAM Requirements into Statewide Transportation Improvement Programs (STIP) and Long-Range Statewide Transportation Plans

State DOTs are required to reference the performance targets and performance based plans into their planning documents by October 2018, per 23 CFR § 450.216 and 23 CFR § 450.218. The planning products must include a description of the performance measures and performance targets used in assessing the performance of the transportation system for transit asset management, safety, and the FHWA performance measures. This should also include, to the maximum extent possible, a description of the anticipated effect of the STIP toward achieving the performance targets identified in the long-range statewide transportation plan, linking investment priorities to those performance targets. Group TAM plan sponsors will need to incorporate group performance targets in the asset management discussions for their respective planning documents.

Timeline for Transit Asset Management

By January 1, 2017:

- Provider establishes their initial targets

By 180 days after providers set and share their initial targets:

- MPO establishes regional targets

Within four (4) months of the end of the provider's fiscal year 2018 (and each year thereafter)

- Provider submits to NTD their Asset Inventory Module (AIM); and performance targets for the next fiscal year

No later than October 1, 2018

- Provider completes their initial TAM Plan that covers four (4) years
- TAM Plan can be amended at any time
- A TAM Plan update is required at least every four (4) years

October 1, 2018:

- The MPO reflects the performance measures and targets in all MTPs and TIPs updated after this date
- The State DOT reflects the performance measures and targets in all long-range statewide transportation plan and STIPs updated after this date

Within four (4) months of the end of the provider's fiscal year 2019 (and each year thereafter)

- Provider submits to NTD their Asset Inventory Module (AIM); performance targets for the next fiscal year; and
- Narrative report on changes in transit system conditions and the progress toward achieving previous performance targets

Note: Provider refers to the Tier I transit providers, the Tier II providers who choose to not be part of a Group Plan, and the Group Plan Sponsors for two or more T II providers.

TAM Performance Measures

Background

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.

Performance Measures

Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).

Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.

Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.



TRANSIT ASSET MANAGEMENT

Data To Be Reported - Optional Report Year 2017, Mandatory Report Year 2018

Rolling Stock: The National Transit Database (NTD) lists 23 types of rolling stock, including bus and rail modes. Targets are set for each mode an agency, or Group Plan Sponsor, has in its inventory.

FTA default ULB or Agency customized ULB: Default ULBs represent maximum useful life based on the TERM model. Agencies can choose to customize based on analysis of their data OR they can use the FTA provided default ULBs.

Equipment: Only 3 classes of non-revenue service vehicles are

collected and used for target setting: 1) automobiles, 2) other rubber tire vehicles, and 3) other steel wheel vehicles.

Facilities: Four types of facilities are reported to NTD. Only 2 groups are used for target setting 1) Administrative and Maintenance and 2) Passenger and Parking.

Infrastructure: The NTD lists 9 types of rail modes; the NTD collects data by mode for track and other infrastructure assets.

BRT and Ferry are NTD fixed guideway modes but are not included in TAM targets.

TAM Performance Metrics: The NTD collects current year performance data. The NTD will collect additional Asset Inventory Module (AIM) data but targets forecast performance measures in the next fiscal year.

TAM Narrative Report: The TAM Rule requires agencies to submit this report to the NTD annually. The report describes conditions in the prior year that led to target attainment status.

www.transit.dot.gov/TAM/ULBcheatsheet

TERM Scale: Facility condition assessments reported to the NTD have one overall TERM rating per facility. Agencies are not required to use TERM model for conducting condition assessment but must report the facility condition assessment as a TERM rating score.

TERM Rating	Condition	Description
Excellent	4.8–5.0	No visible defects, near-new condition.
Good	4.0–4.7	Some slightly defective or deteriorated components.
Adequate	3.0–3.9	Moderately defective or deteriorated components.
Marginal	2.0–2.9	Defective or deteriorated components in need of replacement.
Poor	1.0–1.9	Seriously damaged components in need of immediate repair.

What You Need to Know About Establishing Targets

Include:

- Only those assets for which you have direct capital responsibility.
- Only asset types specifically referenced in performance measure.

Group Plans:

- Only one unified target per performance measure type.
- Sponsors may choose to develop more than one Group Plan.

MPOs:

- MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider establishes its targets.
- Opportunity to collaborate with transit providers.

Example Target Calculations

Rolling Stock and Equipment: Each target is based on the agency’s fleet and age. Agencies set only one target per mode/class/asset type. If an agency has multiple fleets in one asset type (see example BU and CU) of different service age, it must combine those fleets to calculate the performance metric percentage of asset type that exceeds ULB and to set the following fiscal year’s target. The performance metric calculation does not include emergency contingency vehicles.

Asset Category	Vehicle Class/Type	Fleet Size	Vehicle age	default ULB	FY 16 Performance Metric (% Exceeding ULB)	FY17 Target
Rolling Stock	Over the road bus (BU)	10	5	14 years	0%	60%
		15	13	14 years		
	Cutaway bus (CU)	19	8	10 years	21%	21%
		5	12	10 years		
	Mini Van (MV)	5	5	8 years	0%	0%
	Van (VN)	1	10	8 years	67%	67%
2		5	8 years			
Equipment	Auto (AO)	5	4	8 years	0%	0%

This example assumes no new vehicle purchases in the calculation of targets for FY17, therefore the FY17 target for over the road bus (BU) increases due to the second fleet vehicles aging another year and exceeding the default ULB. If an agency is more conservative, then it might set higher value targets. If an agency is more ambitious or expects funding to purchase new vehicles, then it might set lower value targets.

There is no penalty for missing a target and there is no reward for attaining a target. Targets are reported to the NTD annually on the A-90 form. The fleet information entered in the inventory forms will automatically populate the A-90 form with the range of types, classes, and modes associated with the modes reported.

SGR Performance Measures & Targets			RY 2017	RY 2017	RY 2018	RY 2018
Asset Category	Performance Measure	Asset Class	Target	Actual	Target	Actual
Rolling Stock - <i>All Revenue Vehicles</i>	Age - % of revenue vehicles that have met or exceed their ULB	Articulated Buses	0%	0%	0%	
		Buses	20%	23%	20%	
		Cutaway Vans	10%	0%	0%	
		Minivans	0%	0%	0%	
		Railcars- RS - Commuter Rail	0%	0%	0%	
Equipment - <i>Non Revenue Vehicles</i>	Age - % of Non-Revenue vehicles have met or exceeded their ULB	Automobiles	25%	72%	50%	
		Trucks & other rubber tire vehicles	5%	28%	16%	
Facilities - <i>All Buildings/Structures</i>	Condition - % of facilities have a condition rating below 3.0	Passenger /Parking	0%	0%	0%	
		Administrative/Maintenance	5%	0%	0%	
Infrastructure - <i>Fixed Rail Guideway, tracks, signals & systems</i>	Performance - % of rail track segments, signals and systems with performance restrictions.	YR -Hybrid Rail	25%	3%	3%	