



TO: CAMPO Transportation Policy Board Members
 FROM: Ashby Johnson, CAMPO Executive Director
 SUBJECT: January 14, 2019 Agenda Items
 DATE: January 8, 2019

Happy New Year and welcome to all new Transportation Policy Board members. The January 14, 2019 Transportation Policy Board (TPB) agenda contains two notable action items. The first is the Policy Board’s consideration for approval of the CAMPO staff and Technical Advisory Committee (TAC) recommended list of activities for Federal Transit Administration (FTA) 5310 funding. The TPB approves funding requests for FTA 5310 funding every year. The TPB has \$842,252 available to allocate to eligible activities. It is worth noting that CAMPO received a record number of funding requests in this call for projects under the 5310 Program with \$1,723,587 in funding requests received, more than double the \$842,252 available.

CAMPO jointly administers the regional 5310 Program with Capital Metro through an interlocal agreement. The agreement states that CAMPO administers the calls for projects and Capital Metro manages the grants in the federal system after the TPB has awarded funds to grantees. CAMPO issues the notice of funding availability and ensures that a wide-range of local government and non-profit organizations are aware of the funding opportunity and the application process. CAMPO and Capital Metro usually rank and score the applications together. However, Capital Metro was a grant applicant this year and so neither agency thought it appropriate that Cap Metro score applications as this would introduce a potential conflict of interest. Application review and scoring was carried out by CAMPO staff along with members of our General Planning Consultant team. It was the same team that was used to score project submittals for the 2019-2022 Transportation Improvement Program (TIP).

CAMPO staff is aware that AGE of Central Texas has contacted many of you with concerns about why their application for 5310 funding was not recommended. A principal concern of AGE is that they have received funding most years in the past.

It is important to note that this is a competitive grant program per federal statute and regulations. Success in securing a grant in previous years is no guarantee of success in future years. As such, AGE’s application did not meet the existing 5310 project selection criteria as well as other applications. It is important to reiterate again that this was the most competitive application process for 5310 funding that CAMPO has ever experienced. Lastly, there will be 5310 funding available next year and all qualifying agencies will be able to apply. CAMPO staff has offered a debrief to any agency that submitted an application for funding and that offer stands. CAMPO staff strongly encourages TPB approval of the ranked and scored list as presented in the TPB meeting background materials.

The second major approval item is the TPB consideration of approval of amendments to the 2019-2022 TIP and the 2040 Regional Transportation Plan (RTP). These TIP and Plan amendments include adding the Y at Oak Hill Interchange improvements to the TIP. The Austin District of the Texas Department of Transportation (TxDOT) is the sponsor of the Y at Oak Hill project and has been shepherding the project through the project development phases (including design) and the environmental process.

The environmental document has gone through the National Environmental Protection Act (NEPA) process and has been reviewed by TxDOT's Environmental Affairs Division for compliance with federal environmental protection provisions. The Record of Decision (ROD) was issued in December 2018. The Y at Oak Hill project is currently listed as part of the existing CAMPO 2040 Plan. However, the project must also be included in the 2019-2022 Transportation Improvement Program before it can proceed to construction.

The Y at Oak Hill Project is a critical infrastructure improvement that has been under development for decades. As the merits and the elements of the project have been debated and negotiated over the decades the project costs have gone up considerably. The current project cost is an estimated \$426 million. At one point in time, this project was under the purview of the Central Texas Regional Mobility Authority (CTRMA) as a toll project because there was insufficient local, state, and federal revenue available to construct as a non-tolled facility. However, the toll-financing was going to require a significant amount of public equity to make the project toll viable. Seeing the importance of this project to our region and the State, the Texas Department of Transportation Commission allocated \$224M of their discretionary funding to this project with the caveat that the project proceed as non-tolled and that the project be moved under TxDOT's purview.

The Y at Oak Hill project is critical to meeting current and future mobility and safety goals of our region. The Oak Hill interchange is a crucial link to residents of Travis, Hays, Blanco, and Burnet counties and serves not only the movement of people but also of goods coming to our region.

The Y at Oak Hill project has been the subject of significant public outreach activities conducted by the TxDOT Austin District and CTRMA. The project was also part of the extensive public outreach effort conducted by CAMPO staff in November and December 2018. As your Executive Director, I strongly encourage you to approve this project as part of this set of amendments to the 2019-2022 TIP. A delay in approving this key project as part of this set of amendments would introduce a one-year delay to the project and could potentially jeopardize the state funding portion of the project.

These amendments to the 2019-2022 TIP and 2040 RTP are our recommendation to the Transportation Policy Board and represent years of project development, coordination, and public involvement. Ultimately the Transportation Policy Board retains the final authority on approval for submitted projects. We look forward to the Policy Board's consideration, deliberation, and approval.

The information items on the agenda are follow ups to questions raised about agenda items at the December 2018 TPB meeting. CAMPO's independent auditor, Montemayor Britton Bender PC will present the findings of CAMPO's most recent single audit and address any questions. Also, Dr. Tim Lomax with the Texas A&M Transportation Institute will present on TxDOT's process for developing performance measures and target setting for pavements.



TRANSPORTATION POLICY BOARD MEETING

Monday, January 14, 2019

Room 3.102, Joe C. Thompson Center, University of Texas Campus

Red River and Dean Keeton Streets, Austin, Texas

6:00 p.m.

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, January 14, 2019.
3. Chair AnnouncementsChair Will Conley
4. Report from the Technical Advisory Committee (TAC) Mr. Ashby Johnson
Mr. Johnson 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 Session Chair 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 December 10, 2018 Meeting Summary](#)
.....Mr. Ashby Johnson, CAMPO
Mr. Johnson will present the December 10, 2018 meeting summary and request Transportation Policy Board approval.
7. [Discussion and Approval of FY 2018 Federal Transit Administration \(FTA\) Section 5310 Projects](#)
..... Mr. Ryan Collins, CAMPO
Mr. Collins will present the FY 2018 FTA Section 5310 project selection and seek approval by the Transportation Policy Board.

- 8. [Discussion and Approval of Transportation Improvement Program \(TIP\) and Regional Transportation Plan \(RTP\) Amendments](#) Mr. Ryan Collins, CAMPO
Mr. Collins will provide an overview of the TIP and RTP amendment cycle and seek approval of requested amendments by the Transportation Policy Board.

INFORMATION:

- 9. [Update on FY 2017 Audit Finding Results](#)Montemayor Britton Bender PC
A representative from Montemayor Britton Bender PC will provide an overview of the results from the CAMPO FY 2017 audit finding.
- 10. [Update on TxDOT Performance Measure Targets \(PM2/PM3\)](#)
.....Dr. Tim Lomax, Ph.D., PE, Texas A&M Transportation Institute
Dr. Lomax will provide an overview of PM2 and PM3 performance measure target setting.
- 11. [Executive Director’s Report on Transportation Planning Activities](#)
 - a. [Administrative Amendment for Bergstrom Spur](#)
 - b. [Capital-Alamo Connection Study Joint MPO Board Meeting](#)
- 12. Announcements
 - a. Next Technical Advisory Committee Meeting – January 28, 2019
 - b. Next Transportation Policy Board Meeting – February 11, 2019
- 13. Adjournment



**Capital Area Metropolitan Planning Organization
 Transportation Policy Board
 Meeting Summary
 December 10, 2018**

1. Certification of Quorum – Quorum requirement is 11 members.....Chair Will Conley

The CAMPO Transportation Policy Board was called to order by the Chair at 6:02 p.m.

The roll was taken and a quorum was announced present.

	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	N	
5	Gerald Daugherty	Commissioner, Travis County	N	
6	Sarah Eckhardt	Judge, Travis County	N	Mayor Steve Adler
7	Jimmy Flannigan	City of Austin, District 6	Y	
8	Victor Gonzales	Mayor, City of Pflugerville	Y	
9	Jane Hughson	Mayor, City of San Marcos	Y	
10	Mark Jones	Commissioner, Hays County	Y	
11	Ann Kitchen	City of Austin, District 5	N	Council Member Alison Alter
12	Cynthia Long	Commissioner, Williamson County	Y	
13	Terry McCoy, P.E.	TxDOT-Austin District	Y	
14	Terry Mitchell	Capital Metro Board Member	N	
15	Craig Morgan	Mayor, City of Round Rock	N	Commissioner Cynthia Long
16	James Oakley	Judge, Burnet County	Y	
17	Dale Ross	Mayor, City of Georgetown	N	
18	Brigid Shea	Commissioner, Travis County	Y	
19	Edward Theriot	Commissioner, Caldwell County	Y	
20	Jeffrey Travillion	Commissioner, Travis County	Y	
21	Corbin Van Arsdale	Mayor, City of Cedar Park	Y	

2. Public Comments

There were no public comments.

3. Chair AnnouncementsChair Will Conley

There were no announcements.

4. Report from the Technical Advisory Committee Chair.....Ms. Amy Miller, TAC Vice Chair

In the absence of the Technical Advisory Committee (TAC) Vice Chair, Mr. Ashby Johnson, CAMPO Executive Director provided an overview of the discussions from the November 26, 2018 meeting. Mr. Johnson reported that the TAC took action to recommend approval of the Draft Public Participation Plan (PPP), adoption of the TxDOT Performance Measure Targets (PM2/PM3), and adoption of the Draft Regional Incident Management Plan at its October meeting.

Video of this item can be viewed at <http://austintx.swagit.com/play/12112018-1078/3/>.

5. Public Hearing on the Public Participation Plan (PPP), Amendments to the 2040 Regional Transportation Plan (RTP) and 2019-2022 Transportation Improvement Program (TIP)Chair Will Conley

Ms. Doise Miers, CAMPO Community Outreach Manager provided an overview of its Public Participation Plan (PPP), a guidance document of how CAMPO conducts community outreach. Ms. Miers informed the Board that the PPP was last updated in 2015. The PPP has since been updated to bring the document current with new CAMPO outreach practices and add language from the FAST Act. Ms. Miers later highlighted specific updates and the timeline for adoption.

The Chair later recognized the following individuals who provided public comment on Amendments to the 2019-2022 Transportation Improvement Program (TIP).

1. Mr. Kent Browning, Oakhill Resident
2. Mr. Stephen Beers, Save Barton Creek Association
3. Mr. Daniel Alvarado, Consultant on behalf of "Save Oakhill"
4. Ms. Angela Richter, Save Barton Creek Association
5. Mr. Roy Waley, The Austin Regional Group of The Sierra Club
6. Mr. Dick Kellerman, City of Barton Creek Association
7. Mr. Brian Zabcik, Environment Texas
8. Ms. Kelly Davis, Save Our Springs Alliance

Video of this item can be viewed at <http://austintx.swagit.com/play/12112018-1078/4/>.

6. Executive SessionChair Will Conley

An Executive Session was not convened.

7. Discussion and Approval of October 15, 2018 Meeting Summary

There were no public comments on the October 15, 2018 meeting summary.

The Chair entertained a motion for approval of the October 15, 2018 meeting summary.

Commissioner Edward Theriot moved for approval of the meeting summary, as presented.

Judge James Oakley seconded the motion.

The motion prevailed.

Ayes: Mayor Steve Adler (Proxy for Judge Sarah Eckhardt), Council Member Alison Alter (Proxy for Council Member Ann Kitchen), Council Member Jimmy Flannigan, Mayor Victor Gonzales, Commissioner Mark Jones, Commissioner Cynthia Long (Proxy for Mayor Craig Morgan), Mr. Terry McCoy, Judge James Oakley, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: Mayor Jane Hughson

Absent and Not Voting: Commissioner Clara Beckett, Commissioner Gerald Daugherty, Mr. Terry Mitchell, and Mayor Dale Ross

Video of this item can be viewed at <http://austintx.swagit.com/play/12112018-1078/5/>.

8. Discussion and Approval of Draft CAMPO Code of Conduct for Transportation Policy Board Members

The Chair recognized Mr. Tim Tuggey, CAMPO Legal Counsel who provided an overview of the previous discussion of the Draft CAMPO Code of Conduct for Transportation Policy Board Members by the Board at its August meeting. Mr. Tuggey also presented changes to Section 5b of the document as discussed by the CAMPO Executive Committee at its November 30, 2018 meeting.

The Chair entertained a motion for approval of the Draft CAMPO Code of Conduct for Transportation Policy Board Members.

Judge James Oakley moved for approval of the Draft CAMPO Code of Conduct for Transportation Policy Board Members.

Commissioner Cynthia Long seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler (Proxy for Judge Sarah Eckhardt), Council Member Alison Alter (Proxy for Council Member Ann Kitchen), Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Jane Hughson, Commissioner Mark Jones, Commissioner Cynthia Long (Proxy for Mayor Craig Morgan), Mr. Terry McCoy, Judge James Oakley, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Clara Beckett, Commissioner Gerald Daugherty, Mr. Terry Mitchell, and Mayor Dale Ross

Video of this item can be viewed at <http://austintx.swagit.com/play/12112018-1078/6/>.

9. Discussion and Adoption of Draft Regional Incident Management Study

The Chair recognized Mr. Ashby Johnson who presented the Draft Regional Incident Management Study for adoption by the Board. Mr. Johnson reported that the draft document was presented to the Board as an information item at its October meeting. The Draft Regional Incident Management Study was also presented to the TAC as an information item and later as an action item.

Mr. Johnson informed the Board that the Draft Regional Incident Management Study received review by a Steering Committee which included the City of Austin, City of Round Rock, CAMPO, Travis County, Hays County, Bastrop County, TxDOT, and the CTRMA. The draft document also received an independent third party review by the Texas A&M Transportation Institute. Mr. Johnson later highlighted and discussed the study recommendations and next steps.

The Chair entertained a motion for adoption of the Draft Regional Incident Management Study.

Commissioner Cynthia Long moved for adoption of the Draft Regional Incident Management Study.

Judge James Oakley seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler (Proxy for Judge Sarah Eckhardt), Council Member Alison Alter (Proxy for Council Member Ann Kitchen), Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Jane Hughson, Commissioner Mark Jones, Commissioner Cynthia Long (Proxy for Mayor Craig Morgan), Mr. Terry McCoy, Judge James Oakley, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Clara Beckett, Commissioner Gerald Daugherty, Mr. Terry Mitchell, and Mayor Dale Ross

Video of this item can be viewed at <http://austintx.swagit.com/play/12112018-1078/7/>.

10. Discussion and Adoption of TxDOT Performance Measure Targets (PM2/PM3)

The Chair recognized Mr. Ryan Collins, CAMPO Short Range Planning Manager who provided a brief overview of the PM2-Pavement and Bridge Conditions and PM3-System Performance and Freight Performance Measures. Mr. Collins briefly discussed the federal rules and goals for Performance Measures. Mr. Collins also presented and discussed a target setting summary and target adoption timeline. Mr. Collins noted that CAMPO must adopt its own targets or the TxDOT Performance Measure Targets (PM2/PM3) by December 18, 2018. The presentation was concluded with a recommendation for adoption of the TxDOT Performance Measure Targets (PM2/PM3).

Following comment and discussion of the TxDOT Performance Measure Targets (PM2/PM3) by the Board, staff suggested an update from the Texas Transportation Institute on its target setting process for Performance Measures (PM2/PM3) at the January meeting. The Chair later entertained a motion for adoption of the TxDOT Performance Measure Targets (PM2/PM3).

Judge James Oakley moved for adoption of the TxDOT Performance Measure Targets (PM2/PM3).

Commissioner Mark Jones seconded the motion.

The motion prevailed unanimously.

Ayes: Mayor Steve Adler (Proxy for Judge Sarah Eckhardt), Council Member Alison Alter (Proxy for Council Member Ann Kitchen), Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Jane Hughson, Commissioner Mark Jones, Commissioner Cynthia Long (Proxy for Mayor Craig Morgan), Mr. Terry McCoy, Judge James Oakley, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Clara Beckett, Commissioner Gerald Daugherty, Mr. Terry Mitchell, and Mayor Dale Ross

Video of this item can be viewed at <http://austintx.swagit.com/play/12112018-1078/8/>.

11. Presentation on FY 2018 Federal Transit Administration (FTA) Section 5310 Projects

The Chair recognized Mr. Ryan Collins who continued with a brief overview of the program's purpose, agency involvement, and funding information. Mr. Collins informed the Board that a total of twelve (12) applications were received. Mr. Collins later discussed the scoring criteria and summarized the scoring results, award information, and recommendation report.

Video of this item can be viewed at <http://austintx.swagit.com/play/12112018-1078/9/>.

12. Discussion of Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) Amendment Cycle and Requested Amendments

The Chair recognized Mr. Ryan Collins who also provided a brief overview of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) Amendment Cycle and requested amendments. Mr. Collins informed the Board that the amendment cycle began on November 9, 2018. Mr. Collins added that public outreach efforts for the TIP and RTP amendment cycle are ongoing through December 31, 2018. Mr. Collins reported that there are thirteen (13) amendments to the TIP and two (2) amendments to the RTP.

Video of this item can also be viewed at <http://austintx.swagit.com/play/12112018-1078/9/>.

13. Executive Director's Report on the Transportation Planning Activities

a. Administrative Amendments to the 2019-2022 Transportation Improvement Program (TIP)

Mr. Ashby Johnson reported that all administrative amendments processed by CAMPO must be presented to the Transportation Policy Board for review at the following meeting. Mr. Johnson also reported that recently processed administrative amendments the 2019-2022 Transportation Improvement Program (TIP) were provided in the meeting materials for review by the Board.

b. Quarterly Project Progress Reports

Mr. Ryan Collins briefly summarized the quarterly progress report included in the meeting materials. The report was generated from progress reports submitted by project sponsors that were awarded funding for their projects.

c. Report on the Results of the FY 2017 Audit Finding

Mr. Ashby Johnson reported that CAMPO received a clean audit finding for FY 2017. Mr. Johnson informed the Board that a detailed report of the audit finding was included in the meeting materials.

Video of items 13a-13c can be viewed at <http://austintx.swagit.com/play/12112018-1078/10/>.

14. Announcements

The Chair announced that the next TAC meeting will be held on December 17, 2018. The Chair also announced that the next Transportation Policy Board Meeting will be held on January 14, 2019.

The Chair later welcomed new CAMPO Transportation Policy Board member, Mayor Jane Hughson of the City of San Marcos to the 2019 membership.

15. Adjournment

The Transportation Policy Board Meeting adjourned at 7:32 p.m.



Date: January 14, 2019
Continued From: December 10, 2018
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 7
Subject: Discussion and Approval of FY 2018 Federal Transit Administration (FTA) Section 5310 Projects

RECOMMENDATION

Staff and the Technical Advisory Committee request the Transportation Policy Board approve the selection of projects for the FTA Section 5310 Awards.

PURPOSE AND EXECUTIVE SUMMARY

The Federal Transit Administration (FTA) Section 5310 Program is a program administered by the direct recipient, Capital Metropolitan Transit Authority (Capital Metro). Individual projects, who become sub-recipients of the grant funds, are selected by the Transportation Policy Board (TPB) through a competitive project selection process. Projects are scored and recommended based on the criteria adopted by the TPB. The project award recommendations are based on the individual scores and rankings as detailed in the attached Scoring and Recommendation Report (Attachment A). Note: The Project Score Summary Sheet has been updated to remove rounding in the individual criteria as was shown in the draft report. The final scores were never rounded so final scores and rankings have not changed.

This call for 5310 funding was the most competitive ever for this region. CAMPO received an unprecedented total of \$1,723,587 in funding requests (\$913,170 in the Traditional category and \$810,417 in Operating). Previous calls resulted in fewer requests for funding than was available to allocate. CAMPO staff attributes the increased interest in the program to increased awareness and funding requests from local governments to fund eligible activities.

FINANCIAL IMPACT

This call for projects will allocate up to \$842,252 in available FTA 5310 funding to local sponsors for FY 2018.

BACKGROUND AND DISCUSSION

In keeping with the federal circular FTA C 9070.1G, the FTA Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

At least 55% of program funds must be used on traditional capital projects to support public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

The remaining 45% may be used for other capital and operating expenses, additional public transportation projects that exceed the requirements of the ADA, improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit, and provide alternatives to public transportation that assist seniors and individuals with disabilities.

Please access the following link to the Federal Transit Administration's website if you would like additional information on the 5310 Program.

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070_1G_FINAL_circular_4-20-15%281%29.pdf

SUPPORTING DOCUMENTS

Attachment A – *Scoring and Recommendation Report*

Attachment B – *Application Form*

Federal Transit Administration: Section 5310

Enhanced Mobility of Seniors and Individuals with Disabilities

Scoring and Recommendation Report

Fiscal Year 2018



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About the Grant Program

The Federal government, through the Federal Transit Administration (FTA), provides financial assistance to develop new transit systems and to improve, maintain, and operate existing systems.

The FTA Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program is intended to enhance mobility for seniors and person with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

The Capital Area Metropolitan Planning Organization is soliciting project proposals for these grant programs within the Austin Urbanized Area. This competitive project selection process will award Federal funding that was apportioned under the FAST (Fixing America's Surface Transportation) Act.

Funding Information	
Funding Type	Amount Available FY 2018
Traditional Section 5310 Projects	\$527,294.00
Other Section 5310 Projects	\$314,958.00
Total Available	\$842,252.00

Who Can Apply

“Traditional” Capital Projects

- A private nonprofit organization
- A state or local governmental authority that is approved by the state to coordinate services for seniors and individuals with disabilities
- A state or local governmental authority that certifies that there are no nonprofit organizations readily available in the area to provide the service

“Other” Capital and Operating Expenses

- A state or local government authority
- A private nonprofit organization
- An operator of public transportation that receives a Section 5310 grant indirectly through a recipient

Draft

Grant Administration and Program Requirements

The Capital Metropolitan Transportation Authority (Capital Metro) serves as the designated recipient for FTA Section 5310 Funds in the Austin Urbanized Area. Successful applicants will enter into a grant agreement with Capital Metro and will become subrecipients for these funds. The grant agreement will provide for additional requirements related to project administration and reporting.

Successful recipients are strongly encouraged to expend all funds as soon as possible by the end of fiscal year 2021. The grant agreement with Capital Metro may specify additional deadlines for expenditure of the funds in order to ensure that timely progress is made.

There are numerous Federal provisions that projects and agencies are required to comply with in order receive funding from the Federal Transit Administration(FTA). Those requirements will vary depending on the funding for which applicants apply, the type of project proposed, the type of agency that is applying for the funding, and other factors.

Draft

General Eligibility Requirements

All Projects

- Project must serve the Austin Urbanized Area (*see Urbanized Area Map*)
- Sponsor and project operator must be able to certify that they meet all related FTA requirements
- Proposal must meet a minimum award threshold of \$50,000.00
- Project must be consistent with the strategies and goals outlined in the Capital Area's *Coordinated Public Transit-Health and Human Services Transportation Plan*

“Traditional” Capital Projects

Traditional capital projects are those projects that support public transportation needs for seniors and individuals with disabilities where public transportation is insufficient, inappropriate, or unavailable.

“Other” Eligible Capital and Operating Expenses

“Other” eligible capital and operating expenses are public transportation projects that:

- Exceed the requirements of the ADA
- Improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit
- Provide alternatives to public transportation that assist seniors and individuals with disabilities

A complete list of eligible activities and descriptions from the Federal Transit Administration can be found under Eligible Activities or the FTA Guidance linked under Additional Resources.

Funding and Match Requirements

- The project sponsor must have sufficient funding to carry out the project—grant payments are issued as reimbursements for eligible expenses and project deliverables.
- These programs require local match funding. The applicant will be required to identify local match funding of at least 20% of the total project cost for capital projects, and at least 50% of the total project cost for eligible transportation operating expenses.
- The local match may be met using additional federal funding, however the funding must come from a source which is not administered through the US Department of Transportation (USDOT).

Project Call Timeline

Date	Milestone
August 29, 2018	Call for Projects: Issued
September 12, 2018	Informational Webinar at 10:00 p.m.
September 28, 2018	Applications Due by 5:00 p.m.
	Technical Review and Scoring of Applications
November 26, 2018	Technical Advisory Committee - Information
December 10, 2018	Transportation Policy Board - Information/Public Hearing
December 17, 2018	Technical Advisory Committee - Recommendation
January 14, 2018	Transportation Policy Board - Award

Selection Criteria

Projects were evaluated based upon the CAMPO Transportation Policy Board-approved selection criteria for a total of up to 100 points. Applications were subject to five independent reviews and scores were averaged to provide the ranking and recommendation. (See Attachment B for individual project scores)

1. *Benefit* *(20 points)*

Describe how this project will establish, preserve and/or improve public transportation, mobility, and access within the region. In particular, describe how the project will benefit seniors and individuals with disabilities. Please provide the current number of users per year being served and an estimate of the total number of additional users per year who would benefit from the project. If no additional users per year will be served, please describe the impact on the current users being served by the project.

Score	Description
20	High user base, clear transportation impact and benefit
15	Medium user base, some transportation impact and benefit
10	Low user base, minimum impact and benefit
0	Unanswered, unclear, or does not meet criteria

2. *Financial Sustainability* *(15 points)*

Describe how this project will be sustained after the grant funding is expended. In particular, describe whether there is long term funding commitment from another source/sources, or what proactive efforts will be undertaken to ensure continuation of the project at the end of the grant period.

Score	Description
15	Clear, long-term dedicated funding (other than 5310)
10	Clear, short-term dedicated funding (can include 5310)
5	Potential funding identified (can include 5310)
0	Unanswered, unclear, or does not meet criteria

3. *Coordination and Partnerships* *(15 points)*

Describe how the project will be coordinated with other efforts and will leverage partnerships. Please provide information on coordination efforts, including partner agencies and details of activities. If there is no current coordination, please provide your agency's plan for coordination.

Score	Description
15	Strong coordination and partnerships with other organizations
10	Some coordination and partnerships with other organizations
5	Little coordination and partnerships with other organizations
0	Unanswered, unclear, or does not meet criteria

4. Interconnectivity

(15 points)

Describe how the project will build on or connect with the existing system of public transportation, non-profit providers, medical transportation services, and special transit services in the Capital Area.

Score	Description
15	High-level of interconnectivity to existing system
10	Medium-level of interconnectivity to existing system
5	Minimum interconnectivity or independent from existing system
0	Unanswered, unclear, or does not meet criteria

5. Implementation of Capital Area Regional Transit Coordination Plan

(10 points)

Describe how the project will support the 2017 Capital Area Coordinated Plan. Describe which Plan Goals or Strategies will be supported by the project.

Score	Description
10	Clearly meets 5 goals of the plan
8	Clearly meets 4 goals of the plan
6	Clearly meets 3 goals of the plan
4	Clearly meets 2 goals of the plan
2	Clearly meets 1 goals of the plan
0	Clearly meets 0 goals of the plan

6. Cost Effectiveness

(15 points)

Describe how the project will be cost effective by leveraging resources or minimizing total project costs. (The project will be evaluated based on a cost benefit analysis that considers overall cost per individual benefit/ridership)

Score	Description
1-15	Projects ranked in increments of 1.25 points

7. Budget and Project Implementation

(10 points)

Describe how the project will be developed based on a reasonable and realistic budget and work tasks. (The project will be evaluated based on the answer provided as well as an analysis of the budget submitted and demonstrated experience with FTA and TxDOT project agreements. Sponsors will be required to be in good standing with the Federal Transit Administration, Capital Metropolitan Transportation Authority, and the Texas Department of Transportation.)

Score	Description
10	Clear, developed budget (template) and demonstrated experience
5	Budget (template) is not developed, experience is minimal
0	Unanswered, unclear, or does not meet criteria

Funding Requests

CAMPO received 12 applications totaling \$1,723,587.00 in requested funding. Funding request information is provided below. (See Attachment A for project activity information)

Applicant Request Information			
Sponsor	Traditional	Operating	Total
Silver Lift, LLC	\$165,000.00	\$24,000.00	\$189,000.00
Senior Access	\$51,000.00	\$62,000.00	\$113,000.00
Capital Metropolitan Transportation Authority	\$60,000.00	\$0.00	\$60,000.00
Bluebonnet Trails Community Services	\$177,328.00	\$0.00	\$177,328.00
AGE of Central Texas	\$0.00	\$105,000.00	\$105,000.00
City of Austin Parks and Recreation	\$0.00	\$129,742.00	\$129,742.00
Drive a Senior Network	\$161,400.00	\$96,150.00	\$257,550.00
ARCIL INC.	\$169,322.00	\$169,322.00	\$338,644.00
City of Pflugerville	\$0.00	\$82,500.00	\$82,500.00
Faith in Action Georgetown	\$78,240.00	\$18,925.00	\$97,165.00
Mary Lee Foundation	\$50,880.00	\$73,804.00	\$124,684.00
City of Georgetown	\$0.00	\$48,974.00	\$48,974.00
Total Requested	\$913,170.00	\$810,417.00	\$1,723,587.00

Draft

Project Information					
Sponsor	Traditional Request	Traditional Activity	Other Request	Other Activity	Award Amount
Capital Metropolitan Transportation Authority	\$60,000.00	Office of Mobility Management (OMM)	\$0.00	N/A	\$60,000.00
Drive a Senior Network	\$161,400.00	Information Technology, Vehicle Purchase, Travel Voucher	\$96,150.00	Operating Costs	\$257,550.00
Senior Access	\$51,000.00	Information Technology	\$62,000.00	Operating Costs	\$113,000.00
Faith in Action Georgetown	\$78,240.00	Mobility Management, Information Technology	\$18,925.00	Operating Costs	\$97,165.00
City of Georgetown	\$0.00	N/A	\$48,974.00	Paratransit Service Extension	\$48,974.00
Mary Lee Foundation	\$50,880.00	Vehicle Purchase	\$73,804.00	Operating Costs	\$124,684.00
Bluebonnet Trails Community Services	\$177,328.00	Third Party Transportation, Travel Vouchers	\$0.00	N/A	\$125,774.00
ARCIL INC.	\$169,322.00	Travel Training	\$169,322.00	Travel Training	\$15,105.00
City of Pflugerville	\$0.00	N/A	\$82,500.00	Operating Costs	\$0.00
City of Austin Parks and Recreation	\$0.00	N/A	\$129,742.00	Operating Costs	\$0.00
AGE of Central Texas	\$0.00	N/A	\$105,000.00	Operating Costs	\$0.00
Silver Lift, LLC	\$165,000.00	Vehicle Purchase	\$24,000.00	Operating Costs	\$0.00

Fully Funding	
Partial Funding	
No Funding	

Draft

Application Scores

Sponsor	Benefit	Financial Sustainability	Coordination and Partnerships	Interconnectivity	Implementation of RTCC Plan	Cost Effectiveness	Budget and Project Implementation	Total Score	Rank
Capital Metropolitan Transportation Authority	13.75	15.00	15.00	13.75	8.00	12.50	10.00	88.00	1
Senior Access	11.25	15.00	15.00	13.75	5.50	15.00	10.00	85.50	2
Drive a Senior Network	13.75	15.00	15.00	13.75	6.50	11.25	10.00	85.25	3
Faith in Action Georgetown	12.50	10.00	12.50	11.25	7.00	13.75	10.00	77.00	4
City of Georgetown	10.00	15.00	11.25	12.50	8.50	6.25	10.00	73.50	5
Mary Lee Foundation	11.25	15.00	12.50	12.50	5.50	5.00	10.00	71.75	6
Bluebonnet Trails Community Services	11.25	12.50	12.50	12.50	5.00	7.50	10.00	71.25	7
ARCIL INC.	11.25	15.00	15.00	13.75	6.50	2.50	6.25	70.25	8
City of Pflugerville	7.50	12.50	11.25	13.75	5.00	1.25	10.00	61.25	9
City of Austin Parks and Recreation	8.75	12.50	5.00	12.50	3.00	8.75	10.00	60.50	10
AGE of Central Texas	10.00	11.25	6.25	8.75	2.50	10.00	10.00	58.75	11
Silver Lift, LLC	8.75	8.75	6.25	11.25	3.00	3.75	5.00	46.75	12

Fully Funding	
Partial Funding	
No Funding	

Federal Transit Administration: Section 5310

Enhanced Mobility of Seniors & Individuals with Disabilities

Fiscal Year 2018 - Grant Application



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Application Instructions

All fields are required unless otherwise noted. The application period begins on August 29, 2018 and closes at close of business, 5.p.m. Central Time on September 28, 2018.

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Program Information

The Federal Transit Administration's 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program provides grant funds for capital and operating expenses to recipients for:

1. Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
2. Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq.).
3. Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit.
4. Alternatives to public transportation projects that assist seniors and individuals with disabilities with transportation.

Before applying, please review FTA's Program Guidance to ensure that your agency and activities are eligible for the program. Information specific to agency and activity eligibility is located in Chapter 2 and 3.

The guidance is available on FTA's website here: [FTA 5310 Program Guidance](#)

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General Information

Organization Name *

Type of Applicant *

Specific eligibility requirements apply.

Address *

City

State

ZIP Code

Phone *

DUNS Number *

Authorizing Official *



Last Name

Primary Contact (If different from above)

First Name

Last Name

Email *

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Organization Information

Organization Mission *

Organizational Structure *

Organization structure (governing body, departments or divisions that will be primarily responsible for this project).

Key Individuals *

Provide a brief summary of key individuals involved, their qualifications and prior experience with grants.

Organization Finances *



Organization's finances including current annual operating budget and source(s) of funds (please include other active Section 5310 grants).

Organization Support *

Describe your work with other local groups and, if applicable, how other organizations are involved in the project or with your organization.

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Project Information

Project Title *

Project Description *

Describe the population you serve, the problems, issues or needs which your program will address and if it is a new or ongoing program.

Service Area *

Describe the service area and attach a map below.

Choose File No file chosen

File uploads may not work on some mobile devices.

Project Schedule *



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FTA 5310 Application - Formstack

Provide an estimated schedule for project implementation. Include an estimated project start and completion date. If your project includes acquisition of equipment or vehicles, include estimated procurement schedule. (You may attach an optional separate project schedule below if you prefer)

Choose File No file chosen

File uploads may not work on some mobile devices.
Project Schedule Attachment (Optional)

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Finance Information

Please fill out and attach the [Project Budget Template](#) below:

Project Budget*

Choose File No file chosen

File uploads may not work on some mobile devices.

Provide a project budget using the provided template. Include line item activities, cost, and federal/local share breakdown.

Federal Funding (Capital Expenses)*

\$

The federal share of eligible capital costs is 80 percent of the net cost of the activities.

Local Match (Capital Expenses)*

\$

The local share of eligible capital costs is 20 percent of the net cost of the activities.

Federal Funding (Operating Expenses)*

\$

The federal share of eligible operating costs is 50 percent of the net cost of the activities.

Local Match (Operating Expenses)*

\$

The local share of eligible operating costs is 50 percent of the net cost of the activities.

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RTCC Plan Goals

Projects selected for FTA 5310: Enhanced Mobility of Senior and Individuals with Disabilities funding must be consistent with the goals outlined in the Capital Area Public Transportation - Human Services Coordinated Plan. Please address all of the goals and sub-goals that apply to your project. (If not applicable, leave blank)

Access the plan here: [Capital Area Public Transportation - Human Services Coordinated Plan](#)

Goal 1: Preserve and Expand

Describe how the project will preserve and expand transportation services for public and human service agencies, especially those that meet the critical needs of the transportation disadvantaged.

Goal 2: Maintain and Improve

Describe how the project will maintain and improve the quality and safety of transportation services for the public.

Goal 3: Addressing Barriers



Goal 4: Increase Efficiency

Describe how the project will increase the efficiency of transportation services for public and human service clients.

Goal 5: Increase Public Awareness

Describe how the project increases public awareness of mobility options and improve access to transportation services for the public.

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FTA Performance Measures

The Federal Transit Administration (FTA) has established certain performance measures for the Section 5310 Program. Provide estimates for any applicable program outputs, service levels and outcomes. (If not applicable, leave blank)

Estimated Program Participants

Estimated annual number of seniors and/or people with disabilities afforded mobility they would not have without this grant funding (i.e. estimated number of clients/program participants served in one year).

Ridership

Ridership. Estimated annual number of rides (as measured by one-way trips) provided annually for individuals with disabilities and/or seniors as a result of this funding.

Service Enhancements

Increases or enhancements related to geographic coverage, service quality, and/or service times that impact availability of transportation services for seniors and individuals with disabilities as a result of your project. (For example, this project extends transportation access to seniors living outside of the Capital Metro service area, or acquisition of a new vehicle with a wheelchair lift will improve the safety and comfort of passengers that use mobility devices)



Additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services for seniors and individuals with disabilities as a result of your project.

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Additional Information

Please attach any additional supporting materials or letters of support here.

Choose File No file chosen

File uploads may not work on some mobile devices.

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Certification and Submittal

By signing below, you certify that this application has been prepared by the sponsoring agency in compliance with all applicable laws, regulations and procedures and that the agency and project activities meet the program eligibility requirements.

Signature *



Use your mouse or finger to draw your signature above

[\[clear\]](#)

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Submit Form

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Date: January 14, 2019
Continued From: December 10, 2018
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 8
Subject: Discussion and Approval of Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) Requested Amendments.

RECOMMENDATION

Staff recommends the Transportation Policy Board (TPB) approve the requested Transportation Improvement Program and Regional Transportation Plan.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) requested amendments for the 2019 – 2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP) from local government and transportation agency project sponsors. The amendment cycle schedule is listed below, and the requested amendments are listed in Attachment A and B. The Community Outreach Report that contains all public comments from the public outreach is available in Attachment C.

Date	Description
11/9/2018	Amendment Request Form Due
Nov.-Dec.	Public Outreach
11/26/2018	Technical Advisory Committee Information
12/10/2018	Transportation Policy Board Information and Public Hearing
1/14/2019	Transportation Policy Board Approval
1/28/2019	Statewide Transportation Improvement Program (STIP) Amendment Due

FINANCIAL IMPACT

The requested TIP amendments add approximately \$544,759,705.56 in state funding and \$11,000,000.00 in local funding. The requested RTP amendments will reduce the plan by \$1,300,000.00 in local funding.

BACKGROUND AND DISCUSSION

The amendment cycle is part of the regularly scheduled amendment process. This amendment cycle does not allocate any new CAMPO funding for projects and only provides an opportunity for project sponsors to make changes to existing projects, add projects, or remove projects currently listed.

SUPPORTING DOCUMENTS

- Attachment A – Amendment List**
- Attachment B – Amendment Brochure**
- Attachment C – Community Outreach Report and Comments**

Amendment List

MPO ID	CSJ	Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	FY	Total Project Cost	Amendment Requested
61-00130-00	N/A	City of Round Rock	Williamson	University Boulevard	AW Grimes	Co. Rd. 110	Reconstruct two-lane facility with shoulders to four-lane divided roadway with left-turn lanes.	2019	\$11,900,000.00	Change project limits. Currently listed as: AW Grimes (FM 1460) to County Road 110. Revised listing will read: AW Grimes (FM 1460) to SH 130.
51-00197-00	0914-04-273	Travis County	Travis	Blake Manor Road	Proposed Wildhorse Connector	Travis County East Metro Park	Construct a new shared use path.	2019	\$3,176,784.00	Change Fiscal Year (FY) from 2019 to 2020.
51-00022-01	1186-01-091	Travis County	Travis	FM 969	FM 973	Hunters Bend Road	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.	2019	\$10,917,185.00	Change Fiscal Year (FY) from 2019 to 2020.
51-00029-00	0000-00-002	Travis County	Travis	VA	Various Locations		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.	2019	\$1,278,570.00	Change Fiscal Year (FY) from 2019 to 2020.
51-00195-00	0700-03-077	TxDOT	Travis	SH 71	US 290 West	Silvermine Road	Construct 4-lane divided highway with 1 eastbound and 1 westbound direct connector.	2022	\$89,506,861.30	Add to the TIP.
51-0085-00	0113-08-060	TxDOT	Travis	US 290	West of RM 1826	SL 1	Reconstruct 4-lane to 6-lane controlled access highway and 2-lane frontage roads in each direction.	2022	\$455,252,844.26	Add to the TIP.
73-00038-00	N/A	City of Round Rock	Williamson	N/A	N/A	N/A	Local fixed route and commuter service to provide access to jobs, schools and quality of life activities. This project is JARC eligible.	2019	\$1,357,392.00	Roll over from previous TIP. Update Fiscal Year.
73-00039-00	N/A	City of Round Rock	Williamson	N/A	N/A	N/A	Local fixed route and commuter service to provide access to jobs, schools and quality of life activities. This project is JARC eligible.	2020	\$1,383,078.00	Roll over from previous TIP. Update Fiscal Year.
61-00002-00	0914-05-192	CTRMA	Williamson	183A	Hero Way	SH 29	Construct 4-lane tolled expressway.	2020	\$259,100,000.00	Roll over from previous TIP. Update Fiscal Year, Phase, Funding, and Cost Information.
61-00004-00	0151-05-114	CTMRA	Williamson	183N	RM 620/SH 45	Travis County Line	Add two express lanes in each direction.	2019	\$117,500,000.00	Roll over from previous TIP.
51-00001-03	0151-06-143	CTRMA	Travis	183N	Williamson County Line	SL 1	Add two express lanes in each direction.	2019	\$117,500,000.00	Roll over from previous TIP.
41-00199-00	0016-02-149	TxDOT	Hays	IH-35	North of River Ridge Parkway	Loop 82	Reconstruct Ramps	2020	\$13,095,115.12	Roll over from previous TIP. Update project cost information.

73-00060-00	N/A	Capital Metro	Travis	Project Connect	Various	Various	Preliminary engineering and environmental evaluation for corridors identified in Project Connect	2019	\$11,000,000.00	Add to the TIP.
51-0133-00	N/A	Travis County	Travis	Reimers Peacock	SH 71	Hamilton Pool Road	New 2-lane minor arterial undivided.	2019	\$10,000,000.00	Remove from the RTP.
N/A	N/A	Travis County	Travis	Vail Divide	Circa Terra Dr.	RM 3238	Extend existing MAD-4 on a new alignment to RM 3238.	2022	\$8,700,000.00	Add to the RTP.

 **Transportation Improvement Program (TIP) Amendment***

 **Regional Transportation Plan (RTP) Amendment**

*All amendments to the Transportation Improvement Program (TIP) will automatically be amended in the Regional Transportation Plan (RTP) per CFR 450.218.

DRAFT



CAMPO 2019-2022 Transportation Improvement Amendment

Combined Categories, Recommended Amendments

Projects illustrated here are being considered by the CAMPO Transportation Policy Board as amendments to the 2019-2022 Transportation Improvement Program (TIP), a federally funded program that allocates transportation funding to Metropolitan Planning Organizations (MPOs), such as CAMPO, to distribute among local governments with representation. Projects also fully funded by local resource agencies such as the Texas Department of Transportation include their projects in the TIP for CAMPO discussion

Note: References are presented for planning and discussion purpose only and are not an endorsement of recommendation for funding by the CAMPO Technical Advisory Committee nor the CAMPO TPB until adopted. Planned alignments and project extents are maintained by sponsor jurisdictions and may vary from those represented here through the project development, design or construction letting.



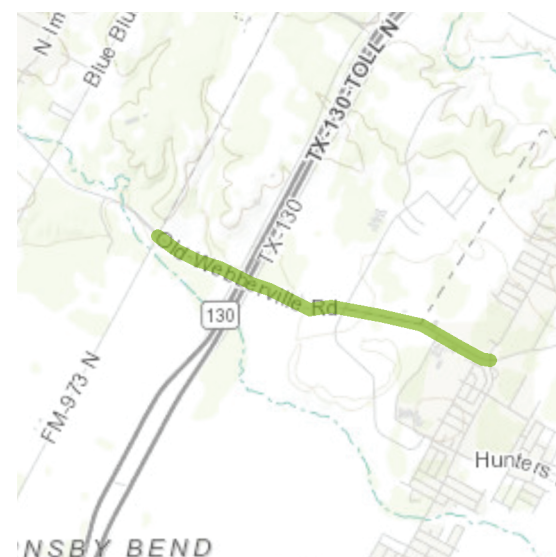
University Boulevard
Reconstruct to 4-lane divided roadway from AW Grimes (FM 1460) to CR 110. Previously shown as extending to SH 130.
Williamson County, City of Round Rock
\$11,900,000



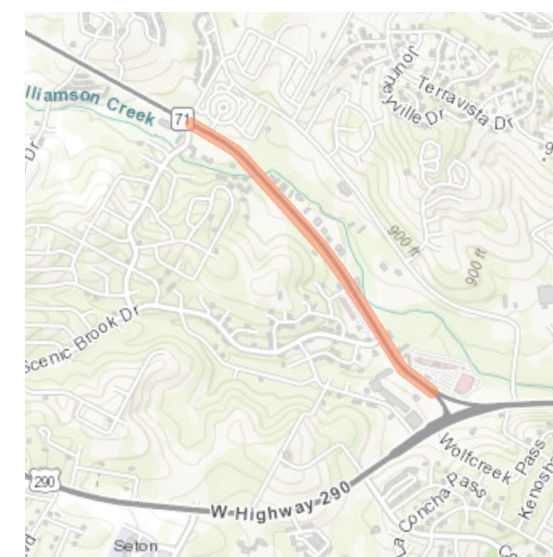
Blake Manor Road
Construct a new shared use path.
Change Fiscal Year (FY) from 2019 to 2020.
Travis County
\$3,176,784



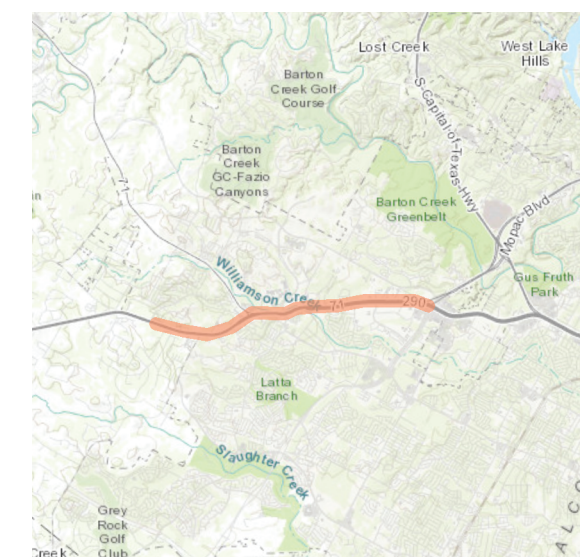
FM 969
Widen for two additional lanes, continuous left turn lane, shoulders, and a sidewalk on one side.
Change Fiscal Year (FY) from 2019 to 2020.
Travis County
\$10,917,185



Various
Construct sidewalk on both sides of Elroy Road and a shared use path on FM 973.
Change Fiscal Year (FY) from 2019 to 2020.
Travis County
\$1,278,570



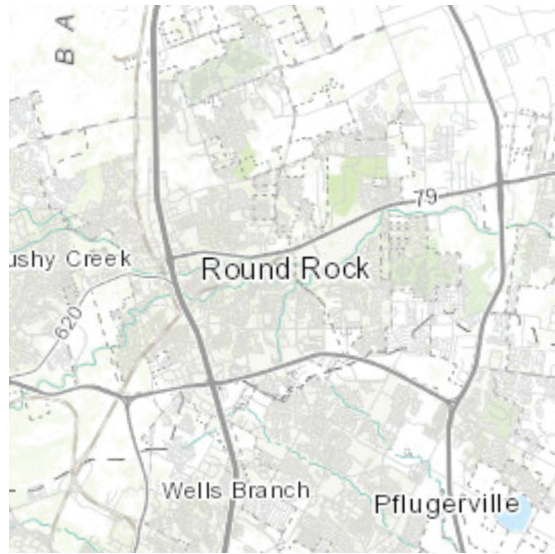
SH 71
Construct 4-lane divided highway with 1 eastbound and 1 westbound direct connector.
Add to the TIP
Travis County, TxDOT
\$89,506,861



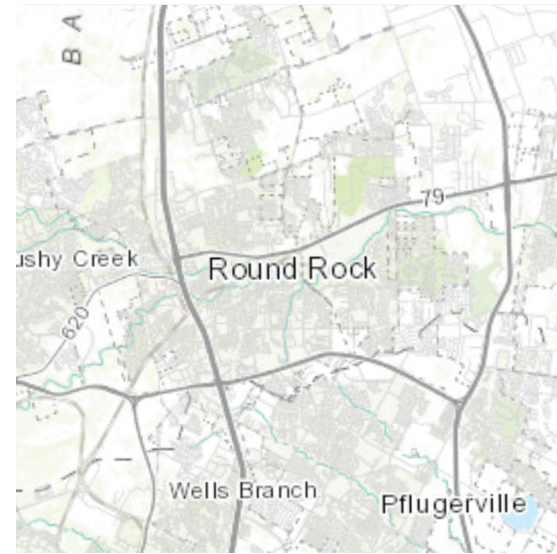
US 290
Reconstruct 4-lane to 6-lane controlled access highway and 2-lane frontage roads in each direction.
Add to the TIP.
Travis County, TxDOT
\$455,252,844

For more details and project descriptions associated with the projects shown here, please visit www.campotexas.org/get-involved or call **512.974.2282**





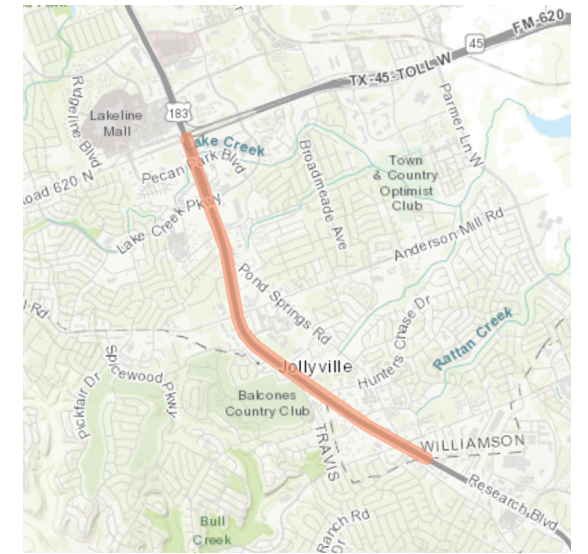
Round Rock Vicinity (Not Mapped)
 Local fixed route and commuter service to provide access to jobs, schools and quality of life activities.
 Roll over from previous TIP. Update Fiscal Year.
 Williamson County, City of Round Rock
 \$1,357,392



Round Rock Vicinity (Not Mapped)
 Local fixed route and commuter service to provide access to jobs, schools, and quality of life activities.
 Roll over from previous TIP. Update Fiscal Year.
 Williamson County, City of Round Rock
 \$1,383,078



183A
 Construct 4-lane tolled expressway.
 Roll over from previous TIP. Update Fiscal Year, Phase, Funding and Cost Information.
 Williamson County, CTRMA
 \$259,100,000



183N
 Add two express lanes in each direction.
 Roll over from previous TIP.
 Williamson County, CTMRA
 \$117,500,000



183N
 Add two express lanes in each direction.
 Roll over from previous TIP.
 Travis County, CTMRA
 \$117,500,000



IH 35/Ramp Restructure
 Request to be rolled over from previous TIP.
 Update project cost information.
 Hays county, TxDOT
 \$13,095,115



Reimers Peacock
 New 2-lane minor arterial undivided road.
 Request to be removed from the Regional Transportation Plan.
 Travis County



Vail Divide
 Extend existing 4-lane arterial on a new alignment to RM 3238. Request to be added to the Regional Transportation Plan.
 Travis County



CAMPPO

CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

Outreach Report FALL 2018 OPEN HOUSES



Background

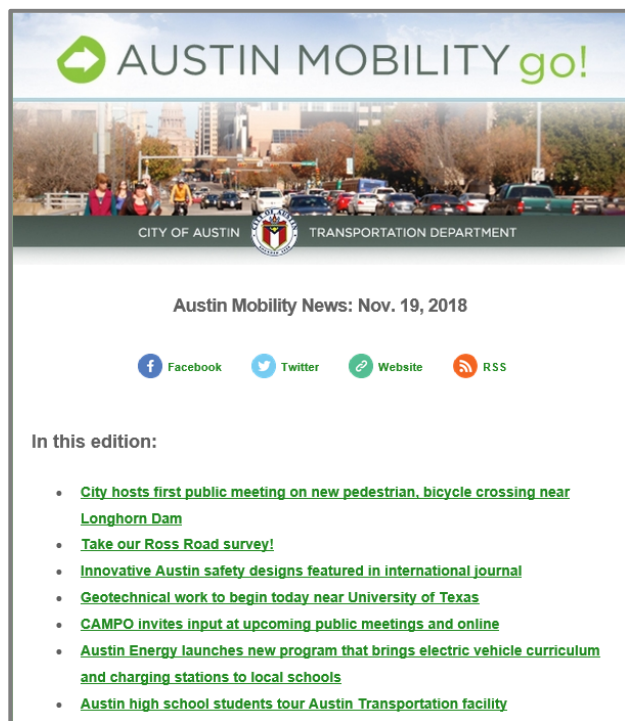
Beginning in November of 2018, the Capital Area Metropolitan Planning Organization (CAMPO), in accordance with the Public Participation Plan, launched a Tier 2 community outreach effort. The purpose of this effort was to engage the public and solicit input from citizens in CAMPO's six-county region on CAMPO's updates to the Public Participation Plan, Amendments to the 2019-2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP), and the Regional Arterials Plan. Also, CAMPO provided information on the MoKan/Northeast Subregional Plan at the December 3, 4, and 7 meetings, and information on the Luling Transportation Study on the December 5 meeting. Since the MoKan/Northeast Subregional Plan and the Luling Transportation Study are focused only on certain areas of the six-county region, information regarding each was only offered at the public meetings that were held in that area, but information was always online for anyone to review.

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 59 media contacts on November 20, 2018 and including information on the topics to be covered, listed the in-person open house dates and locations, and linked to the online open house webpage and comment opportunities.

During this round of outreach, email notices were sent to 7,241 subscribers, with a 24% open rate on the CAMPO email list on November 6, 2018, and a reminder notice was sent on November 19, 2018. A flyer was mailed to 13 subscribers on the CAMPO postal mailing list on November 7, 2018. Like the news release, the email and postal mail notices briefly described what topics were covered during the in-person and online open houses, details on how to participate and opportunities to provide comment.



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, and social media posts, covered in more detail below.

CAMPO also had a table at the November 8, 2018 Mayor’s Mobility Breakfast event sponsored by Movability, Central Texas’ Transportation Management Association (TMA). CAMPO’s tabling included flyers with the upcoming open house dates, and CAMPO staff was there to answer questions about CAMPO and the MPO’s work.

Social Media

CAMPO created a social media strategy tailored to each platform in order to receive the best results possible.

On Facebook, CAMPO posted 24 different status updates with information on the online and in-person open houses, and created individual events for the in-person and online open houses. Finally, CAMPO also used the advertising function to boost Events and a graphic post with information on how to comment via the online open houses. CAMPO’s online open house Event received 5,087 total impressions and reached 2,596, resulting in 27 event responses. The graphic post received 2,951 impressions, reaching 1,758, and resulting in 611 post engagements (these engagements include likes, comments, and shares).

On Instagram, CAMPO posted one permanent post with information related to all nine open houses as well as online commenting opportunities, a cross-promotional post (advertisement), and utilized the “Stories” feature. CAMPO posted 26 photos/videos using the “Stories” feature, which is placed at the top of and embedded in the feeds of Instagram users. Instagram also allows for all “Stories” to be posted on Facebook’s “Stories” feature, so CAMPO’s cross-promotional post, which also appeared on Facebook, received 597 likes on Instagram. CAMPO’s permanent post received a total of 4,541 impressions, 52% of which were women, 70% were ages 18-34, all impressions were within the state of Texas. These impressions also resulted in two new followers.

On Twitter, CAMPO tweeted 23 different tweets, in both Spanish and English, which included detailed information like addresses for the physical open houses, as well as links to participate online. The top tweet received 2,309 impressions, with all tweets related to the open houses receiving an average of 611 impressions. Twitter was used as an immediate and quick notification system, as well as an avenue to directly answer questions from the public regarding the open houses.



FALL 2018 OPEN HOUSES

CAMPO invites you to participate in person or online to learn more about and provide comment on a number of CAMPO’s planning initiatives:

- [Public Participation Plan](#) (Comment period: November 13- December 31, 2018)
- Amendments to the [Regional Transportation Plan](#) and [Transportation Improvement Program](#) (Comment period: November 26- December 31, 2018)
- [Regional Arterials Plan and MoKan Subregional Study*](#) (Comment period: November 26- December 31, 2018)
- [Luling Transportation Plan†](#) (Comment period: November 26- December 31, 2018)

Participate Online

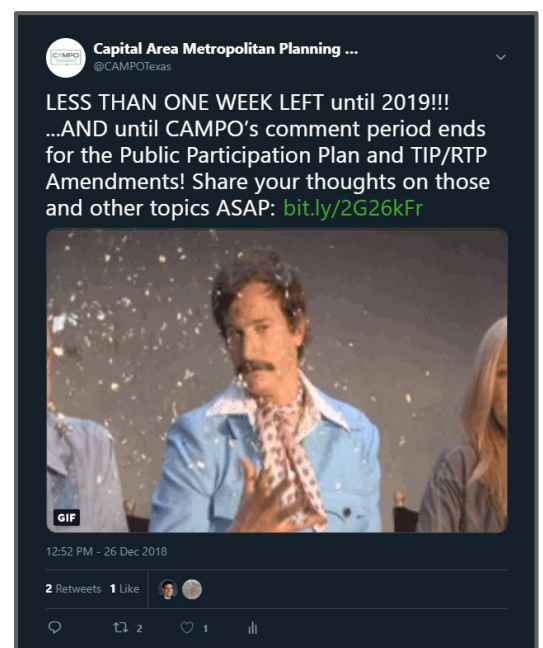


Visit CAMPO’s website to [participate in online open houses and submit electronic comments](#). The Public Participation Plan online open house starts November 13, 2018. All others start November 26, 2018. All information available in person will also be available online.

Participate In Person



All in person open houses are from 4-7 pm unless otherwise noted. The open houses are a come-and-go format so come at your convenience. Children’s activities will be available.



Open Houses

CAMPO hosted nine in-person open houses and a public hearing throughout the six-county region. An online open house was live November 6, 2018 for the Public Participation Plan. The TIP/RTP amendments, Regional Arterials Plan, MoKan/Northeast Subregional Plan, and the Luling Transportation Study opened online open houses on November 26, 2018. All online open houses remained open until the comment period closed on December 31, 2018.

In-Person Open Houses

In compliance with Tier 2 requirements, nine in-person open houses and one public hearing were held throughout the CAMPO region to provide opportunities for the public to talk one-on-one with CAMPO staff on the updates to the Public Participation Plan, 2019-2022 TIP/2040 RTP Amendments, and the Regional Arterials Plan. Information on the MoKan Subregional Plan and the Luling Transportation Study was available at the meetings that took place in the vicinity of those study areas.

Open houses used a come-and-go format and most were held 4-7 p.m. to allow flexibility in the late afternoons and evenings to accommodate a variety of schedules, and to support Transportation Demand Management at the highest peak of the evening rush. One open house was also held during the day from 10 am – 2 pm for those who may not be able to attend an afternoon session. 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.

This round of open houses had many topics available for comment, so a welcome board at the sign in table introduced participants to the topic areas and open house purpose. Each topic was sectioned off to allow clearer delineation. At these stations, meeting attendees could walk through large display boards, which introduced the topic, provided detail on changes or updates, and explained the process the study/plan would follow. Stations also included brochures and/or supplement information on each topic for attendees to take home or to review at their convenience.

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 plans and studies presented. Bilingual

PUBLIC MEETING DATES AND LOCATIONS
Monday, November 26 – Bastrop Public Library 1100 Church St., Bastrop, TX 78602
Tuesday, November 27 – Hays County Precinct 4 195 Roger Hanks Pkwy, Dripping Springs, TX 78620
Wednesday, November 28 – Lake Travis Community Library 1938 Lohmans Crossing Rd, Austin, TX 78734
Thursday, November 29 – Marble Falls Library 101 Main St., Marble Falls, TX 78654
Monday, December 3 – Pflugerville Library 1008 Pfluger St., Pflugerville, TX 78660
Tuesday, December 4 – Georgetown Public Library 402 W. 8 th St., Georgetown, TX 78626
Wednesday, December 5 – Zedler Mill 1170 S Laurel Ave., Luling, TX 78648
Thursday, December 6 – Bertram Library 170 S. Gabriel St., Bertram, TX 78605
Friday, December 7 – CAMPO Office 3300 N Interstate 35, Austin TX 78705
Monday, December 10 – CAMPO Transportation Policy Board Meeting Thompson Conference Center [Public Hearing] 2405 Robert Dedman Dr., Austin, TX 78712

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, November 26, and stayed online until the comment deadline of December 31, 2018. The exception being the PPP open house which went live earlier to accommodate the 45-day comment period.

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.

Electronic commenting was available via a link that automatically opened an email box for commenting.

PUBLIC PARTICIPATION PLAN

The Public Participation Plan (PPP) is a document that guides CAMPO's public outreach and community input programs. Last updated in 2015, this Draft PPP Update includes new standards for outreach based on the different type of plan, study, or amendment being presented to the public and also adds new Federal requirements.

Read more about the draft PPP and send comments by the December 31, 2018 deadline.

[PPP BROCHURE](#) [DRAFT PPP UPDATE & SUMMARY](#) [PPP DISPLAY BOARD](#)

[EMAIL COMMENTS](#) [PRINT PPP COMMENT CARD](#)

YOUR CONTACT

Doise Miers e: doise.miers@campotexas.org p: 512-215-9411

Public Comments

The comment period for the Public Participation Plan ran November 13 – December 31, 2018; the comment period for the other plans and studies ran November 26 – December 31, 2018. The Transportation Policy Board held a public hearing on December 10 for the PPP and amendments to the RTP and TIP.

There were several topics on which the public could comment:

- Public Participation Plan – one comment
- Amendments to the RTP/TIP – four comments
- Regional Arterials Plan and MoKan/Northeast Subregional Study – 125 comments
- Luling Transportation Study – no comments were submitted on the Luling Transportation Study.

Comments during this comment period primarily related to the Regional Arterials Plan and MoKan/Northeast Subregional Plan; specifically, comments consisted of requests for improvements to SH 71 and for the Pflugerville section of the MoKan corridor to be considered for an active transportation facility. All comments are included in the appendix of this report.

Public Comments - Public Participation Plan

From: [Susan Pantell](#)
To: [CAMPO Comments](#); [Doise Miers](#)
Subject: Public Participation Plan
Date: Wednesday, November 21, 2018 11:35:42 AM

EXTERNAL email: Exercise caution when opening.

Ms. Miers,

Public participation with CAMPO plans has historically been very low. The region is large, and you usually hold only one or maybe two meetings for a whole county, so it is difficult for many people to access the locations. For the 2040 RTP, 300 people attended public meetings, about 0.015% of the region's population; and you had a total of 7,500 contacts, which is about 0.4% of the population. With such low participation rates, your public input process does not adequately reflect the views of the public. You should find ways to increase public input.

You should also document the number of meetings that you have in different locations, how many people attend them, and the demographics of the participants to ensure that the responses reflect the diversity of the region.

When you have surveys for the public, it is difficult for people to provide meaningful input. Usually there is one question asking if people support the plan, for example the TIP, and then a list of projects for people to approve or disapprove. Most people do not have enough information about the projects to comment on them directly. Even if they drive on a particular road, they do not know whether the project that is being proposed is the best option because they don't know what the alternatives are. A small number of people may have enough information to comment on whether they support a particular project.

Instead, you should be asking people for input on their values and trade-offs. Some years ago you did a survey like that, and the public overwhelmingly responded that they want more multi-modal options. When the public provides that type of input, there should be a way to translate it directly into policies. You should still allow people to comment on particular projects, but the focus of the feedback should be on more broad policy questions, so that you can get a much larger response rate and more meaningful input from the public.

It is not clear from the report appendix to what extent you have actually implemented the policies listed and to what extent they are aspirational. For example, the report says:

"CAMPO partners with local resources to get the word out and engage people by going to them at different times during the day and week. This includes holding mid-day open houses where light lunch is served"

I have been on your email list for years, and I have never heard about one of these meetings.

Your online outreach could be improved. You could reach a lot more people and get more input. The emails that I receive often say something like that I can't provide input online now but I will be able to in a couple weeks. Sometimes I get a follow-up email, but sometimes I don't; and most people will not remember to go back to it in a couple weeks.

Please acknowledge receipt of these comments.

Sincerely,
Susan Pantell

**Public Comments -
Amendments to 2040 Regional
Transportation Plan &
2019-2022 Transportation
Improvement Program**



TIP/RTP Amendments COMMENT CARD

Name (required): Doug Weiss

Address: PO Box 708, PE, TX 78691

Email: doug.weiss@plumerille.tx.gov

Comments: _____

The direct-connection ramps from West-bound 45 to South-bound I-35
should be moved up in the plan

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630

Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705

From: [REDACTED]
To: [CAMPO Comments](#)
Subject: Comments on Cap Metro's Project Connect
Date: Monday, December 31, 2018 9:52:14 PM
Attachments: [Please audit Cap Metro's Remap Changes.msg](#)

EXTERNAL email: Exercise caution when opening.

CAMPO Staff,

Attached are letters I sent to the U.S. Department of Transportation (FTA) earlier this year expressing my concerns about Cap Metro's "Cap Remap", a key component of Cap Metro's "Project Connect".

"Cap Remap" decreased bus service in areas of Austin where bus dependent riders, mainly People of Color live and increased service in areas where mainly White people, who have access to alternative transportation, live (West Austin). This was done in violation of Title VI of the Civil Rights Act. Cap Metro has failed to "implement the least discriminatory alternative".

A reanalysis (required by the FTA) of the disparate impact on "Cap Remap" routes serving minorities, needs to be done. For example, the old #339/#323 bus routes that were moved to FM 969 that serve Craigwood, an Historically Black Neighborhood, are now running less frequently (60 minutes), while bus routes in West Austin (#335 and #18) run on a 15 minute frequency. This has a negative impact on the wages of shift workers and the general quality of life for minorities. This is not fair. Please ensure that Cap Metro's "Cap Remap" and "Project Connect" follow Title VI of the Civil Rights Act.

Thank you,

Joyce Basciano

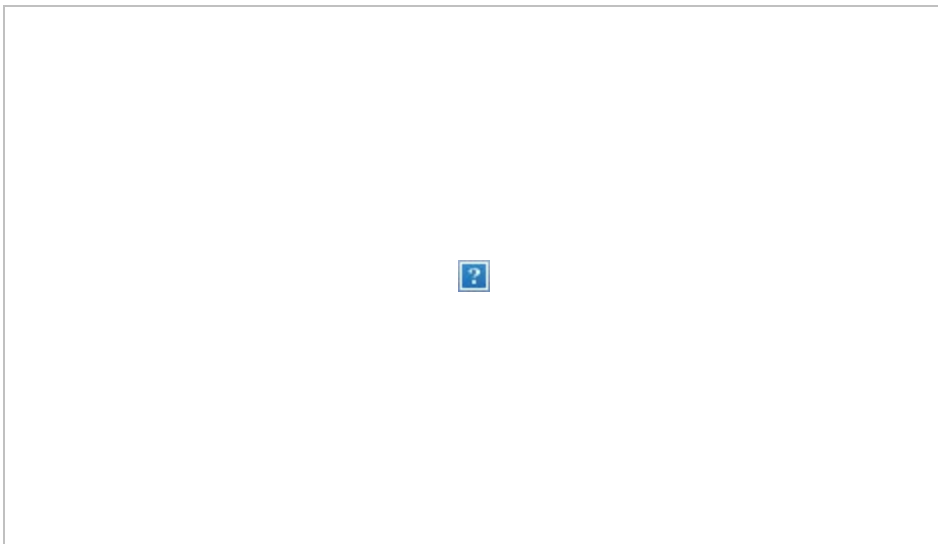
[REDACTED]
Austin, Tx 78703

From: [REDACTED]
To: christopher.macneith@dot.gov
Cc: robert.patrick@dot.gov
Subject: Please audit Cap Metro's Remap Changes
Attachments: [image004.png](#)
[letter to Lynn Hayes.docx](#)

Dear Mr. Macneith,

I wrote to Ms. Lynn Hayes, Community Planner, Federal Transit Administration, Region 6 in May of this year (see attached) and have not received a response. I am writing to you to let you know that Cap Metro has done nothing to right the wrong that I identified in May. Cap Metro's Remap project ("Connections 2025") was implemented in early June to the detriment of low-income families and people of color, most of whom live in East Austin and are dependent on the bus service for all their transportation needs. Their bus service frequency was decreased, and the distance to the nearest bus stop increased. One new route (\$339) makes people of color wait 60 minutes, and some walk over 2 miles. At the same time, the frequency (every 15 minutes all day) of bus service was increased for "choice" riders most of whom are white, affluent people who have access to transportation alternatives. To add insult to injury, a "Mobility Innovation Zone" (ride share) pilot project (approved by the Cap Metro Board, November 15, 2017 minutes) was implemented solely in an affluent white neighborhood in West Austin to fill the non-service area (on Exposition Blvd) created when the # 21/22 bus route was broken into three routes (#18, #322 and #335) by the Remap. I live on the #21/22 bus route. Under this ride share program, bus riders can get off the #18 or #335 bus on Exposition Blvd and then, using a smart phone or app, call a ride share vehicle to take them to their final destination in the neighborhood. This is basically door to door service. For the people of color, there is nothing filling the #240 non-service "gap" to St. David's (major hospital) and job centers. The changes brought about by Cap Metro's Remap are unfair and I strongly believe a violation of Title VI of the Civil Rights Act of 1964.

How did this happen? In her FTA Complaint 2017-0326 (April 23, 2018 Board Packet, p.114) Ms. Zenobia Joseph identified the cause as Cap Metro's failure to comply with its intent to "conduct service equity analysis for each major change as they go to the board for approval". Cap Metro had identified a potential disparate impact on the minority population on 11 of 13 routes slated for elimination and 18 of 20 slated for change. Eventually, only two routes were eliminated (#21/22 and #240). However, by not doing the correct and thorough analysis required, the bus service was worsened for the minority population by the Remap. This negative outcome should not have happened given the claims Cap Metro makes in the Status/Action Taken in the C-1 Summary of Title VI Complaints:



If Cap Metro's staff is misinforming its Board and the Board is (also) not taking input (public testimonies) of the minority community seriously, then the process and the bus system created by it are unfair and

basically broken. The feeling in the community is that Cap Metro is doing things behind closed doors. Compliance with Title VI of the Civil Rights Act would help right this wrong. Please come to Austin and audit the work Cap Metro did on the Remap changes, particularly the process and analysis on routes that affect minorities, then conduct a city-wide community listening session before completing your investigation. Bringing Cap Metro into compliance with Federal Law will greatly help us and ensure our taxpayer dollars are used equitably.

Thank you.

Sincerely,

Joyce Basciano

██████████ ██████████ ██████████

Austin, TX 78703

From: Joyce Basciano [REDACTED]
Sent: Monday, May 14, 2018 7:19 AM
To: 'lynn.hayes@dot.gov' <lynn.hayes@dot.gov>
Cc: 'robert.patrick@dot.gov' <robert.patrick@dot.gov>; 'jose.campos@dot.gov' <jose.campos@dot.gov>
Subject: Please suspend funding until Cap Metro redraws Connections 2025 Maps

To: Lynn Hayes
Community Planner
Federal Transit Administration, Region 6
Cc: Robert Patrick, Region 6 Administrator and Jose Campos, Federal Highway Administration

Dear Ms. Hayes,

Capital Metro's Remap project ("Connections 2025") will negatively impact low-income families and people of color who depend on Cap Metro for all their transportation needs. These transit dependent riders will experience an increase in wait times (40-60 minutes) and an increase in distance to the nearest bus stops. With such low frequency bus service missing a bus could mean losing a job or missing a class or a doctor's appointment. At the same time Cap Metro is increasing frequency (15 minutes), reliability and connectivity for "choice" riders who are white, higher-income people who have access to alternative transportation options (personal vehicles). This is unfair and likely a violation of Title VI of the Civil Rights Act.

To right this wrong please: 1) Reject Cap Metro's Title VI Analyses (Nov 2017 and Apr 2018) 2) Suspend Cap Metro's funds until they redraw bus route maps, ideally, by the August 2018 Service Changes to ensure the discriminatory impact has been eliminated 3) Require Cap Metro to conduct meetings on Northeast buses and other routes to get input from riders losing service.

Cap Metro has long been deficient in collecting and considering public input before route changes are made. We are just told that there will be changes to improve service but it is not until after these changes are about to be implemented that the public finds out just what those changes are. I live on the #21/22 bus route that now has a non-service "gap" on Exposition Blvd in what used to be an East-West "loop" in the central city. Cap Metro met with the neighborhood association in that area recently not to get input on the route changes or to explain the rationale behind them, but to help area residents plan bus trips. In addition, Cap Metro is proposing "innovation zones" in the non-service "gap" area that would require use of smart phones to access ride-share services. "Connections 2025" is not only discriminatory, it is not even finished. This is very poor planning. It does not deserve funding.

Thank you for your consideration.

Sincerely,

Joyce Basciano
[REDACTED]
Austin, Texas 78703

From: [Zenobia Joseph](#)
To: [CAMPO Comments](#); hotline@oig.dot.gov
Cc: [Ashby Johnson](#)
Subject: Title VI/Safety Opposition Federal Funds for CAMPO Projects (Project Connect, FM 969 Expansion)
Date: Monday, December 31, 2018 10:29:54 PM
Attachments: [image.png](#)
[image004.png](#)
[USDOTIG Title VI-Safety Opposition CAMPO Input \(Project Connect and FM 969 Cc Ashby Johnson Executive Director\) 31Dec2018-1153am-1028pm-zci.pdf](#)

EXTERNAL email: Exercise caution when opening.

Memorandum for Capital Area Metropolitan Planning Organization (comments@campotexas.org); USDOT Inspector General's Office (hotline@oig.dot.gov)
 Cc: Ashby Johnson, Executive Director (ashby.johnson@campotexas.org)

Subject: Title VI/Safety Opposition to Capital Metro/Travis County Federally-Funded Amendment List Projects (e.g., FM 969, Project Connect)

Excerpt:

December 31, 2018 2
 Subject: Title VI/Safety Opposition to Capital Metro/Travis County Federally-Funded Amended Projects (e.g., FM 969, Project Connect)


5. Justification: USDOT would be justified in withholding and suspending Capital Metro and Travis County's Federal funding based on the altered 2013 Major Service Change Policy (p. 3) and Cap Remap routes that intentionally endanger minorities' lives daily in addition to the absence of routes in high-speed arterial roadways requiring minorities to walk 0.7 to 3.8 miles to the bus.

6. Federal Funding: Opposition includes, but is not limited to, Capital Metro and Travis County Amended List projects below.

Amendment List										
MPO ID	CSJ	Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	FY	Total Project Cost	Amendment Requested
51-00022-01	1186-01-091	Travis County	Travis	FM 969	FM 973	Hunters Bend Road	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.	2019	\$10,917,185.00	Change Fiscal Year (FY) from 2019 to 2020.
73-00060-00	N/A	Capital Metro	Travis	Project Connect	Various**	Various	Preliminary engineering and environmental evaluation for corridors identified in Project Connect.	2019	\$11,000,000.00	Add to the TIP.
51-01333-00	N/A	Travis County	Travis	Reimers Peacock	SH 71	Hamilton Pool Road	New 2-lane minor arterial undivided.	2019	\$10,000,000.00	Remove from the RTP.
N/A	N/A	Travis County	Travis	Vail Divide	Circa Terra Dr.	RM 323B	Extend existing MAD-4 on a new alignment to RM 323B.	2022	\$8,700,000.00	Add to the RTP.

Transportation Improvement Program (TIP) Amendment*
Regional Transportation Plan (RTP) Amendment
 *All amendments to the Transportation Improvement Program (TIP) will automatically be amended in the Regional Transportation Plan (RTP) per CFR 450.218.
 ** Not Mapped

Please see attached memorandum for text in its entirety. Thank you.

 Have a peaceful day!

Very respectfully,



Zenobia C. Joseph

December 31, 2018

Memorandum for Capital Area Metropolitan Planning Organization (comments@campotexas.org)

Cc: Ashby Johnson, Executive Director (ashby.johnson@campotexas.org); USDOT Inspector General's Office (hotline@oig.dot.gov)

Subject: Title VI/Safety Opposition to Capital Metro/Travis County Federally-Funded Amended Projects (e.g., FM 969, Project Connect)

1. **Federal Law:** Nondiscrimination on the Basis of Race, Color, or National Origin in Programs or Activities Receiving Federal Financial Assistance; Nondiscrimination on the Basis of Handicap in Programs or Activities Receiving Federal Financial Assistance; Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance:

PART 15—NONDISCRIMINATION [excerpt]

1. The authority citation for part 15 continues to read as follows: **Authority:** 5 U.S.C. 301, 29 U.S.C. 794.

2. Section 15.2 is amended by revising paragraph (k) to read as follows:

“§ 15.2 Definitions.

(k) *Program or activity* and *program* mean all of the operations of any entity described in paragraphs (k)(1) through (4) of this section, any part of which is extended Federal financial assistance:

(1)(i) A department, agency, special purpose district, or other instrumentality of a State or of a local government; or

(ii) The entity of such State or local government that distributes such assistance and each such department or agency (and each other State or local government entity) to which the assistance is extended, in the case of assistance to a State or local government[.]”¹

2. **Statutory Authority.** Section 601 of Title VI of the Civil Rights Act of 1964 states the following:

No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. (FTA C 4702.1B, Ch. II-1)

3. **Opposition/Vision Zero:** Due to daily Cap Remap bus fatality risks, I recommend the U.S. Department of Transportation (USDOT) withhold Federal funds to Capital Metropolitan Transportation Authority (Capital Metro) for Project Connect (MPO ID #73-00060-00) and “any program or activity” in Travis County in the Regional Transportation Plan, including FM 969 expansion (MPO ID #5100022-01). Also, suspend current Federal funding until Capital Metro reanalyzes Cap Remap routes endangering minorities’ lives in “high-speed, high-volume arterial roadway[s] with an average daily traffic over 20,000” (CapMetro RedLine Application, 2016, p. 9). To no avail, I met with CEO Randy Clarke April 20, 2018 with Black officials, but he continued “the Authority’s long legacy of appearing ‘tone deaf’ to public concerns” (TX Sunset Commission Final Rpt, 2011, p. 3). And, I informed the Board about its altered Title VI Policy [p. 3].

a. Precedent: Beavercreek, OH Title VI Civil Rights Complaint (2011). Federal Highway Administration ordered installation of 3 bus stops or the City would lose approximately \$10M Federal funds. “He who has the gold makes the rules” (WDTNTV, 2013). See FHWA Reply: [http://www.dot.state.oh.us/Divisions/ODI/EqualOpportunity/Title%20VI/FHWA%20Response%20-%20Beavercreek_OH_June%202013%20\(2\).pdf](http://www.dot.state.oh.us/Divisions/ODI/EqualOpportunity/Title%20VI/FHWA%20Response%20-%20Beavercreek_OH_June%202013%20(2).pdf) WDTNTV (2013, Oct14). Beaver Creek Approves 3 Bus Stops at Fairfield Commons [Video]: <https://www.youtube.com/watch?v=Bks1jeAupCI>

b. Project Connect: Capital Metro seeks approval of \$11M for Project Connect, Connections 2025 overlay (rebranded Cap Remap for June 3, 2018 Major Service Changes), but the transit authority refuses to comply with Title VI of the Civil Rights Act of 1964 which requires reanalysis of disparate impacts on routes serving minority populations. Every route north of Hwy 183/North Lamar Transit Center (NLTC) had a reduction in service (e.g., 240-St. David’s Hospital elimination, 392-shortlining to Arboretum jobs) or stayed 45- to 60-minute headway. There was no analysis of alternatives for any route north of NLTC or Northeast Austin on October 10, 2018 (Public Hearing) or October 22, 2018 meeting for January 6, 2019 Service Changes prior to the Board vote. Short-Range Planning Director Roberto Gonzalez (23-year employee) and Vice President of Strategic Planning/Development Todd Hemingson gave an overview.

c. FM 969 Expansion: Without a hearing on alternatives, planners (Hemingson, Gonzalez, and Connections 2025 Project Manager Lawrence Deeter) created “New” Route 339-Tuscany after eliminating Old 323E-Anderson segment. Route 339 was framed as new but was a restored number from ServicePlan2020. Deeter briefed 339 as new during November 1, 2017 Public Hearings, noting planners’ unilateral decisions. Coverage routes are not intended to grow ridership, transit guru Jarrett Walker informed the Board July 25, 2016; yet Deeter’s slides focused on ridership [Yes/No]. Route 323-Anderson was a one-seat ride. Under Cap Remap, it became three routes (323-Northwest/339-Northeast/6-Downtown), two buses with a 30-minute layover on 339 by Greater Mount Zion (GMZ). 323-Northwest improved for fewer riders (mainly non-minorities) every 30 minutes. 339-Northeast segment was 35-45 minutes Peak before Cap Remap but became 60 minutes/7 days and moved to FM 969 for 120 daily boardings between Walmart-Norwood (Tuscany) to Tannehill, serving Craigwood (Historically Black Neighborhood). No non-minority routes operate 60-minute headway all day. Meanwhile, Route 333-Convict Hill in CAMPO Appointee/Council Member Ann Kitchen’s South/West area serves 2.9 boardings/hour every 30 minutes with about 1 to 2.5 hours longer runtime—reducing Northeast minorities’ wages and shifts. Routes 333 and 339 reflect Title VI violations.

d. **Safety Implications:** Boarding 339 on FM 969 is unsafe, average annual daily trips over 28,000 vehicles (COA, 2011). See FM 969 image next page. Walking to Craigwood from Tannehill over Hwy 183 is one mile with no eastbound sidewalk, much like Beavercreek. Disparate impacts exist. With no analysis, October 25, 2018 Member/Commissioner Travillion said 339 will run in Jan2019 until 10PM.

¹ Federal Register (2013, August 26). Part II: Nondiscrimination Final Rule (Vol. 68, No. 165). [Rules/Regulations (pp. 51333-51391). Retrieved from <https://www.federalregister.gov/documents/2003/08/26/03-21140/nondiscrimination-on-the-basis-of-race-color-or-national-origin-in-programs-or-activities-receiving>

5. **Justification:** USDOT would be justified in withholding and suspending Capital Metro and Travis County’s Federal funding based on the altered 2013 Major Service Change Policy (p. 3) and Cap Remap routes that intentionally endanger minorities’ lives daily in addition to the absence of routes in high-speed arterial roadways requiring minorities to walk 0.7 to 3.8 miles to the bus.

6. **Federal Funding:** Opposition includes, but is not limited to, Capital Metro and Travis County Amended List projects below.

Amendment List										
MPO ID	CSJ	Sponsor	County	Project Name	Limits (To)	Limits (From)	Description	FY	Total Project Cost	Amendment Requested
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73-00060-00	N/A	Capital Metro	Travis	Project Connect	Various**	Various	Preliminary engineering and environmental evaluation for corridors identified in Project Connect.	2019	\$11,000,000.00	Add to the TIP.
51-0133-00	N/A	Travis County	Travis	Reimers Peacock	SH 71	Hamilton Pool Road	New 2-lane minor arterial undivided.	2019	\$10,000,000.00	Remove from the RTP.
N/A	N/A	Travis County	Travis	Vail Divide	Circa Terra Dr.	RM 3238	Extend existing MAD-4 on a new alignment to RM 3238.	2022	\$8,700,000.00	Add to the RTP.

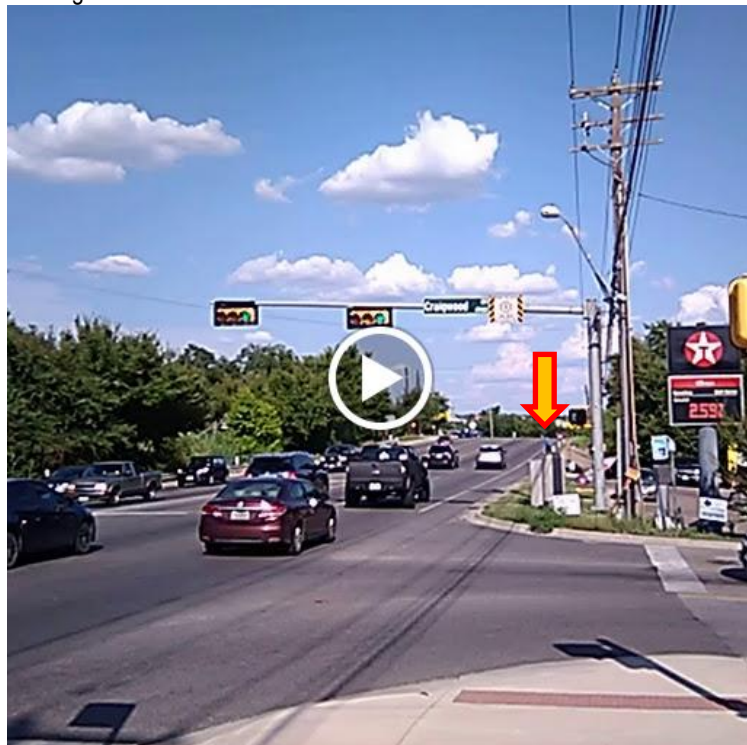
Transportation Improvement Program (TIP) Amendment*

Regional Transportation Plan (RTP) Amendment

*All amendments to the Transportation Improvement Program (TIP) will automatically be amended in the Regional Transportation Plan (RTP) per CFR 450.218.

** Not Mapped

7. **FM 969:** Blue spot by white truck in photo is a male hitchhiker in lane with cars. No sidewalk—area is not pedestrian-friendly. Walking from GMZ to FM 969 resembles Beaver Creek’s video. The difference is a raised area for pedestrians over Highway 183.



USDOT Follow-up: Wed, 22 Aug 2018 18:19:16 -0500

a. ServicePlan2020¹: Before FTA revised Circular 4702.1B (October 1, 2012), requiring transit authorities to adopt Title VI Policies (Major Service Change and Disproportionate Burden), Capital Metro complied. "In Craigwood [Historically Black Neighborhood], input was sought via block walking, as they did not have a neighborhood association" (ServicePlan2020, 2010, p. 215). For Cap Remap, Short-Range Planning Director Roberto Gonzalez moved Route 323-Anderson/"New" 339-Tuscany to FM 969 with no discussion. From GMZ to Community First! Village east on FM 969 is 3.8 miles with no sidewalks.

1) Smokescreen: 339 was not new but restored from ServicePlan2020, serving Main U.S. Post Office and UPS, only worse. It was 35-45 minutes Peak before Cap Remap; now minorities wait 60 minutes.

2) Title VI Inequities (Northeast): January 6, 2019 339 will run on FM 969 until 10PM (120 boardings). Southwest: 333-Convict Hill (2.9 boardings/hour) will run every 30-minute for non-minorities until 11:30PM.

3) Alternative/Solution: Require 333-Convict Hill riders to use on-demand service; re-route empty 40-foot Southwest buses to Northeast Austin; add runtime.

Title VI Relief: Compel Capital Metro to analyze disparate impacts (339 reductions) "and then implement the least discriminatory alternative" in an evening public hearing. Conduct surveys: Match service to riders' needs. Photo (right): Bus stop sign for 237-NE Feeder (partially County-funded) and 339, both 60-minutes. Capital Metro interlined 237/339 during June 2018 major service changes.

- WKEF and WRGT (2014, Jan21). RTA Bus Stops Roll Into Beaver Creek [Mall] Location—[\$10M FHWA Funding threat; Clip 0:50]: <https://www.youtube.com/watch?v=EzeWqpfGK34>

8. **Travis County Commissioners Court:** November 6, 2018 Item 14 Transportation. My testimony sought Capital Metro’s cost-benefit analysis for Route 237, noting absence of Title VI in Travis County’s Transportation Plan. I requested tabling Item 14 to no avail. Rather than comply with Title VI, Judge Sarah Eckhardt relied on Federal Transit Administration’s Letter in response to my FTA Complaint No. 2017-0326. However, Capital Metro’s Title VI Coordinator Diponker Mukherjee altered the 2013 Title VI Major Service Change Policy. As a result, FTA’s Response was predicated on falsity and should be retracted by USDOT. See altered policy next page. This should trigger an investigation, compelling Capital Metro to take the appropriate action before receipt of regional funds. [Agenda: See more]; Video Clip 1:34:29: <http://www.traviscountyclerk.org/eclerk/Content.do?code=Commissioners>

9. **Major Service Change Policy Updates:** May 2013 language appears before and after Capital Metro submitted Mukherjee's altered 2017 Title VI Service Equity Analysis to FTA. See Title VI Program Updates (May 27, 2015 CapMetro Packet, p. 151; and April 23, 2018 CapMetro Packet, p. 191): <http://capmetrotx.iqm2.com/Citizens/Calendar.aspx?From=1/1/2015&To=12/31/2015> No Board action changed public hearing from "elimination of any bus service" to bus route: No alternatives analyzed (e.g., 240, 392).

	TITLE VI MAJOR SERVICE CHANGE POLICY OOD-103	Issued: May 2013 Revised:
	Mgr., Office of Diversity	Approved by: Board of Directors

PURPOSE

Federal Transit Administration (FTA) Revised Title VI Circular 4702.1B which became effective on October 1, 2012, requires transit providers meeting the required threshold to develop a Major Service Change Policy for service changes. The policy is needed in order to properly conduct a service equity analysis.

The purpose of this policy is to establish a threshold that defines a major service change and a recipient's definition of an adverse effect caused by a major service change.

POLICY

This policy proposes to establish a Major Service Change Policy in compliance with applicable federal requirements (Title VI of the Civil Rights Act 1964, 49 CFR Section 21 and FTA Circular 4702.1B).

The Federal Transit Administration (FTA) requires that recipients of FTA funding prepare and submit service equity analyses for proposed major service changes.

Currently, Capital Metro will consider any service changes that qualify for a public hearing as "major" and in need of analysis under Title VI. Service changes that require a public hearing are currently defined as:

- The establishment of new bus routes
- A substantial geographical alteration on a given route of more than 25% of its route miles
- The elimination of any bus service
- A major modification which causes a 25% or greater change in the number of daily service hours provided

All major service changes will be subject to an equity analysis which includes an analysis of adverse effects. An adverse effect is defined as a geographical or temporal reduction in service which includes but is not limited to: elimination of a route, rerouting an existing route and a decrease in frequency. Capital Metro shall consider the degree of adverse effects, and analyze those effects, when planning major service changes.

Packet Pg. 151

a. Altered Major Service Change Policy: Mukherjee's November 9, 2017 "Summary of Title VI Equity Analysis for June 2018 Service Changes" altered Capital Metro's 2013 Major Service Change Policy without Board approval before FTA submission. Major Service Change Policy

Capital Metro considers a service change as a "major service change" if it lasts more than twelve months and qualifies for a public hearing. The June 2018 change is in need of an equity analysis under Title VI. Service changes that require a public hearing are currently defined as:

- The elimination of an existing bus route; or
- The establishment of a new bus route; or
- A substantial geographical alteration on a given route of more than 25% of its route miles; or
- A major modification of a route which causes a 25% or greater change in the number of daily service hours provided by that route.

b. Before Alteration: May 27, 2015 Mukherjee and [Connections 2025 Project Manager] Lawrence Deeter briefed the Title VI Program. Video - 2:05:00: <http://capmetrotx.iqm2.com/Citizens/SplitView.aspx?Mode=Video&MeetingID=1559&Format=Agenda>

Attachment: 2015 Capital Metro Title VI Program (3101 : 2015 Title VI Program)

for June 2018 Service Changes Final 11-9-17 (397)

10. **Vision Zero/Dangerous by Design:** “Poor planning puts Austin pedestrian safety at risk” (KVUE Investigative Story, November 21, 2017). North of Hwy 183/NLTC findings follow:

- “Austin city leaders admit to the KVUE Defenders poor planning going back decades still puts Austinites’ safety on our streets at risk today. . . . The KVUE Defenders also analyzed the last five years’ worth of auto-pedestrian crash data to find the most dangerous stretches of road for pedestrians in Austin. . . .
- The data show **North Lamar** between **U.S. 183** [NLTC] and **Braker Lane** has had **75 pedestrian**-involved crashes. . . .
- These areas are mostly in poor parts of the city with a large number of minority residents. Joel Meyer says that’s no coincidence. Minority populations, non-English speaking populations are really disproportionately affected by pedestrian crashes.” [Note: Joel Meyer is the City of Austin’s Pedestrian Coordinator.]

a. High-speed Roadways (20,000+ vehicles): Route 392: Braker/North Lamar, 801S-Chinatown (midblock crossing, 5 lanes); Braker/Burnet (7 lanes + 30-minute transfer). Before Cap Remap, 392 was a one-seat ride to The Arboretum major job center; without discussion, 392 was shortlined to MetroRail-Kramer though Capital Metro’s 2016 Red Line Application noted the walk was too discouraging and over ½-mile to 803 MetroRapid. Cap Remap intentionally disconnected Northeast minorities from jobs, health, and schools contravening its stated intent.

- There’s also: Airport Blvd/North Lamar (801 Northbound). The 2016 Red Line Application focused on safety and emphasized 20,000 vehicles on Airport as dangerous to improve MetroRail-Highland (p. 9). Planners dismantled NLTC with no discussion on disparate impacts or alternatives. Now minorities are forced to cross Airport/North Lamar daily due to rerouting of NLTC buses to MetroRail Crestview—initially, Routes 300 and 350. Choice riders complained so 350 moved back to NLTC in 3 weeks. Again, there was no discussion regarding the initial reduction in service. Some riders complained about reduction in service on 350 causing them to cross Hwy 71 since Route 20 would not go into the business center. -FM 734/Parmer (3-mile walk from affordable housing; 2.4 miles from Samsung) to 392: over 50mph. Planners refused to analyze Northeast growth, so minorities are forced to cross high-speed arterial roadways. December 5, 2016 I testified twice (Finance and Operations Committees) and requested a Parmer growth analysis. Finance Chair Terry Mitchell said he was unfamiliar with the area and asked me to send him a map. The former CEO said staff could get him a map. I followed-up with a map, but there was no action. In 2018, during Project Connect Districts 6/10 Community Conversation, Council Member Alision Alter mentioned the lack of North Austin focus would make it difficult to persuade her constituents to vote for Project Connect. Then suddenly Parmer Lane appeared.
- Alternative: Cap Remap improved 135-Dell Limited Flyer with 935-Express to serve mainly white choice riders. 135 serves only 1.8 riders/hour but could travel from Tech Ridge Park/Ride to East Parmer Lane to serve affordable housing, Samsung, Dell, 3M (by 2019), Dessau/Parmer (Imagine Austin corridor), shopping center, and Harris Branch to Hwy 290 then merge onto I-35S to Airport Blvd before heading to the yard. Instead Capital Metro markets 135 Flyer with 935 Express Red Line Brochure, only, allowing the bus to deadhead—return empty. Mainly white choice riders benefit. 935/135 is one of the only Northeast buses that improved under Cap Remap and, thus, violates Title VI.

b. North Lamar Traffic Analysis: “Daily traffic volumes on Burnet Road range from a low of 23,000 vehicles per day (vpd) south of MoPac to a high of 37,000 vpd south of US 183. Daily traffic volumes on North Lamar Boulevard ranges from a low of 6,000 vpd south of Howard Lane to a high of 36,000 vpd north of US 183” (COA, 2013, p. F-2).

11. **Closing:** Capital Metro and Travis County Commissioners Court have an obligation to comply with Title VI. All members took an Oath of Office to uphold the U.S. Constitution and laws of the State of Texas. Four Capital Metro Board Members are also attorneys (CAMPO Appointees: Chair Wade Cooper, Finance Chair Terry Mitchell, and Council Member Ann Kitchen, Southwest) as well as City of Austin Appointee Vice Chair/Council Member Delia Garza (Southeast) and Judge Eckhardt. Each is expected to uphold the rule of law. Cap Remap reflects geographic inequities (South/West, Central: 15- to 30-minute headway vs. Northeast: 30- to 60-minute disparate impacts). This racist regional remap was designed with a lack of honesty and integrity, overlaid by Project Connect which excluded minorities/taxpayers north of NLTC where only one partial 15-minute route exists. I, therefore, oppose Federal funding for CAMPO’s Amended List as stated herein and urge USDOT to investigate Capital Metro and Travis County’s Transportation Plan before appropriating Federal funds. I applaud Federal Highway Administration’s Beaver Creek Findings. Without threat of funding loss, Beaver Creek officials refused to take appropriate action. With no analysis of alternatives for January 6, 2019, it is clear that it will take USDOT enforcement to compel Capital Metro to comply with Title VI for all projects, including Cap Remap (re)analysis. Thank you for your time and assistance. Point of contact is the undersigned.

Very respectfully,



Zenobia C. Joseph

From: [Kimberly Petty](#)
To: [Doise Miers](#); [Ryan Collins](#); [Emily Hepworth](#)
Subject: FW: Oak Hill Parkway Comment Letter
Date: Thursday, December 27, 2018 8:13:54 PM
Attachments: [Oak Hill Parkway Letter 12.21.18.pdf](#)
[SBCALetterOakHillParkway_final.pdf](#)
[2018 Ltr OakHillPkwy ATDWPD.PDF](#)

All,

Please see attached.

Thanks,

Kim

From: Angela Richter <angela@savebartoncreek.org>
Sent: Friday, December 21, 2018 3:50 PM
Subject: Oak Hill Parkway Comment Letter

EXTERNAL email: Exercise caution when opening.

CAMPO Members and Austin City Council Members,

Attached, please find a letter concerning the Oak Hill Parkway, signed by several community organizations.

You may direct any questions my way, or to any of those that signed.

I've also attached the two letters this one references for your convenience.

Sincerely,
Angela

Angela Richter
Executive Director

[Redacted]

512-480-0055
www.savebartoncreek.org
Follow SBCA on
social media @savebartoncreek

[Redacted]

December 21, 2018

Re: Oak Hill Parkway

To: CAMPO Members, Austin City Council, Mike Kelly, Chris Herrington, Rob Spillar

CAMPO Members, and Austin City Council Members and staff,

Our organizations share a collective concern about the Oak Hill Parkway project (US 290/ SH 71). We recognize and applaud recent efforts of the City of Austin and TxDOT to collaborate on this project, but also recognize that there is more to be done for the construction plan to be acceptable.

We urge CAMPO to postpone voting on the TIP amendment for this project until after the Austin City Council has had an opportunity to discuss and vote on its MOU with TxDOT. This letter details some remaining concerns about the project and additional features that may be added to that agreement. Given our serious concerns about the project design itself, we also ask that your agencies evaluate the “Livable Oak Hill” alternative.

CAMPO members received a correspondence dated December 12th, 2018 from City of Austin Transportation and Watershed Protection staff. This letter was a response to issues raised by Save Barton Creek Association (SBCA) in a letter to Austin City Council on October 29th, 2018 about the Oak Hill Parkway. SBCA, Environment Texas, Sierra Club Austin Regional Group Save Our Springs Alliance, and others expressed our concerns about the project at the December 10th CAMPO Meeting.

We are glad that TxDOT has been responsive to working with COA on an Memorandum of Understanding (MOU) for this project and future projects within the Austin District. We further appreciate that these negotiations have led to incorporating many of the environmental protections Save Barton Creek Association requested into this MOU.

We still hope the following additional measures might be incorporated into such an MOU.

- Limits on excavation, especially in the recharge zone of the Barton Springs Edwards Aquifer
- That this project either meet the City’s water quality standards for the Barton Springs Zone; or an agreement is reached about an alternative equivalent that TxDOT will contribute through upgraded water quality treatment facilities on other roads in the recharge zone and/or purchase of Water Quality Protection Lands. The alternative equivalent should fully offset the amount of impervious cover added by this project.
- Avoidance of bottomland riparian habitat including trees along Williamson Creek near William Cannon and Old Bee Caves Rd intersections.

We question whether this project as conceived by TxDOT is compatible with COA transportation and land-use policies. We hope that either the current MOU being considered, or a separate one, can define COA and TxDOT's relationship in a way to ensure that this project and others are in alignment with such policies. For example, this plan appears incompatible with the "Oak Hill Activity Center" identified in the Imagine Austin Comprehensive Plan as well as the recently adopted "Project Connect Vision Plan" which shows transit-oriented development at the Y and 290. It is not in alignment with Austin's Vision Zero policy, to prevent traffic deaths. The "shared use path" is not sufficiently safe or accessible enough to meet Austin's goals of having an "all-ages and abilities network" of parkland or urban trails.

The potential connectivity for a variety of road users and the recreational opportunity presented by Williamson Creek are not valued in this plan. The "Livable Oak Hill" alternative created by Save Oak Hill shows how these community values can be preserved. For instance, the current TxDOT plan includes zero north - south connections across 290 for non-motorized users that could be considered part of an "all ages and abilities network." The Livable Oak Hill identifies two such connections, as well as a third connection across 71, that would equitably improve the overall connectivity of the community.

We think it an unfair characterization that the project is "negotiated" and "collaborative." It is remarkable that the "90 individual stakeholder meetings, 34 e-newsletters, 14 issue-specific workshops, six Open Houses, seven Virtual Open Houses, and a Public Hearing" TxDOT mentions have yielded no significant design changes since 1995. The one significant change is the large degree of excavation which is far worse environmentally.

Neighbors in the "Fix 290" and "Save Oak Hill" coalitions have been asking for an at-grade parkway for decades, which they visualized in the Livable Oak Hill Concept you've all received. Instead of six lanes of frontage road, the design improves connectivity through a local complete street, allowing residents to bypass the parkway for short trips. This design would include less impervious cover, preserve many more trees, protect Williamson Creek, and avoid excavation. In other words, it is considerably better for the health of the Barton Springs Edwards Aquifer and the wider natural environment.

We would like to understand how this community-driven design has been considered. The DEIS did not analyze the community's parkway alternative. The October 12th response letter claims that "the design with a fully at-grade roadway showed significantly more impact to Williamson Creek and its floodplain and riparian zone." This is because the at-grade alternative referred to here includes the same 12 lanes; This is not the community's alternative.

In summary, we appreciate the effort of all parties to begin to discuss how to make this a better project. Despite the agreement to the watershed protections in the proposed MOU, we cannot support this project.

We encourage further negotiations and continued conversations including a fair assessment of the community Livable Oak Hill alternative. We hope that the TIP amendment will not be approved until these issues are resolved. To that end, we suggest delaying a vote on the TIP amendment related to this project until an MOU between the City of Austin and TxDOT is finalized, and you are able to see what provisions are contained within it.

Sincerely,

Angela Richter, Executive Director
Save Barton Creek Association

David Foster, State Director
Clean Water Action

Luke Metzger, Executive Director
Environment Texas

Roy Waley
Sierra Club, Austin Regional Group

Bill Bunch, Executive Director
Save Our Springs Alliance

Alan Watts
Save Oak Hill

Carol Cespedes
South Windmill Run Neighborhood Association

Tom Wald
Walk Austin

Kathy Sokolic
Vision Zero ATX

Tony Catania, President
Scenic Brook Neighborhood Association
(added 1-2-19)



PO Box 5923, Austin TX 78748

October 29, 2018

Re: Environmental Concerns regarding Oak Hill Parkway

To: Mayor Adler and Austin City Council

Cc: Mike Kelly, Ed Peacock, Chris Herrington, Environmental Commission

Save Barton Creek Association (SBCA) has serious concerns about the “Oak Hill Parkway” project. This construction project on highways US 290 and State Highway 71 West in Austin has a huge footprint in an environmentally sensitive area. It is likely to significantly degrade the Barton Springs Edwards Aquifer, local springs and wells, and waterways, especially Williamson Creek. The City of Austin and its citizens will be greatly affected by this project. We implore the Austin City Council to get involved and work with TxDOT to improve the project.

The proposed highway expansion is over the Trinity and Barton Springs Edwards Aquifers. According to the Draft Environmental Impact Statement (DEIS), 64 percent (255.55 acres) of the project area lies over the contributing zone of the Barton Springs Edwards Aquifer, while 36 percent (140.09 acres) is in the recharge zone.

The project intersects with Williamson Creek which is hydrologically connected to Barton Springs and Cold Springs. According to Nico Hauwert, preeminent hydrogeologist studying the aquifer, "Since we started tracing Williamson Creek in 1997, we showed a much higher sensitivity to Barton Springs than what was previously known. Groundwater from Williamson Creek could reach it as fast as 1-2 days as opposed to years referenced in the 1989 SH45SW EIS."

This fast recharge means that construction sediment, run-off pollution, or spills from the highway would affect local wells and Barton Springs Pool almost immediately. The project area also crosses over the Barton and Slaughter Creek watersheds.

The DEIS lists 6 known karst recharge features in the project area. Several are immediately adjacent to proposed excavation. The DEIS did not discuss the impacts to nearby Gaines Sink and Flea Market Sink, which could also be affected.

This project proposes approximately 74 acres of new impervious cover. Impervious cover decreases recharge by blocking recharge features and removing vegetation; and decreases water quality through run-off pollution.

While SBCA encourages the use of Best Management Practices (BMPs) during construction and water quality ponds to treat run-off, even the best BMPs and water quality treatment features will not be able to fully mitigate the enormous environmental impacts of this project. For example, construction BMPs may fill large voids (recharge features), but the karst environment will transport pollutants through small unmitigated features as well. Further, lack of available land in the right locations will render it impossible to fully treat all of the run-off from this project.

Below, we make recommendations for substantive project changes and for mitigation through BMPs that would lessen environmental harm. Save Barton Creek Association implores the City of Austin not to enter into contracts or dedicate funds to this project unless TxDOT will work with the City on the below recommendations.

Recommendations for TxDOT

- 1) **Remove the 2.65 miles of excavation from the project.** Excavation is arguably the most significant impact this project will have on water quality and quantity in the Barton Springs and Trinity Aquifers. The proposal would dig up and remove 1,968,000 cu yards of earth and rock, digging 25 ft into rock above the aquifers. For perspective, that is more than the entire volume from floor to ceiling of the Astrodome, 3/5 the size of the Great Pyramid of Giza,¹ or more than three feet depth covering I35 from Austin to San Marcos.

Excavation poses numerous problems. During construction, scraping this much earth will lead to significant sedimentation in the aquifer, creek, and recharge features. The excavation will also cut off underground flow paths. Based on his hydrologic studies, Nico Hauwert says that water held in the Upper Glenrose Formation “typically discharges from springs or may flow in the subsurface to the Edwards Aquifer. Excavations in the Upper Glen Rose Formation may potentially redirect shallow flows from their original destination or replace it with new sources such as roadway runoff.”

Excavation was not in the original project scope and was only included in the most recent proposal due to neighborhood concerns about a triple decker highway at the Y. Neighborhood residents were seeking an at-grade parkway, not excavation.

When asked what the alternatives to excavation could be, TxDOT team said “The alternative to excavating would be to have the mainlanes raised which is opposite of the community

1

<http://www.bluebulbprojects.com/MeasureOfThings/results.php?amt=1968000&comp=volume&unit=cy&searchTerm=3+cubic+yards%2C+a+measure+of+volume>

feedback we have received through the years. Currently we are going no higher than the existing Pizza Garden. Otherwise, the overall height would be increased.”

This response is not an adequate analysis of alternatives. The original twelve lanes in the project incorporated six tolled mainlanes and six non-tolled parallel frontage road lanes. This is now planned as a completely untolled project and citizens in the Fix 290 coalition have argued that therefore access lanes are unnecessary in the critical piece of the project near the Y which sits between a cliff and Williamson Creek. We agree.

TxDot should not excavate. Instead, they should remove access lanes between the “Y” intersection and the US 290 bridge over Williamson Creek. They are already acquiring two commercial properties and one residential property as part of this project. Buying out three more businesses eliminates the need for access roads in this area. If absolutely necessary, they should return to entirely elevated lanes instead of depressed lanes in other areas of the project.

While we hold that no excavation is necessary in this project, it is especially important that no excavation is done from the Y to William Cannon, because the Balcones Fault Zone will rush this sediment into the aquifer. The DEIS lists 6 known karst recharge features in the project area, including several immediately adjacent to proposed excavation.

Furthermore, the DEIS recognizes several endangered species including the Austin Blind Salamander and Barton Springs Salamander that could be impacted by this project. We know that these amphibians are very sensitive to pollution. This project is in an environmentally sensitive ecoregion, and as such it is not appropriate to excavate.

- 2) Act sensitively toward Williamson Creek. This should include a detailed mitigation and restoration plan for areas altered through overbank mitigation to increase ecological function over pre-construction conditions; as well as preservation of bottomland riparian vegetation and creek ecology; and preserving adequate space on either side of the creek for riparian habitat and a greenbelt trail.**

The current plan calls for conducting overbank mitigation of Williamson Creek in 4 locations, or for a total of 2,700 feet. TxDot says that they are revising their schematics so this number may change. Overbank mitigation, also called benching, widens the channel starting 5 feet above the bottom of the creek. This preserves the ecology at the center of the creek, and if properly planned, allows the riparian ecosystem to heal.

According to the Watershed Protection Department at the City of Austin(COA Watershed), “The worst losses, from a floodplain and riparian perspective are in and around the 290/William Cannon intersection, where some of the best bottomland vegetation occurs in the wide channel there...there will be significant removal of mature riparian vegetation, including large sycamores, willows and cottonwoods.” Local citizens are also aware of

mature bottomland vegetation and bedrock lined pools, with possible recharge features, upstream of Old Bee Caves road that is also slated for overbank mitigation. For this reason, TxDOT should re-evaluate their plan by more accurately describing the conditions in these two areas and avoiding damaging this high quality riparian habitat.

In the other overbank mitigation locations, TxDOT should provide a detailed mitigation and restoration plan as part of the Construction Environmental Compliance Plan and also include these actions in bid items and call-outs on the construction plan sets. TxDOT did this in the SH45 project. Through these actions, the benched areas will be able to recover.

Austin’s Watershed Protection Department “expects to see these benched areas recover, assuming they get robust restoration treatment, including follow-up to insure sufficient diversity, cover and removal of invasive species.”

We also suggest preserving adequate greenbelt on either side of creek that supports ecological function and improves the atmosphere around the proposed shared use path. SCBA does not support the channelization of Williamson Creek near William Cannon or in healthy bottomland habitat upstream of Old Bee Caves Road, and instead recommends that the design avoid this sensitive habitat. We also want to see a restoration plan that includes the input of COA Watershed Protection.

- 3.) **Comply with DEIS Comments from Austin Watershed Protection Department.** TxDOT should work with Austin Watershed Protection Department as a partner. Watershed has offered to build and maintain the water quality ponds as a part of this project. This gesture should be met with a commitment by TxDOT to provide funds for the purchase of Water Quality Protection Lands. TxDOT should be asked to provide funding for Water Quality Protection Lands because (1) due to available land area in the right locations, run-off may not be fully mitigated and (2) because this project will speed up development over the Barton Springs Edwards Aquifer, through the proven concept of “induced demand”. Increased highway capacity will lead to increased development and use of that capacity. The City of Austin will need to purchase more water quality lands to maintain water quality at current levels, because of the impact of this project.

TxDOT should comply with the other recommendations in Watershed’s DEIS comments including flood detention requirements, and inviting COA Watershed to contribute as part of design team through design, prevention, inspection, and mitigation of voids. We also recommend TxDOT work closely with the Barton Springs Edwards Aquifer Conservation District(BSEACD) on these plans, also allowing them to participate in design, prevention, inspection, and mitigation of voids.

- 4.) **Avoid Historic Oak Trees to the maximum extent possible.** The DEIS states that the project will remove 281 trees greater than 10 inches DBH. Many of these are trees that are

legacy, heritage, or protected trees by City of Austin standards. Oak Hill citizens conducted a tree study that can be found at SaveOakHill.com that geolocates the trees, indicates their size, protected status according to the City of Austin regulations, and includes photographs. We have not yet seen a study from TxDOT that shows exactly which of these trees will be taken by the project. TxDOT should work with the COA arborist to ensure the plans do in fact save trees. For example, it looks like even “saved trees” in the plan will have their root zone cut into, likely killing the trees. They should also pay close attention to the proposed overbank mitigation to avoid these protected trees.

The project should do everything possible to protect legacy and heritage trees and specifically should protect the trees and habitat that are part of the bottomlands of Williamson Creek near William Cannon Drive and upstream of Old Bee Caves Rd.

- 5.) **Include the points below in the Construction Environmental Compliance Plan. This plan should be drafted through collaborative meetings with COA Watershed Protection, environmental nonprofits, and the Barton Springs Edwards Aquifer Conservation District.**
- a) Utilize Best Management Practice (BMP) construction phase erosion and sedimentation controls to protect aquifer and Williamson Creek to the maximum possible extent.
 - b) Avoid recharge features encountered during construction, not just filling potentially significant features. The design-build nature of this project gives the opportunity to change the design if these features are encountered. Clean water should be diverted to recharge features, avoiding roadway run-off reaching these features.
 - c) Work with Barton Springs District and COA Watershed Protection on Void Mitigation protocol. Allow COA and BSEACD to monitor any voids encountered during construction.
 - d) Hazardous material spill plan and infrastructure, since a spill could almost immediately affect nearby wells and pollute Barton Springs and threaten endangered salamanders within two days. This may include a plan to shut down the water quality ponds if hazardous materials were to enter them.
 - e) Proper protocol for saving protected trees including input from COA arborist
 - f) Proper protocol for restoring creek habitats after overbank mitigation, including appropriate plantings.
 - g) COA environmental staff and BSEACD have the right to oversee construction and environmental compliance.

Save Barton Creek Association strongly urges the Austin City Council to pass a resolution that identifies the City of Austin's goals as they relate to this project, and direct staff to negotiate with TxDOT for these community and environmental benefits.

A City Council Resolution might include reaffirming the prior council's support for a 'parkway concept,' trying to get this project as close to possible to meeting that ground-level roadway design vision. It should also lay out the priorities for watershed protection above, including a taking position against excavation in this project. It should also ask TxDOT to work closely with COA staff including transportation and environmental staff.

Further, a resolution should give council, not staff, the authority to enter into contracts with TxDOT to ensure that city-wide community needs are being met, and that valuable leverage is not given away. Council approval of any contract or funding connected to this project should be based on a conclusion that the project will improve traffic flow without significantly damaging the aquifer, environmental resources, or nearby neighborhoods. The City needs to be creative in partnering on this project, offering resources and funds including 2016 bond funding only if the project will not harm the qualities that make Austin so special.

In the Imagine Austin Comprehensive Plan, the project area was in the Oak Hill Activity Center, which was defined by a mix of uses and multiple transportation options. This project must be built in such a way that it preserves water and environmental resources and gives future citizens of Oak Hill a high quality of life, including the opportunity to walk and bike along Williamson Creek, and utilize future public transit.

Please consider the importance of this project to Austin's future. What is Austin without Barton Springs? What is Oak Hill without its heritage oaks?

Thank you for considering this important matter.

Sincerely,



Angela Richter
Executive Director
Save Barton Creek Association



City of Austin

P.O. Box 1088
Austin, TX 78767

December 12, 2018

Angela Richter
Executive Director
Save Barton Creek Association
P.O. Box 5923
Austin, TX 78748

RE: Environmental Concerns regarding Oak Hill Parkway
Response to October 29, 2018 Letter of Concern

Dear Ms. Richter,

Thank you for your letter related to Save Barton Creek Association's concerns about the construction of the Oak Hill Parkway project by the Texas Department of Transportation (TXDOT). We at the City of Austin take very seriously residents' concerns about community and environmental protection. We agree that large construction projects like this have the potential to adversely impact adjacent natural resources, particularly Williamson Creek and the Barton Springs portion of the Edwards Aquifer. We are also very aware of the mobility needs of the Oak Hill community and the communities to the southwest of Austin. For these reasons, Austin has been partnering with community groups and with TXDOT on this very significant and important project since its inception. The City Council has directed and will continue to direct City staff to work closely with TXDOT to ensure the highest level of environmental and storm water controls are implemented to minimize environmental impact. TXDOT has likewise reciprocated and included City staff in the design process for Oak Hill Parkway. Our role has been to translate the concerns of City of Austin stakeholders to TXDOT such that they can be addressed by the project team to the greatest extent possible.

As you can imagine, large, complex infrastructure projects like the Oak Hill Parkway draw many opinions and points of view. The design and ultimately the delivery process require we merge many and sometimes conflicting points of view to develop a project that is acceptable to the public. The current design has been negotiated to meet the needs of the traveling public, the surrounding neighborhoods, and the environment.

Regarding the project layout, we believe that both access-controlled lanes without signalized intersections (through lanes) as well as local frontage road lanes that provide local access to cross streets and businesses are required to successfully meet the needs of all the users of this corridor. Continued operation of an at-grade arterial cannot meet the current and future travel demands that we anticipate through this corridor. The elevations of the current design, requiring the excavations you note in your letter, balance the neighborhood concerns about high flyovers with the desire to maintain a narrow footprint to minimize impact to nearby Williamson Creek. The City has worked with TXDOT since 2009 to achieve the best balance of cut and at-grade profiles. The design with a fully at-grade roadway showed significantly more impact to

Williamson Creek and its floodplain and riparian zone. The current design represents the best compromise.

In your letter, you request that the City of Austin take an active role in the delivery of the proposed project and to act as the environmental steward for the critical community and environmental features in the vicinity of the proposed project. On this point, we are of the same mind. We are currently working two parallel paths to ensure the environmental concerns you have daylighted are included in the project contract documents. First, the City is negotiating an inter-governmental memorandum of understanding (MOU) with the TXDOT Austin District that will establish the role for the City of Austin's continued participation on this project and future projects within the Austin District. As part of this memorandum of understanding, the City is requesting collaboration with TXDOT to ensure the protection of significant environmental features. All intergovernmental MOUs are approved by Council, and this MOU will be available for public review once posted to the agenda, anticipated in January or February. Second, in a show of good faith, TXDOT is currently including City staff in the drafting of the construction documents for the Oak Hill Parkway project to include many of the concerns highlighted in your letter and shared by City staff, prior to formal ratification of the MOU.

TXDOT has agreed to work with the City to develop a detailed plan to protect Williamson Creek during construction of the new Oak Hill Parkway through a Construction Environmental Protection Plan. This commitment responds to those concerns that the City has brought to the attention of the study team via the DEIS and that you identify in your letter. The City has provided addenda to TXDOT's technical specifications and general contract conditions that require the Design-Build contractor to develop this detailed compliance plan. TXDOT has accepted the addenda as amendments to their standard specifications. Addenda include the following as itemized in your letter:

- Use of Best Management Practices for construction phase erosion and sedimentation controls and water quality and detention ponds as permanent drainage controls;
- A requirement to avoid sensitive recharge features to the maximum extent practicable and a plan for what to do in the event a previously unknown feature is encountered during construction;
- A protocol for monitoring and mitigation of sensitive features during construction. Barton Springs Edwards Aquifer Conservation District (BSEACD) has been included on the design team for further guidance;
- Hazardous material spill plan;
- A plan to address sensitive trees during and after construction;
- A plan for restoring creek habitats and for saving protected trees, including the on-going participation by the City arborist; and,
- A plan for allowing both the City and BSEACD to provide assistance in inspection of environmental controls and recommendation for adaptive management

The TXDOT design team worked with City staff to maximize the water quality and flood detention volumes, exceeding TCEQ standards. While the water quality ponds were not able to meet Barton Springs Zone standards, they are able to meet the City's standards for watersheds outside of the zone. Importantly, the flood detention volumes provided for this project will result

in an approximate 10% decrease in flow rate downstream of US 290/71, one of the City's priority flood reaches. And, TXDOT has committed to using new Atlas 14 rainfall data to design the new bridge at Old Bee Caves Road. This is a significant increase in public safety for Oak Hill residents.

With regards to your concerns related to the karst features, the City is working with TXDOT to implement the most protective avoidance and mitigation criteria available. There are two instances, however, where the footprint of the roadway cannot be altered to avoid recharge features (F-4 and F-6). Hydrogeologists from the City and TXDOT believe that the most protective procedure for these two features is to seal them to prevent adverse impacts to the aquifer. The other four features, particularly F-1 and F-5 in or near the creek, will be protected using the most robust elements of the City of Austin's Environmental Criteria Manual (ECM), TCEQ Edwards Rules and TXDOT void mitigation standards. In some cases, State criteria are more developed than the City's ECM. In addition, we are working with TXDOT to implement adaptive management strategies to avoid, buffer, and mitigate other features that may be discovered during construction. Both the City and BSEACD will work with TXDOT to monitor these features during construction to assure their protection. The City has designated a single point of contact from the Watershed Protection Department to respond 24/7 to voids encountered during construction. Thank you for reaffirming this need and be assured we will include this in our MOU.

You also ask that the project act sensitively toward Williamson Creek. This is the City's desire as well and we are working with TXDOT as you suggested to assure that impacts to the creek and the sensitive bottomlands with their riparian vegetation are avoided as much as possible and mitigated when disturbed. City staff has provided, and TXDOT has accepted, addenda to the technical specifications governing landscaping, tree protection, and creek protection measures designed to prevent construction impacts to the creek bottom. City staff has provided native revegetation specifications for the creek overbank excavation as well as erosion and sedimentation controls designed specifically to prevent sediment transport to Williamson Creek.

We are actively working with TXDOT to minimize the number of trees that might be affected. The City Arborist has already been meeting with TXDOT and will continue to do so as the project proceeds. Our goal is to avoid the loss or damage of as many trees as possible, especially the large and historic oak trees near William Cannon. TXDOT has agreed to include significant monetary penalties to the contractor to ensure that unexpected loss does not occur during construction. TXDOT has amended technical specifications to include recommendations for tree avoidance and critical root zone protective measures. Where tree loss is identified due to unavoidable constraints, TXDOT and the City of Austin Arborist have developed Riparian and Floodplain Vegetation Restoration specifications that will include tree replacement standards. Additionally, the design team has developed addenda to the technical specifications for restorative measures for trees that are already impacted by existing pavement within the Critical Root Zones, per input from the City Arborist.

Finally, TXDOT has agreed to extend the Riparian and Floodplain Vegetation Restoration specifications to the entire drainage easement along Williamson Creek near the shared use path. This would allow increased riparian zone restoration above the original proposal and water quality treatment of currently unmitigated storm water runoff from the commercial properties

adjacent to the creek. Again, thank you for your comments that allowed COA and TXDOT staff to be sure to address this opportunity.

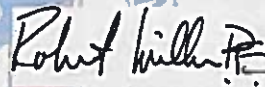
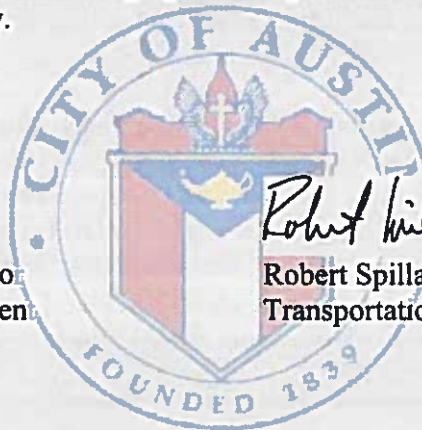
The City will be participating in this project using bond funds. The ability of the City to apply these funds is defined by the contract with the voters, established by Council prior to the 2016 bond referendum and by similar commitments to other bond resources. The City is making maximum use of these funds to coordinate with the state to assure positive environmental and community outcomes. To further these ends, the City and TXDOT have agreed that the forthcoming MOU will include an item that allows the City to fund land acquisition of sensitive environmental areas in future project planning. While the details need to be worked out, the City is committed to identifying funding sources to make this happen.

Again, thank you for your letter expressing the concerns of the Save Barton Creek Association and providing many useful recommendations for project enhancement. We have incorporated many of your recommendations into the MOU with the TXDOT Austin District for this project. The MOU will contain the collaborative, enhanced measures being undertaken specifically for this project. Council will be asked to approve this MOU and the City's participation in the proposed Oak Hill Parkway construction project anticipated at Council's regularly scheduled meeting in January or February.

Sincerely,



Sara B. Hartley, Interim Director
Watershed Protection Department



Robert Spillar, Director
Transportation Department

Public Comments - Regional Arterials Plan & MoKan/Northeast Subregional Plan

From: boomte@server.boomte.ch on behalf of [PREEYADARSHINI ADIGA](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 4:06:56 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

We need safe 71.wr ar3 family of four with two young kids under 7yrs. We are their only support here. We need to be safe while we drive th3m in and around neighbourhood

Sincerely,

PREEYADARSHINI ADIGA
[REDACTED] AUSTIN TX 78738

From: [Suhanthi Alugubelli](#)
To: [CAMPO Comments](#)
Subject: Best use of the land along the Mokan corridor.
Date: Thursday, December 6, 2018 3:54:07 PM

EXTERNAL email: Exercise caution when opening.

I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of the land is a hike and bike trail. That section of the Mokan corridor especially overlaps the proposed extension of Kenny Fort,so use of that property as a roadway seems redundant and unnecessary.A hike and bike trail would improve the quality of life for the residents as the area grows and becomes busier.

Thank you for the consideration of my comments.

Thanks,
Suhanthi

From: [Kelly Porter](#)
To: [Doise Miers](#); [Emily Hepworth](#)
Subject: FW: MOKAN Plan - Feedback
Date: Thursday, December 6, 2018 3:26:30 PM

From: Abbas Ali Amir <[REDACTED]>
Sent: Thursday, December 6, 2018 12:52 PM
To: CAMPO Comments <comments@campotexas.org>; Kelly Porter <[REDACTED]>
Subject: MOKAN Plan - Feedback

EXTERNAL email: Exercise caution when opening.

Hi,

My name is Abbas Amir and I am a resident of Concord At Brushy Creek Community located on Kenny Fort Crossing in Round Rock

This is in regards to the study being conducted on the best use of Mokan Corridor.

My and my family's vote is to build a hiking trail in that area. There are quite a few neighborhoods in that region and already have a well connected road network that's supposed to go even broader once the Kenny Fort road extension is complete, which is currently in progress. Also, the new hiking trail will give lot of residents an easy connectivity to Brushy Creek Trail that eventually leads up to the Play for All Abilities Park. The region itself is pretty green and the hiking trail will make much more conducive for hiking and biking for a lot of local residents.

The last thing we would want is a busy road in our backyards. We would really appreciate if you consider our feedback.

Thank you.
Abbas A Amir

From: [Elizabeth Arceneaux](#)
To: [CAMPO Comments](#)
Subject: Regional Arterials Plan concept document
Date: Sunday, December 30, 2018 10:34:25 AM

EXTERNAL email: Exercise caution when opening.

I reviewed the 12 concept slides and I can respect the field of study that you are working with and I have to admit, I don't understand a lot of the concepts. But from an environmental view I would like to encourage you to look for routes and options that do not cross over the Edwards Aquifer Zones and through rural and natural lands that could lead to habitat fragmentation and less pervious cover. We need these natural areas to soak up the rainfall and reduce runoff to streams. Please consider options that will reduce sprawl and provide connectivity to denser population centers thus reducing vehicular emissions as people try to travel great distances to get from point A to B. I encourage and challenge you to focus efforts into more modern sustainable transportation options, like public transit and active transportation corridors, instead of unnecessary, fragmenting roadways. National Association of City Transportation Officials (NACTO) has resources that embrace these concepts. I would love to see these ideas brought into the Regional Plan you are working on. Thank you for all your efforts.

Elizabeth Arceneaux, P.E., CISEC, CPESC

Environmental Engineer

San Marcos, Tx.

[REDACTED] (cell)

HUB VID 1811443435200

[Website](#) | [LinkedIn](#)



Virus-free. www.avg.com

From: boomte@server.boomte.ch on behalf of [Jyotsna Arora](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 8:57:28 AM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

HWY 71 has been a highway that seems to demand human sacrifice very often. We live off Hwy 71 and have had fatal accidents outside our community at our traffic light- Spanish Oaks Club Blvd and HWy 71- our children have started driving and we worry in a daily basis when they leave home and wait for them to come home safely!! That Hwy is used by a lot of school buses, young teen drivers and commuters to and from work. We absolutely need to make this an immediate actionable item on the agenda and make Hwy 71 safe for all the use it!! No more loss of life!!! Thanks you.

Sincerely,

Jyotsna Arora

 Austin TX 78738

From: [Allan Aubert](#)
To: [CAMPO Comments](#)
Cc: [Sandy Aubert](#)
Subject: MoKan/Northeast Subregional Plan
Date: Monday, December 31, 2018 6:36:53 PM

EXTERNAL email: Exercise caution when opening.

Greetings,

My wife Sandy and I are homeowners right next to the MoKan abandoned rail line.

I am writing to give input on the future development of this region.

- 1) Regarding North / South road access east of I-35 - the AW Grimes corridor already provides good access north / south.
- 2) Further east - there is already a fragment of Kinney Fort Parkway with three lanes both directions. I would recommend and prefer that this road be connected south to SR-45.
- 3) With these two major north - south major arteries in place - there is no reason for another within this region east of I-35. The train right of way is very narrow at Doubecreek, and use for a highway would decimate our neighborhood.
- 4) We and most of our neighbors would strongly prefer that the old train corridor be converted into a walk / bike trail to improve non-motorized access in Round Rock.

Respectfully,

Allan Aubert

"Above all else, guard your heart, for it is the wellspring of life."



Round Rock, TX 78665

From: boomte@server.boomte.ch on behalf of [Regina Baker](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, November 29, 2018 7:20:29 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

My Husband and I drive 71 from 2244 to Bee Caves daily. It scares me to death. When my son lived at home I would panic every time he drove to school. The rule was he had to text me as soon as he got where he was going EVERY TIME. The traffic is getting more and more and the high speed limit is just too much for the busy roads. No one wants a lower speed limit in general but we must accept that the area has grown and in order to save lives it is much needed. The deer the traffic the curves the hills all equal deadly properties. Please consider lowering the speed limit to help save lives! Thank you.

Sincerely,

Regina Baker



Spicewood TX 78669

From: boomte@server.boomte.ch on behalf of [Marla Barczewski](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 8:32:18 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

Please ensure that SH71 between RR620 and the Blanco County Line is a priority project in the CAMPO 2045 plan and Regional Arterials Plan. With 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, it is critical that both immediate and lasting solutions are identified and implemented to protect the lives of residents and commuters. Please support TxDOT, Travis County, Safer71, and our law enforcement agencies in their efforts to save lives on our roads. With many new schools, communities, and family recreational activities being actively developed in this area in coming years, it is important we act now to address issues before more lives are needlessly lost. Our family is literally terrified for our teens to drive this corridor each day.

Sincerely,

Marla Barczewski

 Spicewood Tx 78669

Dale L. Slaughter

[REDACTED]
Bastrop TX. 78602

Turn lanes on SH71 needs to be at least three times longer.

FM.1209 and FM. 969 need to be four lanes.

FM. 1704 needs to be four lanes and extended to SH. 71.

An outer loop extended from Lockhart to SH.290 and Highway 21. This loop needs to be far enough from Bastrop to allow for future growth.

Rail needs to be added to the new SH.71 bridge expansions.

From: [Bhujang...!!](#)
To: [CAMPO Comments](#)
Subject: Mokan corridor
Date: Thursday, December 6, 2018 7:19:30 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of the land is as a hike and bike trail. That section of the Mokan corridor essentially overlaps the proposed extension of Kenney Fort, so use of that property as a roadway seems redundant, duplicative and unnecessary. My understanding is that a proposal to build light rail on that land has already failed. However, a hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases with the construction of the Kenney Fort extension and Kalahari resort. In short, a hike and bike trail would improve the quality of life for residents as the area grows and becomes busier.

Thank you for your consideration of my comments.

--

Regards,
Bhujang..!!

From: boomte@server.boomte.ch on behalf of [gretchen bice](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 12:15:08 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

I urge you to prioritize SH71 West in the CAMPO 2045 plan and Regional Arterials Plan. I have lived in the area for 2 years now, and I have seen countless wrecks and fatalities in a very short residential strip of 71. With so many families moving into the area, it is critical that measures are taken to improve the safety of this road because it is the only way into town for residents in the area. As growth in the area continues, I fear the deadly accidents will only become more frequent unless we act quickly to improve conditions on 71. As a mother with two small children, I feel irresponsible driving them on SH71 each day -- it is far too risky of a route to take on a daily basis. Please help. We have to take measures quickly to prevent more fatalities. Best Regards, Gretchen Bice

Sincerely,

gretchen bice

 Spicewood TX 78669

From: boomte@server.boomte.ch on behalf of [Karen Boulware](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 6:59:23 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

My heart is sickened with the amount of DEATHS on 71! This is a death trap that would never go unnoticed anyplace else in the Country or in the World! When 1 or 2 persons die a year on a specific road, it is a PROBLEM,.. BUT 20 DEAD LIVES is unbearable to think about. PLEASE! PLEASE! PLEASE! Before one more life is taken off this earth by traveling or commuting on 71 DO SOMETHING! Save a LIFE! A child, a mother, a father, a son, daughter, brother, sister, friend. Please Spare peoples LIFES on 71! Just Lower the speed limit, add traffic lights and add center road dividers. SAVE A LIFE.. PLEASE! I think about this everyday and Pray for the families that have lost their Family member. I Pray not another life will taken needlessly. +

Sincerely,

Karen Boulware

 Lakeway TX 78734

From: boomte@server.boomte.ch on behalf of [Karen Boulware](#)
To: campofom@safer71.org
Subject: SH71 RAP Comment
Date: Sunday, December 16, 2018 10:22:31 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

I live heartbroken over the lives that have been lost, never to go home again, by their driving on 71, due to accidents. One or two would be an “accident”, but over 20..this is an epidemic.. it’s a death trap! It’s UNSAFE for vehicles to be driving on 71 under its current condition! PERIOD. Everyday, it seems there is another wreck. If 20 people drove off a bridge and died, that bridge would be CLOSED until it was deemed safe to cross. I live in constant worry about hearing of another fatality involving a family or friend. How is this continuing in this COUNTRY?? Please HELP! Do everything to save ONE life today!!!

Sincerely,

Karen Boulware

 Lakeway TX 78734

From: boomte@server.boomte.ch on behalf of [Lauren Burnett](#)
To: campoforum@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 2:55:33 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

Please ensure that SH71 between RR620 and the Blanco County Line is a priority project in the CAMPO 2045 plan and Regional Arterials Plan. With 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, it is critical that both immediate and lasting solutions are identified and implemented to protect the lives of residents and commuters. Please support TxDOT, Travis County, Safer71, and our law enforcement agencies in their efforts to save lives on our roads. With many new schools, communities, and family recreational activities being actively developed in this area in coming years, it is important we act now to address issues before more lives are needlessly lost. The most recent death was the father of 2 kids (a 3rd born 3 days after his death on Hwy 71) at my sons' school. I tremble to think of how many families traverse this unsafe roadway everyday to and from home and school. At a minimum we need concrete barriers separating the oncoming traffic, and we need one consistent speed limit no higher than 55. This area is extremely busy and will continue to be more so as development continues all the way to 281. Thank you for your attention to this matter.

Sincerely,

Lauren Burnett

 Austin TX 78738



Regional Arterials Plan

COMMENT CARD

Name (required): Council Member (smiley face) Houston
 Address: 2207 E. 22nd Street
 Email: Draenn1@yahoo.com

Please share your comments on areas that need additional connectivity, as well as any additional concerns or considerations:

I am currently the elected official for City Council District 1, Austin, TX.
The concerns in my district are east of Hwy 1835 and north of 734 ; south to FM 969

As the Region grows plans must be connected and the population is growing north and east

I support transit including Metran & the "green line" from EDgin into Austin (already in CapMetro's portfolio) @TRM could in fact partner with CapMetro to activate that line.

So in Austin terms planning for the following considers that in fact the Region:
Dessart / Cameron (north to south)
Howard lane (east to west)
~~Howard~~ Parmer lane (east to west)

Hwy 290
Martin Luther King Jr / FM 969 (east to west) into Bastrop Co. (need additional right away for bus rapid transit)

My last comment - Bikes will not address the mobility issues.

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



COMMENT CARD

Name (required): Catherine Sewel

Address:

Email: [REDACTED]

Comments: Cross walk between Winters Building + Brown-Heath Building on N. Lamar.

The two buildings house large state agencies. Many people need to go back and forth between them. There is maybe 100 jaywalkers a day. To cross the street legally requires walking to 51st street which takes a considerable time to get to.

4

Community Outreach Report Appendix - Public Comments

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705

From: boomte@server.boomte.ch on behalf of [Alejandra Carrasco](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Friday, November 30, 2018 7:15:26 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

The intersection of Spanish Oak Blvd and Hwy 71 is incredibly dangerous. On a regular basis, trucks run the red light, endangering any one turning out of and into the neighborhood. There have been several accidents at this intersection and fatalities, as well. Something must be done to make this intersection safer. Please work to ensure a safer intersection. Thank you.

Sincerely,

Alejandra Carrasco
[REDACTED] Austin TX 78738

From: [Bernie Carrasco](#)
To: [CAMPO Comments](#)
Subject: Arterial Improvements
Date: Tuesday, January 1, 2019 9:34:19 AM

EXTERNAL email: Exercise caution when opening.

The traffic flow at the intersection of Parmer Lane and Dessau Rd would greatly benefit by turning Parmer Lane into an overpass there. North - South traffic on Dessau Rd routinely gets backed up on weekdays.

From: [CAMPO](#)
To: [Campo](#); [Doise Miers](#); [Doise Miers](#)
Subject: New submission from Contact Form
Date: Friday, December 21, 2018 12:09:52 PM

EXTERNAL email: Exercise caution when opening.

Submitted from Page:

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

Name

Ronald Carter

Email

[REDACTED]

Comment

There seems to have been a lot of talk in recent months about a ferry system or a bridge across Lake Travis to connect the South and North sides. I would like to add an additional possibility, that is a tunnel under the lake. This is very feasible considering the stable limestone under the lake, and might mitigate many of the "we don't want to look at a bridge" comments.

From: boomte@server.boomte.ch on behalf of [Steve Cauley](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 5:30:36 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

Installing a cement or “Jersey” barrier in the center lane along a significant portion of Highway 71 from 620 to the Blanco County line must be a priority. Over 1200 area residents have signed a petition in a two week period demanding such a barrier. Fatalities due to vehicles crossing into oncoming traffic is unacceptable and totally preventable. Other highways in Texas have such barriers along highways that have far less curves and hills (see Highway 100 in the Rio Grande Valley, for example.) No more excuses from CAMPO or TXDOT, please. Lives are at stake.

Sincerely,

Steve Cauley

 Spicewood Texas 78669

From: boomte@server.boomte.ch on behalf of [Deepika Cherukuri](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 11:06:16 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

Hi, I do not understand why the government is turning a blind eye to the dangers of driving on SH71. The curvy highway with its multiple dips, blind turns, skiddy surface, and high speed limit increases our chances of meeting with an accident compared to other parts of the city. This road is no longer just a sightseeing road in the hills connecting Austin to the Western parts of Texas. There are major communities and businesses that are built and being constructed on this stretch. The traffic has increased. And for everyone of us living here, SH71 is the only road that connects us to the rest of city. We have witnessed multiple deadly accidents in the 2 years that my family lived here. And to think that all of these accidents could have been avoided if not for the poor design and conditions of the road. We expect our government to be proactive and plan for safer roads even before communities are built on it. We have already lost so many lives on this deadly stretch, could you please do something ASAP to make this safer for all of us living out here?

Sincerely,

Deepika Cherukuri
[REDACTED] Austin Texas 78738

From: boomte@server.boomte.ch on behalf of [Deborah Conner](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Friday, December 7, 2018 7:47:13 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

We moved to Lakeway from Dallas for my husband's job Fall of 2015. Since that move, I have seen Highway 71 take countless lives and have grown to fear that highway. Three of those accidents deeply affected the Lake Travis High School family (2 students and 1 teacher all in separate accidents). Our daughter was so deeply affected by these accidents that she put off driving until she was 17. She was 15 at the time she heard of the death of an amazing young girl who was in her dance class at the high school. Our daughter is now 18 and still talks of this loss. As a parent, I stress the importance of being watchful when driving, especially on Highway 71. Soon, our 14 year old will be of driving age and my worry will extend to him. People are careless and don't think of the repercussions of their haste on a poorly designed highway. I still worry EVERY time we get on Highway 71. When I have no choice but to drive on 71, my knuckles are white from clutching the steering wheel hoping that the other drivers are being careful. Worry should not be the first thought that comes to mind when getting onto a highway. Something must be done to prevent the senseless loss of life that is occurring on this highway.

Sincerely,

Deborah Conner

 Lakeway TX 78738

From: boomte@server.boomte.ch on behalf of [James Cooke](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 2:55:45 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

It's no secret that there is more and more development along SH71 so I would hope that leaders address this concern and make SH71 a priority project on the CAMPO 2040 plan! With the growth rate we have above 20% since 2014, we need fixes for the safety of all drivers on SH71. The 20 fatalities and 128 injuries from accidents along SH71 since 2014 is unacceptable and will worsen with the addition of 4 new schools and the new Bee Creek sports complex. There are also new subdivisions being built and in the planning stages. Thomas Ranch, a 2,200-acre master-planned community in western Travis County with its 3,300 homes, apartments, restaurants, hotel, marketplace shops and about 10 miles of trails along the Pedernales River will bring thousands of vehicles per day on SH71. Sweetwater Crossing mixed-use encompasses 403 acres of commercial property with 2 adjacent multifamily sites entitled to 847 units. The 80 acres Village at Spanish Oaks mixed-use project will bring more homes, apartments and shopping plus a hotel and assisted living center just right down the road from RR620.

Sincerely,

James Cooke

 Bee Cave TX 78738

From: boomte@server.boomte.ch on behalf of [Gerardo Dada](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 11:23:18 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

I have four relatively simple suggestions to improve traffic on RR620: 1. Extend the new third lane that goes from Lohman's Crossing to Spillman Loop (1st entrance to LTHS) a couple more feet to Cavalier Dr (2nd entrance). This will eliminate a significant bottleneck. There is plenty of space. You can drive this on gravel today. 2. Create a continuous turn for those getting out of LTHS to enter RR620 southbound. You may need to borrow some land from Falconhead Apartments, but it would alleviate the exiting of the high school. 3. Synchronize the stoplights. They are terrible. This is a no-brainer. We pay \$250,000 for a light (which is ridiculous, you can build a house with that money), at least they should be intelligent enough to be synchronized. 4. Create a street at Falconhead boulevard in front of the golf club to create another entrance to the school right by the track. There is already a small street that gets to about 30 feet from the parking lot behind the track field. A new road would be probably 400 foot, and would allow all Falconhead residents to enter the school without ever entering 620.

Sincerely,

Gerardo Dada

 Austin TX 78734

From: [Mohammed Danesh](#)
To: [CAMPO Comments](#)
Subject: In support of trail
Date: Tuesday, January 1, 2019 2:52:59 AM

EXTERNAL email: Exercise caution when opening.

Here's what I wrote: I would like to express my strong support of a regional hike & bike trail within the MoKan corridor. Any proposal for a street or thoroughfare of any kind is unnecessary and wasteful. North/south vehicular mobility in Williamson County is more than sufficient to accommodate the needs of residents and visitors in the area. We currently have A.W. Grimes, which functions as a major north/south arterial, as well as I-35 and SH 130. In addition, we will soon have the extension of Kenny Fort Blvd., which will be yet another north/south arterial. At Hwy. 79, A.W. Grimes and Kenny Fort Blvd. are less than one mile apart. The last thing we need here is another major north/south thoroughfare. The MoKan Corridor would be best utilized as a regional hike & bike trail, similar to the Brushy Creek Regional Trail. There is currently no regional north/south pedestrian mobility in Williamson County. A trail in this location would tie into the existing east/west Brushy Creek Trail, and would provide much needed north/south pedestrian mobility.

Thanks

Danesh

, roundrock , 78665

From: boomte@server.boomte.ch on behalf of [Monica Denney](#)
To: campoforum@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, November 29, 2018 1:57:54 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

My husband and I have 3 children, 1 of which has been driving for 3 years and another who just got her learners permit. We travel on highway 71 from Cypress Ranch Boulevard to Bee Cave multiple times per day and on 620 frequently. I've lived in Austin for 24 years and have been driving on 71 and 620 even longer (for vacations). I would like to see a public report of the CAUSE of all accidents over the past 10 years on each of these roads. Based on that information, I would like to see a plan for near term and long term solutions to make these roads safer. It is my personal belief that rumble strips and large flashing warning signs should immediately be installed before all traffic lights where the speed limit exceeds 45 mph. I also believe that both left and right turns should ONLY be allowed at hwy 71 traffic lights with a green arrow. These changes could happen immediately, as well as installing more signs making left turns illegal in areas where vision is hindered because of hills or curves in the road. Additionally, I am in favor of lowering speed limits and installing road barriers where traffic and accident studies show it can make an area of the road safer. Most importantly, law enforcement has to be present to enforce traffic laws and get reckless and intoxicated drivers off of the road!

Sincerely,

Monica Denney

 Spicewood TX 78669

From: [Karthik Dhoopati](#)
To: [CAMPO Comments](#)
Subject: Trail
Date: Friday, December 7, 2018 8:50:30 AM

EXTERNAL email: Exercise caution when opening.

I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mogan corridor.

I believe that the best use of the land is as a hike and bike trail. That section of the Mogan corridor essentially overlaps the proposed extension of Kenney Fort, so use of that property as a roadway seems redundant, duplicative and unnecessary. My understanding is that a proposal to build light rail on that land has already failed. However, a hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases with the construction of the Kenney Fort extension and Kalahari resort. In short, a hike and bike trail would improve the quality of life for residents as the area grows and becomes busier.


Thank you for your consideration of my comments.

Best regards
Karthik

From: [Jessica Douglas](#)
To: [CAMPO Comments](#)
Subject: MoKan Corridor support for hiking/ biking
Date: Monday, December 31, 2018 9:35:53 PM

EXTERNAL email: Exercise caution when opening.

Please use this as my official submission for my support of a regional hike & bike trail within the MoKan corridor. I recently moved to Round Rock for their strong focus on people, safety and community togetherness. This is why I think the MoKan corridor as a hike and bike path as an excellent addition to Round Rock and surrounding areas versus any main thoroughway. My family loves the Brushy Creek trail even with its lengthy route to get on it and the new pathway would provide us with a safer route to the brushy creek trail allowing us to bike to play for all park over driving thus reducing our carbon footprint. I feel that proposal for a street or thoroughfare of any kind is unnecessary and wasteful. North/south vehicular mobility in Williamson County is more than sufficient to accommodate the needs of residents and visitors in the area. Moreover, traffic issues stem more from traffic patterns than number of roads. Highways and freeways should have clover on and off ramps to avoid major congestion at every entry/ exit which currently is not the case and creates heavy traffic from unnecessary braking. The MoKan Corridor would be best utilized as a regional hike/bike trail. There is currently no regional north/south pedestrian mobility in Williamson County. A trail in this location would tie into the existing east/west Brushy Creek Trail, and would provide much needed north/south pedestrian mobility. Once Kalahari is in place, this will also provide a great attraction for folks to get out of the resort and see how beautiful Round Rock can be. I thank you for your consideration in this matter. I really hope you understand the need for a north/ south hiking and biking trail versus car use. Promote good health and green lifestyles (a better way to travel to work or use for recreation). I would be happy to discuss further as needed.

Sincerely,
Jessica Douglas
Resident of Concord at Brushy Creek


From: boomte@server.boomte.ch on behalf of [Kathy Dutton](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Friday, December 7, 2018 8:12:52 AM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

I have lived out here for almost 20 years and have seen explosion growth and no end in sight for new growth. The traffic patterns should be studied and considered in any future plans. This is a very dangerous stretch of road.

Sincerely,

Kathy Dutton

 Spicewood Tx 78669

From: boomte@server.boomte.ch on behalf of [Kristine Ehrlich](#)
To: campoforum@safer71.org
Subject: SH71 RAP Comment
Date: Friday, November 30, 2018 6:34:09 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

I can't tell you how fearful I am when I drive this road daily with my children. I've lived here 10 years and it has gotten so much worse than before. Can you PLEASE make our roads safer? Slow the speed limit? Put up mobile flashing signs that warn of dangerous roads. High risk area? Anything to get drivers not familiar with the area to realize it's a death trap?? We are desperate for help!!!!

Sincerely,

Kristine Ehrlich



Spicewood Texas 78669

From: [Jenai Estrada](#)
To: [CAMPO Comments](#)
Subject: MoKan/Northeast Subregional Plan
Date: Tuesday, January 1, 2019 12:23:17 PM

EXTERNAL email: Exercise caution when opening.

Hello. I am a homeowner in the Concord at Brushy Creek subdivision. I live less than 2 blocks from the area in question. I would absolutely hate to see it turned into a major arterial. We have a nice little pocket of trees and peace in this community and I would love to see it stay that way. If anything, I would like to see it transformed into a walking/biking trail.

Thank you for your consideration,
Jenai Estrada

From: boomte@server.boomte.ch on behalf of [Joe Fannin](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, November 29, 2018 6:16:55 PM

EXTERNAL email: Exercise caution when opening.

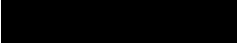
Dear CAMPO,

Re: RAP Public Comments

Hopely the state looks at an immediate simple first stage to developing 71. Complete the controlled 5th center lane to at least the Blanco County line. Be nice to see them acting concerned about the scary high fatal and serious accident rate on this short ignored stretch. They might also look at joining the 21st Century and use the existing fiber available along 71 and actually time the traffic lights so that traffic can flow smoothly. An big improvement in reducing the frustrating driving styles of daily drivers sick of stoping at 3 or more traffic lights in a row every day. California is not very smart but even they have figured this out - come on Texas. After this, then, they can start worrying about 2040.

Sincerely,

Joe Fannin

 Spicewood TX 78669

From: [Stephanie Fitzsimmons](#)
To: [CAMPO Comments](#)
Subject: Bertram Texas
Date: Wednesday, December 19, 2018 11:06:01 AM

EXTERNAL email: Exercise caution when opening.

Hello!!

Wanted sent a quick email for some input for Bertram, Texas.

- 1) Speed Study for Highway 29 and FM 243
- 2) Look into the need for a light at 29 and 1174 south
- 3) turn lanes all down 29 (which sounds like is already in the works)

Thank you for listening!

Thank you,
Stephanie Fitzsimmons


<https://www.facebook.com/Knitz-That-Fitz-410428659389506/>

From: [vasu.gunja](#)
To: [CAMPO Comments](#)
Subject: REQUEST
Date: Thursday, December 6, 2018 3:31:11 PM

EXTERNAL email: Exercise caution when opening.

I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of the land is as a hike and bike trail. That section of the Mokan corridor essentially overlaps the proposed extension of Kenney Fort, so use of that property as a roadway seems redundant, duplicative and unnecessary. My understanding is that a proposal to build light rail on that land has already failed. However, a hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases with the construction of the Kenney Fort extension and Kalahari resort. In short, a hike and bike trail would improve the quality of life for residents as the area grows and becomes busier.

Thank you for your consideration of my comments.

Best regards

Vasu

From: boomte@server.boomte.ch on behalf of [Kyle Harvey](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, November 29, 2018 3:27:14 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

My name is Kyle Harvey and I am a resident of the Sweetwater community. I am reaching out to you in regards to Highway 71 between Serene Hills and Pedernales Summit Pkwy. I am a husband to my beautiful wife (Kendall) of 9 years and father to a 4 year old son (Brooks) and 18 month old daughter (Collins). My family and I are scared to leave our Sweetwater community and get on highway 71. We have lived out here since 2016 and have seen an incredible amount of terrible vehicle crashes on this stretch of 71. We are scared to take our kids to school because we have to get on this highway. Scared to drive to church or go get groceries. We are worried that one day it will be us. This stretch of road is SO incredibly dangerous. I have driven past way too many fatality crashes. Could you all PLEASE help resolve this? Each day I am putting my family and my life at risk getting onto that highway. You pull out of the neighborhood to head east and see semi's, cars and trucks going 70 MPH+. We return to our neighborhood having to get in the left lane and then the turn lane with vehicles going 80mph+ downhill. Vehicles are trying to pass us in the median because we are slowing down to get into the turn lane. Vehicles are riding our bumper because we are trying to go the speed limit while returning to our home. We sit at a light trying to turn into our neighborhood with people running the red light speeding through. We sit there in that turn lane with my daughter and son in the back seat while cars come head on at us in excess of 70mph+. We have begged and pleaded with TXDOT to do something. What have they done so far? Pulled up the asphalt to prevent hydroplaning. Does that fix the fact that cars are going 20 mph+ over the speed limit? Does that fix the fact that I am sitting at a standstill to get into my neighborhood with cars flying by me head on and beside me going 80mph+? No! All they have done is grade the road. We are a growing community out here. The developer has plans for even more housing. Which means more chances for accidents. We have asked TXDOT for barriers, lower speed limits, ect. and all we get is excuses. We need someone to step in and help! Not only is my family and I scared to get on that highway, but the community is.

Sincerely,

Kyle Harvey

 Austin Texas 78738

From: boomte@server.boomte.ch on behalf of [Jennifer Hazard](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 8:58:03 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

Please provide a safer 71 for our families. It is very scary to drive around and this needs to be advised to avoid any more negligent deaths. Please act fast!!

Sincerely,

Jennifer Hazard

 Austin Texas 78738

From: [Paul Heath](#)
To: [CAMPO Comments](#)
Subject: Mokan - Northeast: Comments for future usage
Date: Thursday, December 6, 2018 12:28:21 PM

EXTERNAL email: Exercise caution when opening.

Hi,

I live alongside the current disused railway, the Mokan corridor in Round Rock.

Having interest in the area, from all angles, and interest in your study on this specific corridor, I write with my thoughts on this for inclusion...

- I believe that the current and future generations of the region would benefit from the land becoming a dedicated hike and bike trail link, connecting and interconnecting communities and allowing an alternate to private car usage and public transport. Not only for fitness, but an alternate bike-way and route to allow truly alternate, safe and healthy means of getting around.

- Done properly, and throughout the whole route, it could in years to come develop further to be a really exciting attraction for trail enthusiasts, with small businesses perhaps being established to service refreshment needs, bike service and associated parts and accessories, maybe.

- There is already a new corridor to link Georgetown down to the 45 Toll Road in Round Rock, via the Kenney Fort Boulevard expansion which runs near parallel to the Mokan, and therefore wouldn't serve as any real advantage to this stretch.

Thank you for considering my comments and feedback on the future of the Mokan corridor.

Sincerely,

Paul Heath.

From: boomte@server.boomte.ch on behalf of [Frederic Hermans](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Monday, December 31, 2018 2:05:23 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

In order to create a safer 71, we should recognize the road for what it is. a highway and not a rural route. for this we need to plan accordingly, with a proper road incorporating a center divider, proper onramps and overpasses for major arterial cross sections. yes. it means the left turn lane has to go, but it also will safe lives and reduce congestion over the long run.

Sincerely,

Frederic Hermans

 Austin TX 78738

From: boomte@server.boomte.ch on behalf of [Joshua Holdman](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 5:26:20 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

With the population increase in west Austin, more needs to be done to ensure the safety of drivers on SH 71. This most recent accident was easily avoidable had appropriate measures been taken on the hill in front of Sweetwater. The fact that cars are able to drive in the median is absurd. The excuse that a median may create an issue with wildlife is ridiculous. If this is a real concern, why not put the wire barrier down the median to prevent head-on collisions. I am extremely disappointed to hear there are very few plans to improve safety on 71 with the surge in population growth.

Sincerely,

Joshua Holdman

 Spicewood TX 78669-2164

From: [Doug Holtsinger](#)
To: [CAMPO Comments](#)
Subject: CAMPO looks for public feedback on where to add, improve Austin roads
Date: Tuesday, January 1, 2019 9:34:25 AM

EXTERNAL email: Exercise caution when opening.

I would like to see an evaluation on whether the recent conversion of vehicle lanes to bike lanes on such roads as Kramer Lane have been successful or not. If the bike lanes are not being used extensively, then I think they should be changed back to vehicular use.

Regards,
Douglas Holtsinger

From: boomte@server.boomte.ch on behalf of [Brigitte Hostetter](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 9:11:31 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

We believe that the problem is two fold. Bad road surface and very fast, aggressive drivers. We have had two daughters experience both in the last few years. Our oldest was driving home from school, the traffic light at Vail Divide turned yellow. She slowed and stopped at the red. Then the crash. A driver rammed her from behind, thinking she would floor it thru the red, probably not paying attention Thankfully, she had a dash cam that caught the events. Most adults are very quick to blame a teenage driver in an accident. The other driver did just that but the situation quickly turned to prove our daughter did nothing wrong, upon reviewing the video. Our youngest was involved in a head-on crash, just East of Sweetwater on 71, on Feb 22, 2018. As she accelerated slowly, from a stopped position at the Sweetwater light, the car fishtailed, there was no time/chance to correct. It was a damp, misty morning. Many vehicles passing the scene also fishtailed, passing at a very slow speed up the hill. Even the first responders slipped, they shouldn't - right?. They told us "there is something seriously wrong with the road". They had been at that exact spot, just two days before, dealing with one of the deadly crashes. The Sherriff's deputy told us that just mere inches separated our daughter from serious injury or death. She was extremely fortunate, as she walked away, unhurt. Others have not been so lucky. The grinding of the road surface occurred about 4 hours after her accident. There has to be a more permanent solution. It is terrible to drive on but slows people down just a little and the slick conditions have been lessened but not entirely resolved. PLEASE, PLEASE consider reducing the speed and fixing the road surface NOW before any other precious lives are lost. Thank you for listening.

Sincerely,

Brigitte Hostetter

 Spicewood TX 78669

From: boomte@server.boomte.ch on behalf of [Sandhya Iyer](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 2:00:55 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

please make sure the SH 71 is a top priority project in Campo2045. With the increase in the influx of residents , new schools and sports facilities it's worrisome to think what the traffic situation would become . We cannot lose more lives on the road .we need lasting solutions to be implemented at the earliest ! Thank you !!

Sincerely,

Sandhya Iyer

 Austin TX 78738

From: [Venu Jampani](#)
To: [CAMPO Comments](#)
Subject: Mokan corridor study
Date: Friday, December 7, 2018 4:48:38 PM

EXTERNAL email: Exercise caution when opening.

I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of the land is as a hike and bike trail. That section of the Mokan corridor essentially overlaps the proposed extension of Kenney Fort, so use of that property as a roadway seems redundant, duplicative and unnecessary. My understanding is that a proposal to build light rail on that land has already failed. However, a hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases with the construction of the Kenney Fort extension and Kalahari resort. In short, a hike and bike trail would improve the quality of life for residents as the area grows and becomes busier.

Thank you for your consideration of my comments.

Thanks,
Venu.

From: boomte@server.boomte.ch on behalf of [Lisa Jose](#)
To: campoforum@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, November 29, 2018 11:38:48 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

Please address West SH 71 in between Bee Cave, TX and Spicewood, TX as soon as possible! With 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, it is critical that both immediate and lasting solutions are identified and implemented to protect the lives of residents and commuters. Please support TxDOT, Travis County, Safer71, and our law enforcement agencies in their efforts to save lives on our roads. This is a high growth area with many new schools, communities, and family recreational activities being actively developed in this area in coming months - it is important we act now to address issues before more lives are needlessly lost. Every 9.8 someone is injured or dies on this road. PLEASE ACT NOW!

Sincerely,

Lisa Jose

 AUSTIN TX 78738

From: boomte@server.boomte.ch on behalf of [Shivani Kesar](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 10:35:57 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

Request to incorporate lower speeds to get Safer 71 near Sweetwater Subdivision.

Sincerely,

Shivani Kesar

 Austin TX 79738

From: boomte@server.boomte.ch on behalf of [Donna Kobayashi](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Friday, December 7, 2018 8:27:27 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

There are 2 immediate PRIORITIES to improving safety on SH71: 1) a barrier separating east and west traffic 2) increased law enforcement to stop reckless drivers and speeding How many fatalities does it take for txdot to take serious the obvious, extremely dangerous, and high potential for 120mph head-on collisions? My teens drive this road everyday to school and no matter how safely they drive, 2 little yellow lines will not protect them from a car crossing into their lane. Stop making stupid excuses why a median is not possible on SH71! Be part of the safety solution!

Sincerely,

Donna Kobayashi

 Austin TX 78738

From: boomte@server.boomte.ch on behalf of [Traci Kolinek](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 2:40:17 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

My daughter goes to Lake Travis Middle School. We are so concerned about driving on this stretch of highway that I always stay in the far right lane. But many times, in the rain, people will tailgate me. And when I give space to the car in front of me, people will change lanes right in front of me to take the space. We need to reduce the speed limit. As this area grows, and more teenagers are on the road, we need to save lives and slow everyone down.

Sincerely,

Traci Kolinek

 Austin TX 78738

From: boomte@server.boomte.ch on behalf of [Sara Korzen](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Tuesday, November 27, 2018 9:59:53 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

Please ensure that SH71 between RR620 and the Blanco County Line is a priority project in the CAMPO 2045 plan and Regional Arterials Plan. We have no other options than to travel on this dangerous stretch of highway each and every day to get to work, to schools, to doctors, to the grocery store, to take our children to sports, etc. Given the 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, there is a need for both short and long term solutions to ensure the safety of everyone traveling along these roads. This area has seen and will continue to see explosive growth. We need CAMPO to proactively take this stretch of SH71 into consideration so we can prevent further loss of life.

Sincerely,

Sara Korzen

 Austin Texas 78738

From: boomte@server.boomte.ch on behalf of [Natalia Kulas](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, November 29, 2018 5:03:37 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

It saddens me terribly to hear that CAMPO has decided not to make SH71 between RR620 and the Blanco County Line a priority until 2045. I have lived in the Sweetwater Community for 2 1/2 years. In that time, there have been at least 5 traffic related deaths just between West Cypress Hills entrance and Serene Hills, with at least 2 of those lives being claimed almost at the entrance to the community I live in. That is difficult to wrap my mind around. And then to learn that 20 deaths have occurred between SH71 and RR620 to the Blanco County Line since 2014??? And the plan is to wait another 27 YEARS to come up with a solution? How does one even begin to process that? CAMPO must act NOW before more lives are lost, families ruined and communities devastated. Please, please act NOW to identify causes, determine solutions and act responsibly. Act NOW!

Sincerely,

Natalia Kulas

 Austin TX 78738



TIP/RTP Amendments

COMMENT CARD

Name (required): Connie Eastey
Address: [REDACTED] 78738
Email: [REDACTED]

Comments: 13 deaths on 71 is unacceptable
2 @ Spanish Oaks Blvd @ 71

We need metered lights there to avoid those
collisions. Fast moving vehicles coming down
71 both ways can't stop. Dont stop.

Please help us save lives on 71 —

It's pitch dark — No medians — No lighting
Not a rural road.

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



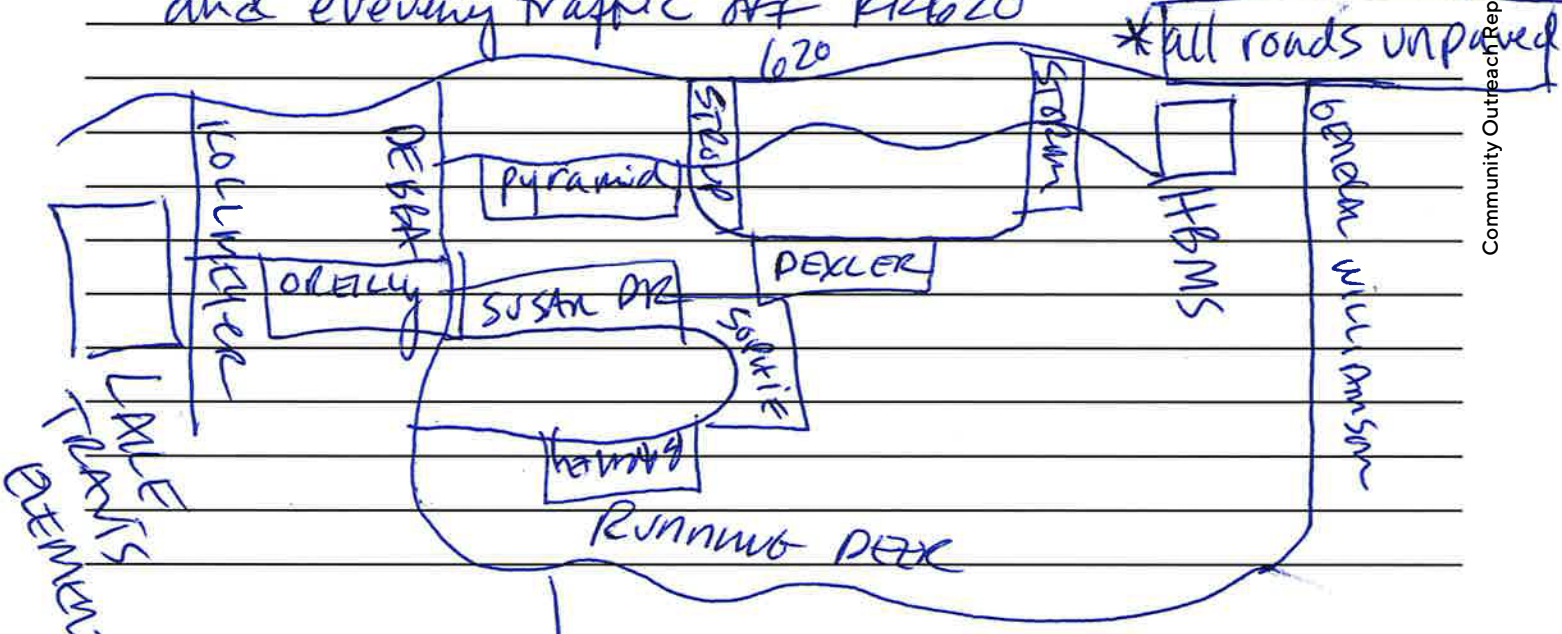
Public Participation Plan

COMMENT CARD

Name (required): STEPHANIE FITZHAUGES
Address: [redacted] AUSTIN TX 78734
Email: [redacted]

Comments: We need unimproved roads in ETS WTC paved to alleviate traffic from
- APACHE STARS SUBDIVISION
- CARDINAL HILLS SUBDIVISION
- MARAVILLA SUBDIVISION
from Hudson Bend Middle school to LAKE TRAVIS ELEMENTARY
(see MAP) connect the schools by paving the road between them

the roads are impassable, and they propose a major evacuation danger on top of alleviating morning and evening traffic off RR620



Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



Public Participation Plan

COMMENT CARD

Name (required): Joseph Hlavacik
Address: [redacted] Austin, TX 78738-6612
Email: [redacted]

Comments: Hwy 71 by Hill Country Galleria is dangerous!
Speed Limit is too high for a road that crosses a high density
area; there is no physical median separating the East & West
boundaries of Hwy 71.

Almost every day there is some type of vehicle/pedestrian
accident on the stretch of Hwy 71 extending between
SW Parkway and RR620. So far this year, I'm
aware of 2 fatalities that took place at the traffic
light located at Hwy 71 & Spanish Oaks Blvd. At
50 MPH, most vehicles cross this traffic intersection
passing a red light many times, because by the
time they see the light, it's too late for them
to decelerate & stop between the yellow & red
light.

We kindly need IMMEDIATE action! at minimum
add a signal way ahead of the traffic light at that intersection
so drivers can be forewarned about that light.
REDUCE THE SPEED LIMIT from 50 mph to 35 mph
between ~~the~~ SW Parkway - 71 - 620

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

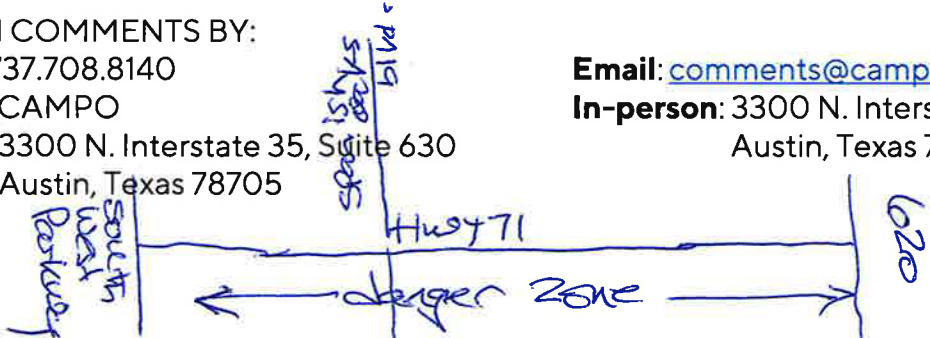
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705

save lives - 13 people died in less than 2 years
at the intersection betw...!!!

(E)



(W)



TIP/RTP Amendments

COMMENT CARD

Name (required): Kelly Hanania

Address: [REDACTED]

Email: [REDACTED]

Comments: 71 is ~~is~~ unsafe. I currently live in Spanish Oaks and exit at the light at Spanish Oaks/71 multiple times a day. Traffic heading east consistently run that red light. It is VERY hard to see the light coming down the hill from ~~the~~ Hill Country Galleria. Speeds should be lowered, left turn light should be on a row only, another bigger light should be added ahead of the Spanish Oaks light.

71 in general should be treated like an urban road, not a rural road. Speeds must be reduced, medians must be added, rules enforced, left turn lights should be turn on arrow only.

slow speeds
medians
traffic lights easier to see
police enforcement! make 71 a speed trap phase!
thanks!

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



Regional Arterials Plan
COMMENT CARD

Hwy 71

Name (required): Mary Alice Kaspar
Address: [REDACTED], Austin, TX 78738
Email: [REDACTED]

Please share your comments on areas that need additional connectivity, as well as any additional concerns or considerations: _____

Hello! Please help do whatever you can to decrease the fatality rate on Hwy 71, specifically from Vail Divide to Hidden Creek Lane.

I personally believe two things will help:
1) lower the speed limit
2) increase police presence and enforcement of speed limit.

Thank you for your attention to this.
Sincerely,
-Mary Alice Kaspar

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



Regional Arterials Plan COMMENT CARD

Name (required): Tom & Sharon McDonough
Address: [REDACTED] LAKEWAY TX 78738
Email: [REDACTED]

Please share your comments on areas that need additional connectivity, as well as any additional concerns or considerations: _____

Concerns - Hwy 71 from Bee Cave to Sweetwater and beyond has been christened "The Highway of Death." As ~~we~~ parents to three teenage daughters, my wife and I are very, very afraid of this stretch of roadway, and forbid our children from driving on this highway. We hope to see a barrier or other cement structure to reduce the incredible number of fatalities that have occurred in our three years of moving to Lakeway.
Thank you for your efforts and please keep reaching out to the families that travel these roads.

Tom McDonough
[REDACTED]

Community Outreach Report Appendix - Public Comments

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



Regional Arterials Plan COMMENT CARD

Name (required): ABHIRAMI. S. RAGHAVAN
Address: [REDACTED] AUSTIN TX 78738
Email: [REDACTED]

Please share your comments on areas that need additional connectivity, as well as any additional concerns or considerations:

SAFER T1

- ★ Need to add more accessible ways to get on T1 - like merge / exit lanes
- ★ Medians (to avoid head on)
- ★ Over passes @ major Intersections
- ★ REDUCE SPEEDS ALONG RESIDENTIAL & SCHOOL ZONES

Community Outreach Report Appendix - Public Comments

Public comment period closes at 5 p.m. Monday, December 31, 2018.

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Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



Regional Arterials Plan

COMMENT CARD

Name (required):

Wendi Severance

Address:

[Redacted] 78734

Email:

[Redacted]

Please share your comments on areas that need additional connectivity, as well as any additional concerns or considerations:

connectivity:

620 Lake Travis to Lago Vista/Hill Country
Suggestion: Possible Bridge - a gorgeous
ATX Designed Bridge.

Lighting increased at ^{all} intersections ONLY
* along Hwy 71 intermittently.

Reduce speed limits on 620 from
75 to 71

Suggestion: 45 mph MAX!

Some kind of rail system that
benefits the ENTIRE State.

Community Outreach Report Appendix - Public Comments

Public comment period closes at 5 p.m. Monday, December 31, 2018.

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Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

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In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



Public Participation Plan

COMMENT CARD

Name (required): Karen Shultz (safer71.org)
Address: [redacted] 78138
Email: [redacted]

Comments: Growth in both businesses, homes & traffic have changed exponentially in the Lakeway / Bee Creek / Lake Travis Area (620 / 71 / HPool Road). The roads don't support the growth - but perhaps more importantly, safety issues are the biggest concern.

71 has become so busy, that its dangerous to travel 24/7. (See traffic collision map provided by safer71.org)

208 has seen a tremendous increase in injuries & deaths. In fact deaths have doubled year over year 2017 - 2018. The stretch between is extremely dangerous.

The road condition between Serene Hills and Bee Creek Rd is extraordinarily dangerous.

CAMPO AAS to provide change on this area long before 2015 (I'd be dead by then from old age !!) & bring the road infrastructure current to the needs of the western trans

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Area growth

Community Outreach Report Appendix - Public Comments

November 28, 2018

Transportation Policy Board
CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Dear Transportation Policy Board:

The growth along the West HWY 71 corridor is not slowing down anytime soon and is not included on the CAMPO 2040 plan. Unfortunately, the rate at which CAMPO is able to evaluate and implement highway safety improvements is not keeping up with the ever-increasing Hill Country population. It is the only artery, west of Bee Cave, for commuters, building contractors, and residents to get 'into' town whether it be to Lakeway, Bee Cave, or Austin.

Roadway safety is a huge concern for my family, neighborhood (Sweetwater), commuters, and residents of the greater Lake Travis area. Since 2014, there have been 20 deaths and 128 vehicular injuries from the Blanco County line to Ranch Road 620 in Bee Cave (SAFER71.org), many of which were head-on accidents.

I want to express my deepest concern for the safety of everyone who travels along this road and say that not enough preventive measures have been put in place to make HWY 71 safer. TXDOT has proven unable to provide a solution without help from CAMPO and our area has been pushed to the bottom of the priority list. Please consider the following HWY 71 safety improvements:

- 1) The road is unlike other roads in Austin, meaning it requires an expert skilled in evaluating winding roads to determine appropriate safety measures: periodic Jersey barricades, cable barrier, or galvanized crash barriers in the median to prevent oncoming traffic from crossing the median, especially on curved/hilly portions of the highway.
- 2) Reduce the speed limit from 60 mph to 50 mph.
- 3) Re-evaluate the intersection at HWY 71/Pedernales Summit Parkway. It was originally designed to be a continuous 'green' westbound intersection with a westbound merge from Pedernales Summit Parkway onto the highway. The intersection has been 'under

construction' since early 2018 and has NEVER been a continuous green intersection due to safety concerns. The white flex posts should be removed to create a typical 3-way intersection without the confusion of the merge/westbound stop/turn lane.

- 4) Install 'rumble strips' aka alert strips, sleeper lines when approaching the westbound hill past Serene Hills Blvd leading towards Pedernales Summit Parkway to alert drivers of this dangerous hill.
- 5) Repave the roadway between Serene Hills Blvd and Pedernales Summit Parkway (east and westbound lanes) with a water permeable/porous asphalt. Water sheets down this hill resulting in hydroplaning, even at low speed due to the torque of vehicles trying to accelerate up the hill. I have witnessed and experienced this even with the new partially paved eastbound lane.
- 6) Increased police presence.
- 7) Driver awareness campaign: left lane for passing, slow down, distracted driving, etc.
- 8) Also, please consider regularly sweeping the median between Serene Hills Drive and Bee Creek Road in the meantime; The amount of loose gravel and debris could easily cause vehicles to lose control if they have to (or choose to) use the median.

My family is not seeking a quick-fix solution to the problems of HWY71 as they are multifaceted. We request that due to the sheer number of accidents, fatalities, and extreme growth rate that West HWY 71 be included in the CAMPO 2045 plan as it's not included in the 2040 plan which only included data from 2013. We need new data to reflect today's current roadway usage and conditions. Please allow us to work together to create a safer roadway. Thank you.

Sincerely,



Meghan Teira

[REDACTED]
Austin, Texas 78738
[REDACTED]

From: boomte@server.boomte.ch on behalf of [Valerie Lampson](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, November 29, 2018 8:14:51 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

We moved here in April,2018, to Briarcliff. The amount of accidents and deaths are unbelievable. We have to go to BeeCave for groceries and gas and retail. We worry everyday going 71 and 620. The speeds are way too fast going up and down and curving on the roads with traffic lights. People run them and go too fast weaving in and out of traffic. I see crazy drivers. The neighborhoods on 71 are growing and the amount of people on the streets are getting busier. Start with lowering the speed limits. I can't imagine going by neighborhoods at 60mph in other cities. I came from a superb outside of Houston that has a road similar to 71.the speed limit was 45mph. I lived there 26 years and never saw deaths of the magnitude as 71 in a 4 month period.

Sincerely,

Valerie Lampson
[REDACTED] Spicewood Tx 78669

From: [gmail](#)
To: [CAMPO Comments](#)
Subject: i-35 n 183 flyover
Date: Tuesday, January 1, 2019 10:43:13 AM

EXTERNAL email: Exercise caution when opening.

why can't we have two lanes to get on 183 N. This doesn't make sense.
Thank you,
John Lawhon

From: [Julie Leahy](#)
To: [CAMPO Comments](#)
Subject: Comments on Mokan study
Date: Thursday, December 6, 2018 11:10:28 AM

EXTERNAL email: Exercise caution when opening.

My name is Julie Leahy. I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of the land is as a hike and bike trail. That section of the Mokan corridor essentially overlaps the proposed extension of Kenney Fort, so use of that property as a roadway seems redundant, duplicative and unnecessary. My understanding is that a proposal to build light rail on that land has already failed. However, a hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases with the construction of the Kenney Fort extension and Kalahari resort. In short, a hike and bike trail would improve the quality of life for residents as the area grows and becomes busier.

Thank you for your consideration of my comments.

Julie Leahy

Sent from my iPhone

From: boomte@server.boomte.ch on behalf of [Tina Leeper](#)
To: campoforum@safer71.org
Subject: SH71 RAP Comment
Date: Monday, December 31, 2018 2:50:22 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

With all the growth out 71 towards Spicewood brings an excessive amount of traffic, construction and new housing everywhere. I'm hoping that this group will take into consideration all the pending development especially off Bee Creek Rd where the little 2 lane road will obviously not be enough to handle all the projected homes, ballpark, event centers, etc. Let's be smart about how we develop this area or it will be a disaster in the making.

Sincerely,

Tina Leeper

 Spicewood TX 78669

From: boomte@server.boomte.ch on behalf of [Adrienne Lusk](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Monday, December 31, 2018 12:03:59 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

Actual working public transportation should be the focus of this campaign. Not more cars and toll roads. The driving age in this area averages over 40 and well into 60's. More public transportation is necessary for these demographics, and for more sustainable growth in the area PERIOD. Selling land to real estate investors and developers is also NOT a solution. Smart, compact, sustainable growth that does not destroy the hill country.

Sincerely,

Adrienne Lusk

 Austin TX 78734

From: [Malecki, Troy](#)
To: [CAMPO Comments](#)
Subject: campo plan
Date: Tuesday, January 1, 2019 10:58:27 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

EXTERNAL email: Exercise caution when opening.

All,

Having driven in a number of major cities throughout the US and have observed a number of foreign countries, it has continually baffled me why Austin cannot plan nor build effective transportation solutions. I've examined the plans and, simply, they just don't address many of the key challenges. This city has an embarrassing track record of providing effective solutions to mobility and while funding is understandably a large portion of that, it has been clear that the residents of the city are more than willing to invest in solutions through the passing of a number of bonds but, as of yet, nothing effective has been developed even though over a billion dollars has been approved for regional transport.

There is a lack of planning, understanding why there is congestion, and a lack of appropriate solutions. While I understand that 35 hasn't been touched in decades and probably won't be for a few more years, that barely even scratches the surface of the problems in the region. Simple fixes would go a long way (and be relatively cheaper when bundled with larger projects) but these solutions are hardly pursued.

Issue: constant backups at the JCT of SH71 and US183 due to the cloverleaf interchange and the reduction of one lane. While this "may" be addressed with the upcoming US183 project, the fact remains that the SH71 toll lane was short sighted in its approach. This lane should have extended to Riverside and continued through and an additional lane added with the bridge replaced on SH71 crossing US183. Instead, there is a "toll road to nowhere" where it just serves to avoid the overpass at FM973 and perhaps SH130 if traveling eastbound. Funny thing is that the project indicated that an overpass at Ross Rd was not needed and they did not anticipate traffic requiring an overpass at Ross...however, TxDOT indicated while the project was being built that they are considering such an overpass...overpasses through Bastrop. Was this a surprise? Apparently so. A clear lack of planning and communication. Drivers essentially must pay a toll because of this lack of communication between TxDOT and the toll authority (the need for an overpass was clear for years at FM973 along with re-alignment) and one should have been included at the JCT of Sh71 and Sh130. Instead, years go by and a lane is built yet there remains constant backups on SH71 eastbound at US183 during rush hour...the only reason is due to the merging lane at the interchange. Will that be fixed? Who knows. I am assuming not.

Issue: SH130. Built with 2 lanes. Why not 3? It would have been cheaper to build 3 at the time instead of building 2, having congestion, then paying someone to fix it. But, here we are with another lane being built.

Issue: LP1. There isn't enough room on the bridges crossing the river. A point of congestion is at the interchange of Cesar Chavez, and LP1. Constant backups are due to a lack of capacity; frontage roads need to be built that provide direct access to LP1sb from Cesar Chavez. There are constant backups on Lake Austin and Cesar Chavez as traffic has to access LP1 through a light. Traffic from downtown (via Enfield, Cesar Chavez), main lane traffic, and express lane traffic must merge at a clear choking point. The lack of planning is clear as the toll lane INCREASES CONGESTION due to this bottleneck. A casual examination of the issues with the bridge make this seem obvious, but after "years" of planning no one apparently discovered the key issue with the new configuration. Perhaps this will be solved by the ever-postponed Mopac south project, but my assumption is "no". The easiest fix is to add those white sticks on the entrance ramp from Cesar Chavez so traffic doesn't attempt to merge all of a sudden so they can build up speed and keep traffic moving since it forms its own lane. Too many people try to get over (no one in this down can figure out proper merging) and that causes delays. Fixing the lane would be an effective temporary fix and get more cars off Cesar Chavez/Lake Austin as a result.

LP1 south of the river: there are too many entrances on LP1 sb south of the river. The first solution is to have those lanes form their own dedicated lane and reduce the amount of entrances. For example, the entrance from FM2244 is too short; cars cannot get up to speed and must merge and that causes backups. Redesign the exit ramps to include a much longer time to "get up to speed" to shift cars off the frontage road and eliminate a bottleneck in the LP1 main lane, such as with the Barton Skyway exit (forms its own lane that exits to LP360). Relatively inexpensive and simple...but no initiative exists, apparently.

LP1 at Wm Cannon. The exit ramp from LP1sb to Wm Cannon should be relocated under the flyover (such as with IH35 with the Stassney exit). Cars on the flyover have to merge with cars trying to exit onto the LP1sb main lanes, and also cars on LP1sb trying to exit at Wm Cannon. A clear bottleneck that could have been prevented. It's clear that the congestion is due solely to this configuration...cars are backed up on the flyover because of this. Also, why does it go down to 2 lanes? There's room for 3. Why is the overpass at slaughter being built with 2 lanes? Why not 3?

US183: while the "north" express lane is put on hold (indefinitely), additional lanes can be built. There's room. Why not?

Lamar: clearly needs a bridge expansion to shift traffic from Cesar Chavez over the river to eventually merge with the additional lane that exists south of Riverside. Lamar is constantly backed up due to this.

SH71/US290: why does it go down to 2 lanes west of IH35? Another bottleneck.

With over a billion dollars in money, I am pretty sure you can figure something out. But, based on the current initiatives in place, I wouldn't bank on it.



Troy Malecki | Instructor | History
Southern New Hampshire University | 33 South Commercial Street | Manchester, NH 03101
p. [REDACTED] | snhu.edu

Please consider the environment before printing this e-mail.

From: [Thomas Mallinger](#)
To: [CAMPO Comments](#)
Cc: [REDACTED]
Subject: FM 620
Date: Monday, November 19, 2018 1:47:48 PM

EXTERNAL email: Exercise caution when opening.

The traffic on 620 is horrible. People run the shoulders and accidents happen. My car was totaled by someone running the shoulder near the northern intersection with Boulder Lane. People run the shoulder because traffic backs up for miles. Now I have to be very careful when I make a left turn in the evening on 620. Something needs to be done but I don't see anything happening because 620 seems to be forgotten by CAMPO.

Tom Mallinger
Sent from my iPad

From: boomte@server.boomte.ch on behalf of [Tracey Manbeck](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, November 29, 2018 10:04:57 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

I live at the intersection of Serene Hills and Hwy 71 and have witnessed numerous problems with the safety of both Hwy 71 and RR 620 in Bee Cave/Lakeway. As I am not an expert in this area, I will not give random solutions, but will relay my concerns. 1. The #1 problem is distracted/drunk drivers. The punishment for DUI is severe, therefore most make a conscious effort not to drink and drive. However, despite knowing the law, too many people are comfortable using their cell phones. Until the consequences for using a cell phone are made to parallel that of drunk driving, the problem will persist. Make it hurt to get caught using cell phones while driving (including at stop lights!). High fines, loss of license. People will still break the law no matter what the consequence, but stiffer penalties would hopefully at least make the many usually law-abiding drivers I see on their phones put them away and focus on driving. 2. Poor lighting. Even at the area near Galleria Mall where there are lights, the streets are so dark that it is difficult to see. 3. Poor timing on lights. Because the lights are not timed well, drivers get frustrated, which leads to more reckless driving. Also, Drivers in Texas have no respect for the fact that yellow means stop...not 6 more cars can go in you hit the gas. We have lived all over the country, and this is the only place this happens on a regular basis. When a light yellow, I am almost afraid to stop because I fear I will be rear-ended. Better education and stiffer consequences for running red lights. 4. Others will disagree, but the speed should be lowered a bit due to increased traffic turning out of side streets and businesses. Again...stiffer penalties for speeding. 5. Cross walks at main intersections are needed. There are a lot of bikers/walkers/runners and it is not safe to cross currently. 6. My only recommendation, as I feel it is a HUGE problem (especially on 620)...Get rid of the middle turn lane. This works great when there isn't much traffic, but during busier times, the turn lane is 100% unsafe. There are too many people pulling out of businesses and using the lane to wait until they can merge and others waiting to turn in to a business. It's absolute chaos and with the speed being 50-55 in many areas of 620, I can imagine this is the cause of many accidents. With the rapid increase in population in Lakeway, Bee Cave, Spicewood, the problems are only going to get worse. I sincerely hope you are able to find ways that will improve the safety of our roads because I am scared to drive them, and even more scared to have my children on them. Thank you for listening.

Sincerely,

Tracey Manbeck
[REDACTED] Austin TX 78738



Regional Arterials Plan COMMENT CARD

Name (required): Debbie Holloway
Address: [REDACTED] - Cottonwood Shores, TX 78657
Email: [REDACTED]

Please share your comments on areas that need additional connectivity, as well as any additional concerns or considerations: I'm very concerned about the possibility of building a bridge near Wirtz Dam. Due to national security issues, why would we encourage people to be drawn closer to a sensitive target?

In addition, the area the bridge is projected to be built is going to be connected to the Nature Preserve in Cottonwood Shores. This nature Preserve is in a "noise sensitive" zone. There are signs there placed by LCRA that declare this area as a sanctuary for protected species.

What has changed? Why are we considering the destruction of this peaceful and protected area?

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630

Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630

Austin, Texas 78705

November 29, 2018

To: Whom it may concern at CAMPO

From: Roger L. Wayson, Citizen of Cottonwood Shores, Texas, Burnet County

Subject: Bridge Near Wirtz Dam

It seems that whether we are talking about a rock crushing plant or a bridge, there are very different opinions of projects in the area. There has been a concerted push for a bridge across Lake Marble Falls near the Wirtz Dam. Large entities like PEC are strong proponents of the bridge and the Marble Falls Comprehensive Plan has already included the crossing as a principal arterial in their traffic plans. But others do not think it is a good idea. The mayors of both Horseshoe Bay and Cottonwood Shores have spoken against the bridge. It appears their concerns have not been fully considered and I write to you to make sure you are aware of such concerns. I am a council member of Cottonwood Shores, but write this only as a concerned citizen.

When the public meeting was held in Horseshoe Bay by CAMPO, the crowd raised many questions and concerns about the bridge which seem to have been forgotten. We feel the survey distributed by CAMPO, did not really allow for a negative response for the project except in comments. We feel you may not be aware of all concerns.

So why are many local residents against it? It has been stated that there will be a substantial time savings with the new bridge. However, if you compare the route distance from the proposed intersection at RM2147 in Cottonwood Shores, it is actually a half mile further to HEB using the proposed bridge. Anything on US281 is also further. With speeds about the same the time savings does not compute. The cost has been stated to be \$18.6 million but this is not backed by an engineering study and appears to be well below what will actually be required. The previous 2005 Feasibility Study showed it was not financially feasible at that time and no new study has been completed to my knowledge. Many costs seem to have been omitted. The bridge location is well below the flood plain level and especially after the recent flooding, a much higher, different design bridge could be needed. Also, the road is in very poor repair on the South side of the Lake and will take a considerable amount of work, probably requiring a new base, adding to the total cost. A substantial extra cost is the intersection work that will be required when you arrive at RM2147. This location is at the bottom of a hill in a blind spot for approaching drivers. To avoid an accident prone and a potential deadly intersection, a traffic signal, with approach warning, will have to be considered in the cost. Even then, when approaching from the East this could be a deadly blind corner. Drivers going West to US281 will experience additional delay time at the signal.

The redirection of traffic is also problematic for local businesses. The existing traffic flow along RM2147 has led Cottonwood Shores to establish a growing commercial area designed away from residential areas along FM2147 and we worked with TxDOT in the recent reconstruction project to further establish this area. This major shift in traffic flow will result in most businesses losing important visibility of

passing traffic. Redirecting the traffic will also require Horseshoe Bay to plan for the cut-through traffic, especially the trucks, for travel destinations that are Southwest of Marble Falls.

The negative environmental concerns appear to be substantial, causing multiple impacts. The crossing, besides being within a protected area by Homeland Security, is a key habitat and quiet area for migrating birds such as American White Pelicans and geese, is a hunting ground for Bald Eagles and various hawks, and a place for people to enjoy serenity. As stated on the LCRA signage at a little known jewel in Cottonwood Shores, is that this is also a protection area for golden-cheeked warblers and black capped vireos. The little known jewel is an 11 acre wooded Nature Park that extends from the water near the proposed bridge crossing, inland as a wooded area parallel to the roadway. The Park is signed and controlled by ordinance as a noise sensitive zone to allow an interlude with nature. The noise from trucks and cars will utterly destroy the intended use of the Nature Park. Increased noise can be expected for many residents as well. I once was in charge of the Texas noise program when it was the State Department of Highways and Public Transportation and know how this impact could drastically change the area.

If the bridge is constructed, the Texas DOT environmental policy should allow for consideration of these impacts which could further increase the cost if noise abatement is found to be needed. The nearby Nature Park should require a strong noise consideration as the proposed project not only represents a substantial increase in noise levels that will occur but the land use also falls into a category described in the Texas DOT guidelines as "Lands on which serenity and quiet are of extra-ordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose." I hope noise abatement is strongly analyzed using the latest FHWA model, the Traffic Noise Model (Version 3 to soon be released). After all, there is a reason we live in the Hill Country.

The question that has to be asked is if this project is the right alternative for all of us. Other alternatives such as the proposed Eastern principal arterial in Marble Falls Comprehensive Plan that goes through a projected area of major growth and is now lightly inhabited should be considered in addition to the do-nothing scenario.

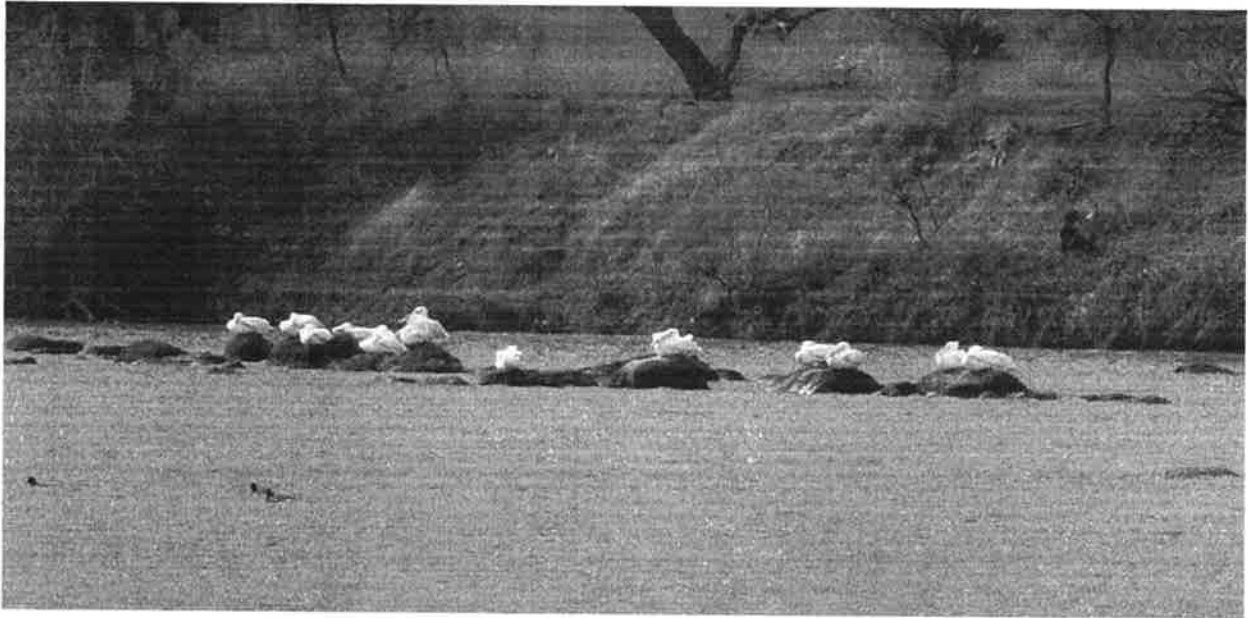
I have included a few pictures of the area for your information. My black and white printer doesn't really do justice and I have many more. If you would like to see the pictures in color, from me and the many people in our city, such as Ken Nichols a professional photographer, we would be glad to share with you.

I look forward to your reply. Thank you in advance for your consideration.



Roger L. Wayson, Ph.D., P.E.

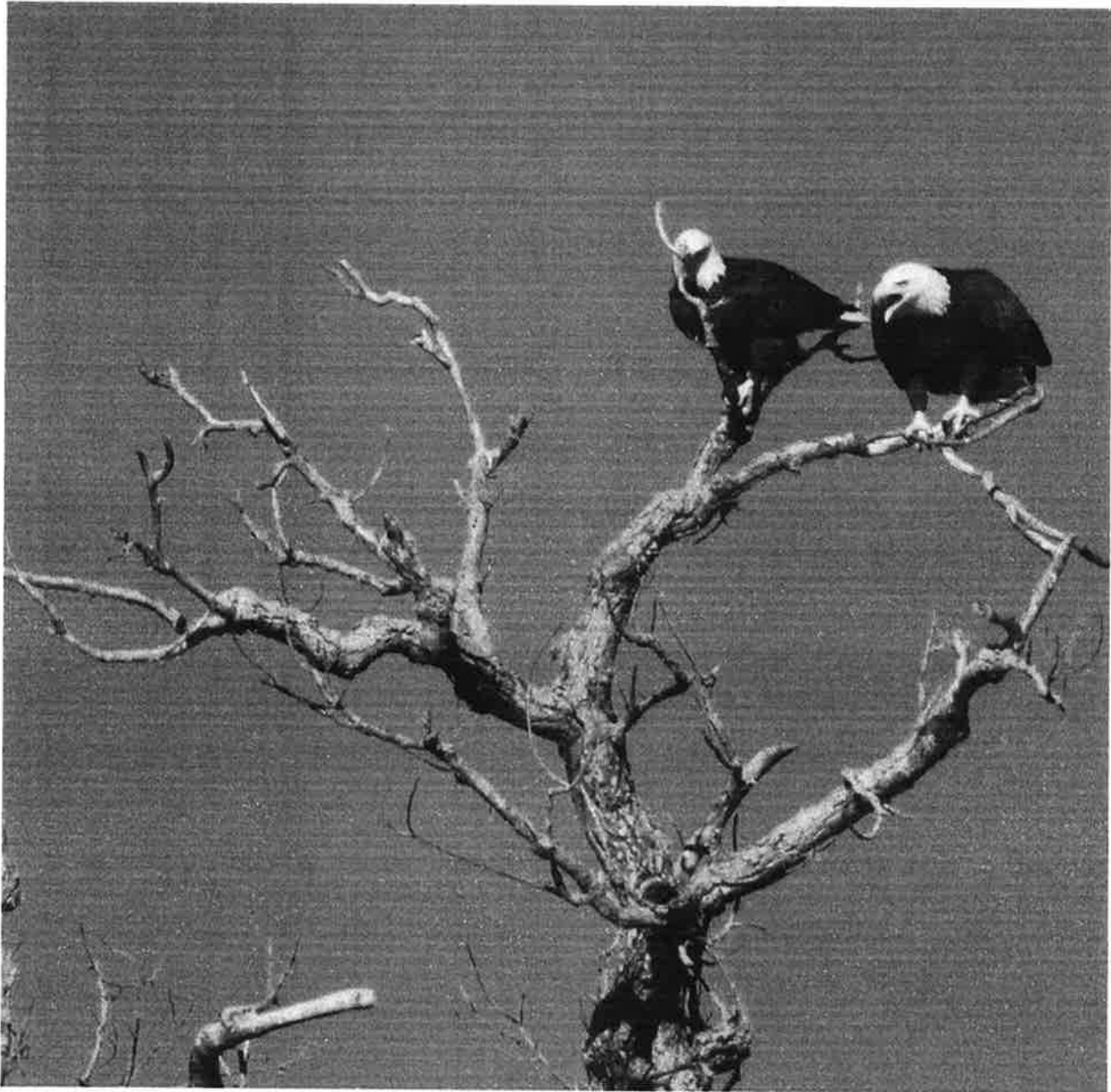
[REDACTED]
Cottonwood Shores, Texas 78657
[REDACTED]



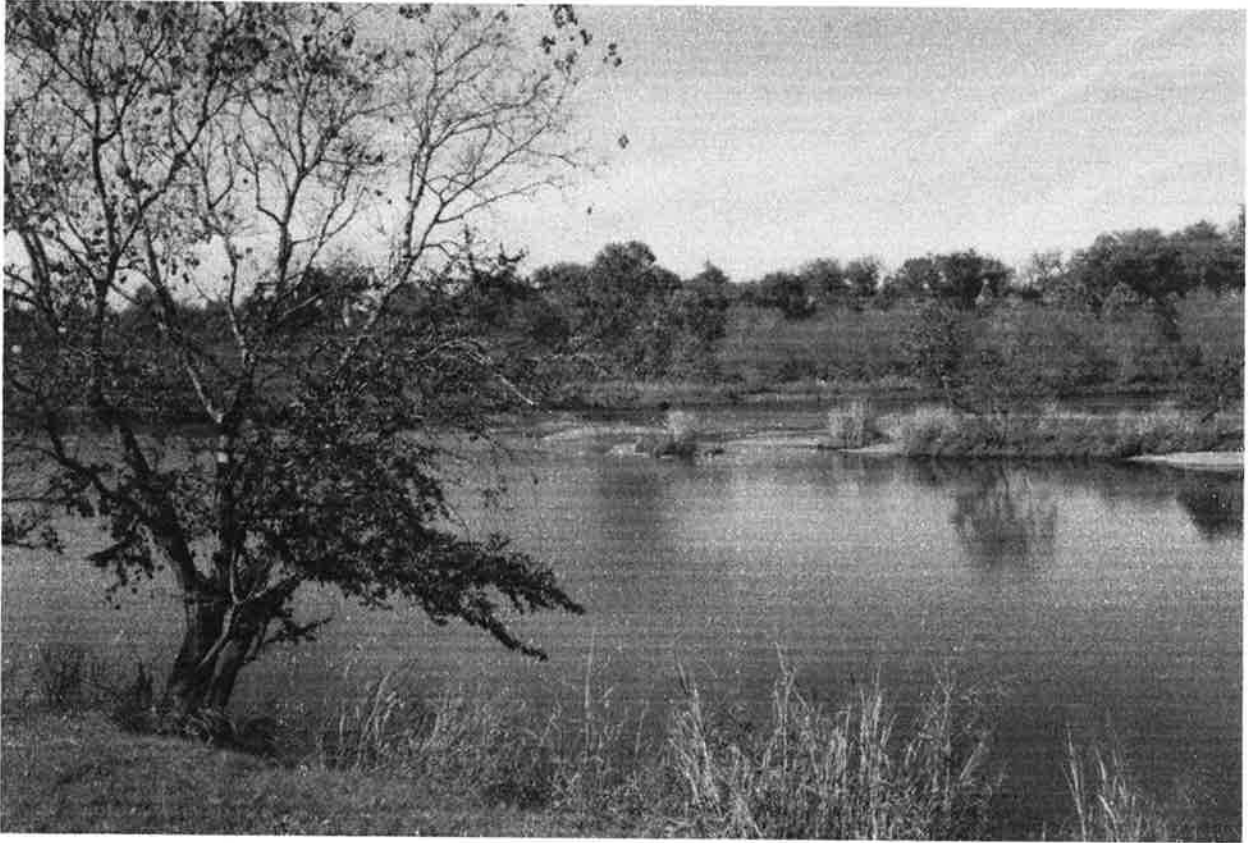
Geese and American White Pelicans in the Area



Nature Park Signage



Bald Eagles Hunting in the Area.



The Reason Many of Us Chose To Move Here. Bridge will be nearby to the left.



Regional Arterials Plan COMMENT CARD

Name (required): Celia Merrill

Address: _____

Email: _____

Please share your comments on areas that need additional connectivity, as well as any additional concerns or considerations:

Thanks to Nirav for a very good explanation.
Thank you for your planning process.
Arterials make a lot of sense!

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630

Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630

Austin, Texas 78705

From: boomte@server.boomte.ch on behalf of [Courtney Matthai](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 9:07:40 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

Please ensure that SH71 between RR620 and the Blanco county line is a priority project in the CAMPO 2045 plan and Regional Arterials Plan. With 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, it is critical that both immediate and lasting solutions are identified and implemented to protect the lives of residents and commuters. Please support TxDOT, Travis County, Safer71, and our law enforcement agencies in their efforts to save lives on our roads. With many new schools, communities, and family recreational activities being actively developed in this area in coming years, it is important we act now to address issues before more lives are needlessly lost.

Sincerely,

Courtney Matthai

 Austin TX 78738

From: boomte@server.boomte.ch on behalf of [Alyssa Mattiza](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 10:18:51 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

One life lost is too many. There is no reason for a 4 lane road with no median should have a speed limit of 60. Especially when there are no street lights. We need to widen the streets, add street lights (I know we are a “dark city” but safety is more important), and lower the speed limit. I fear for my children driving someday. Thank you for helping to make us safer!

Sincerely,

Alyssa Mattiza

 Austin TX 78738

From: boomte@server.boomte.ch on behalf of [Lori Mayfield](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 7:36:49 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

I was unable to attend the CAMPO meeting today but wanted to be sure to express my family's concerns having recently purchased a home in the Sweetwater neighborhood off Hwy 71. Please ensure that SH71 between RR620 and the Blanco County Line is a priority project in the CAMPO 2045 plan and Regional Arterials Plan. With 20 deaths (including one of our neighbor's here in Sweetwater) and 128 injuries since 2014 alone along SH71 from RR620 to the Blanco County Line, it is critical that both immediate and lasting solutions are identified and implemented to protect the lives of residents and commuters. MOST IMPORTANT: The lefthand turn lane (heading westbound) at the intersection of Hwy 71 and Pedernales Summit Parkway into Sweetwater is the most frightening area. Waiting for a left turn arrow, is like being a sitting duck as vehicles pass on either side at 60+mph, including head-on. Gripping the steering wheel, my car shakes with each passing vehicle on either side, just a few inches away, as I pray one doesn't careen into me. As the intersection stands now, I feel it's only a matter of time before I or someone in my family adds to the statistics of collisions along this stretch of highway. I live with my 82-yr old mother who also drives and my middle schooler will be taking to the wheel as a new driver in short time, only adding to my angst. Currently, my son's school bus passes through that intersection twice daily, along with the hundreds of other children from our neighborhood traveling to the various elementary, middle and high schools. Turning left out of our neighborhood, westbound is another treacherous aspect of that intersection. It's not well marked where to turn and what that lane is for for drivers continuing along hwy 71 east or those turning west. Better thought needs to go into the safety of that area including the consideration of painting the current white delineators. (Is a round-a-bout out of the question?) As the greater Lake Travis area continues to grow along this stretch of Hwy 71 with new schools, communities, and family recreational activities being actively developed in this area in coming years, it's vital we act now to address issues before more lives are needlessly lost. As each day passes without change, based on statistics to date, we're sure to lose more lives. Thank you! Lori Mayfield [REDACTED]

Sincerely,

Lori Mayfield

[REDACTED] Austin TX 78738

From: boomte@server.boomte.ch on behalf of [Carly Mazur](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 8:45:12 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

This letter is written with urgency and a plea to ensure that SH71 between RR620 and the Blanco County Line is a priority project in the CAMPO 2045 plan and Regional Arterials Plan. Since moving to Sweet Water this past December I have now witnessed 8 accidents in less than a year right outside our community and 2 of them were fatal and one was my neighbor who left behind his sweet family and others that new and loved him. 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, is evidence that there is a cause for immediate change on this stretch of the highway. Something needs to change to protect the lives of residents and commuters. Please support TxDOT, Travis County, Safer71, and our law enforcement agencies in their efforts to save lives on our roads. With many new schools, communities, and family recreational activities being actively developed in this area in coming years, it is important we act now to address issues before more lives are needlessly lost.

Sincerely,

Carly Mazur

 Austin Texas 78738

From: [Wallis Meshier](#)
To: [CAMPO Comments](#)
Subject: MoKan/Northeast Subregional Plan - Comments
Date: Monday, December 31, 2018 12:45:09 PM

EXTERNAL email: Exercise caution when opening.

Below are my comments regarding the MoKan/Northeast Subregional Plan:

I would like to express my strong support of a regional hike & bike trail within the MoKan corridor. Any proposal for a street or thoroughfare of any kind is unnecessary and wasteful. North/south vehicular mobility in Williamson County is more than sufficient to accommodate the needs of residents and visitors in the area. We currently have A.W. Grimes, which functions as a major north/south arterial, as well as I-35 and SH 130. In addition, we will soon have the extension of Kenny Fort Blvd., which will be yet another north/south arterial. At Hwy. 79, A.W. Grimes and Kenny Fort Blvd. are less than one mile apart. The last thing we need here is another major north/south thoroughfare.

The MoKan Corridor would be best utilized as a regional hike & bike trail, similar to the Brushy Creek Regional Trail. There is currently no regional north/south pedestrian mobility in Williamson County. A trail in this location could tie into the existing east/west Brushy Creek Trail, and would provide much needed north/south pedestrian mobility.

Respectfully,
Wallis Meshier



From: [Brent Meshier](#)
To: [Caitlyn](#)
Subject: MoKan
Date: Monday, December 31, 2018 5:25:40 PM

EXTERNAL email: Exercise caution when opening.

I would like to express my strong support of a regional hike & bike trail within the MoKan corridor. Any proposal for a street or thoroughfare of any kind is unnecessary and wasteful. North/south vehicular mobility in Williamson County is more than sufficient to accommodate the needs of residents and visitors in the area. We currently have A.W. Grimes, which functions as a major north/south arterial, as well as I-35 and SH 130. In addition, we will soon have the extension of Kenny Fort Blvd., which will be yet another north/south arterial. At Hwy. 79, A.W. Grimes and Kenny Fort Blvd. are less than one mile apart. The last thing we need here is another major north/south thoroughfare. The MoKan Corridor would be best utilized as a regional hike & bike trail, similar to the Brushy Creek Regional Trail. There is currently no regional north/south pedestrian mobility in Williamson County. A trail in this location would tie into the existing east/west Brushy Creek Trail, and would provide much needed north/south pedestrian mobility.

Brent

Please refer to <https://na01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.amherst.com%2Famherst-email-disclaimer%2F&data=02%7C01%7Ccampo%40campotexas.org%7C26f0c227e1b44c88ac4708d667744b6%7C25da04722d04c2a07d9d98221979c7%7C1%7C636818955390244729&data=XRQe91ptFByuKuv%2FivBTru4iV4AekhtNX2niAYZMs%3D&reserved=0> for important disclosures regarding this electronic communication.

From: boomte@server.boomte.ch on behalf of [manaswini Mithun](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 5:36:42 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

Please ensure that SH71 between RR620 and the Blanco County Line is a priority project in the CAMPO 2045 plan and Regional Arterials Plan. With 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, it is critical that both immediate and lasting solutions are identified and implemented to protect the lives of residents and commuters. Please support TxDOT, Travis County, Safer71, and our law enforcement agencies in their efforts to save lives on our roads. With many new schools, communities, and family recreational activities being actively developed in this area in coming years, it is important we act now to address issues before more lives are needlessly lost.

Sincerely,

manaswini Mithun

 Austin TX 78738

From: [REDACTED]
To: [CAMPO Comments](#)
Subject: Regional Arterial Plan Comments
Date: Saturday, December 29, 2018 10:14:25 AM
Attachments: [image001.png](#)
[image002.png](#)

EXTERNAL email: Exercise caution when opening.

Hello,

I looked through your impressive Power Point presentation on the Regional Arterial Plan and I see both possible positive directions and negative ones. It is of great import that we invest in sustainable transportation options, like public transit and active transportation corridors, instead of unnecessary, fragmenting roadways. The more safe and convenient that we make connective cycling and public transportation the more it will be utilized and conversely the more inconvenient and expensive auto-centric transportation becomes the less it will be utilized. This will eventually happen without any input from us. Change is hard for people and some, who will never accept being without a personal vehicle and parking in front of their destination, will become irate. Anger, however, should not direct the future of our region. I continue to see the long-term costs not being incorporated into the economic equation in favor of short-term conventional solutions that both move us in a backward direction and create great long-term costs to government entities and the region at large. I wish that these costs would be part of every transportation conversation.

I see a desire in this presentation to do something different and I strongly encourage you to push that forward. Thank you and have a great start to your New Year!

Gabrielle Moore

Century 21 Randall Morris & Associates

[REDACTED]
San Marcos, TX 78666

Phone: [REDACTED]

Fax: [REDACTED]
[REDACTED]

<http://gabriellemoore.info>



Please consider the environment before printing.



From: boomte@server.boomte.ch on behalf of [Erika musick](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 11:12:47 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

Please ensure that SH71 between RR620 and the Blanco County Line is a priority project in the CAMPO 2045 plan and Regional Arterials Plan. With 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, it is critical that both immediate and lasting solutions are identified and implemented to protect the lives of residents and commuters. Please support TxDOT, Travis County, Safer71, and our law enforcement agencies in their efforts to save lives on our roads. With many new schools, communities, and family recreational activities being actively developed in this area in coming years, it is important we act now to address issues before more lives are needlessly lost. Growth in this area shows no signs of slowing down, therefore this must be addressed immediately to protect those, like me, who travel this road daily.

Sincerely,

Erika musick

 Spicewood Texas 78669

From: [Mullapudi nagamalli kharjunarao](#)
To: [CAMPO Comments](#); [mullapudi nagamalli kharjunarao](#)
Subject: Hike and Bike trail
Date: Friday, December 7, 2018 7:17:41 PM

EXTERNAL email: Exercise caution when opening.

I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mogan corridor.

I believe that the best use of the land is as a hike and bike trail. That section of the Mogan corridor essentially overlaps the proposed extension of Kenney Fort, so use of that property as a roadway seems redundant, duplicative and unnecessary. My understanding is that a proposal to build light rail on that land has already failed. However, a hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases with the construction of the Kenney Fort extension and Kalahari resort. In short, a hike and bike trail would improve the quality of life for residents as the area grows and becomes busier.

Thank you for your consideration of my comments.

Best regards

Nagamalli Mullapudi
[REDACTED], Roundrock TX 78665

From: [Nambiyur Family](#)
To: [CAMPO Comments](#)
Subject: Request for a hike and bike trail @ Moka corridor
Date: Thursday, December 6, 2018 7:33:10 PM

EXTERNAL email: Exercise caution when opening.

Hello

I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Moka corridor.

I believe that the best use of the land is as a hike and bike trail. That section of the Moka corridor essentially overlaps the proposed extension of Kenney Fort, so use of that property as a roadway seems redundant, duplicative and unnecessary. My understanding is that a proposal to build light rail on that land has already failed. However, a hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases with the construction of the Kenney Fort extension and Kalahari resort. In short, a hike and bike trail would improve the quality of life for residents as the area grows and becomes busier.

Thank you for your consideration of my comments.

Best regards

Raji

From: [Venkat Nambiyur](#)
To: [Campo](#); [Kelly Porter](#)
Subject: CAMPO - REGIONAL ARTERIALS PLAN AND MOKAN/NORTHEAST SUBREGIONAL PLAN OPEN HOUSE
Date: Monday, December 31, 2018 1:21:50 PM

EXTERNAL email: Exercise caution when opening.

I would like to express my strong support of a regional hike & bike trail within the MoKan corridor. Any proposal for a street or thoroughfare of any kind is unnecessary and wasteful. North/south vehicular mobility in Williamson County is more than sufficient to accommodate the needs of residents and visitors in the area. We currently have A.W. Grimes, which functions as a major north/south arterial, as well as I-35 and SH 130. In addition, we will soon have the extension of Kenny Fort Blvd., which will be yet another north/south arterial. At Hwy. 79, A.W. Grimes and Kenny Fort Blvd. are less than one mile apart. The last thing we need here is another major north/south thoroughfare. The MoKan Corridor would be best utilized as a regional hike & bike trail, similar to the Brushy Creek Regional Trail. There is currently no regional north/south pedestrian mobility in Williamson County. A trail in this location would tie into the existing east/west Brushy Creek Trail, and would provide much needed north/south pedestrian mobility.

Venkat S. R. Nambiyur
[REDACTED], 78665

Kindly excuse my brevity and spelling mistakes as my iPhone tends to think on its own and correct me.

From: boomte@server.boomte.ch on behalf of [Karen Newell](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Tuesday, November 27, 2018 9:46:50 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

Please ensure that SH71 between RR620 and the Blanco County Line is a priority project in the CAMPO 2045 plan and Regional Arterials Plan. I am petrified to think that my daughter will be learning to drive on this roadway. It is an incredibly dangerous stretch of road and I am aware that a number of teens and young adults have lost control of their vehicles or been victims in accidents of those who do. I believe there are several factors that increase the dangers on HWY 71, and these aspects need better planning and mitigation strategies to improve the road's safety. With 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, it is critical that both immediate and lasting solutions are identified and implemented to protect the lives of residents and commuters. Please support TxDOT, Travis County, Safer71, and our law enforcement agencies in their efforts to save lives on our roads. With many new schools, communities, and family recreational activities being actively developed in this area in coming years, it is important we act now to address issues before more lives are needlessly lost.

Sincerely,

Karen Newell

 Austin Tx 78738

From: boomte@server.boomte.ch on behalf of [Sandy Nigh](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, November 29, 2018 6:43:24 AM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

The time is NOW to address this deadly situation!!! Please ensure that SH71 between RR620 and the Blanco County Line is a priority project in the CAMPO 2045 plan and Regional Arterials Plan. With 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, it is critical that both immediate and lasting solutions are identified and implemented to protect the lives of residents and commuters. Please support TxDOT, Travis County, Safer71, and our law enforcement agencies in their efforts to save lives on our roads. With many new schools, communities, and family recreational activities being actively developed in this area in coming years, it is important we act now to address issues before more lives are needlessly lost. This must become a priority before more innocent lives are lost. No amount of money is too much to save one life!

Sincerely,

Sandy Nigh

 Spicewood TX 78669

From: [Jim Nissen](#)
To: [CAMPO Comments](#)
Subject: Hwy 620 and Bridge over Lake Austin at Quinlan Park Road
Date: Tuesday, January 1, 2019 9:08:34 AM

EXTERNAL email: Exercise caution when opening.

The Steiner area is a freaking zoo for traffic. Safety requires an alternative exit NOT dumping out to Hwy 620. A bridge over the lake to the south makes the most sense. Please consider this for a new project. Would extend over Quinlan Park road south.

Jim Nissen – 

From: [Cynthia Ogden](#)
To: [CAMPO Comments](#)
Subject: MoKan Corridor would be best used as a hike & bike trail
Date: Monday, December 31, 2018 1:26:27 PM

EXTERNAL email: Exercise caution when opening.

I would like to express my strong support of a regional hike & bike trail within the MoKan corridor. Any proposal for a street or thoroughfare of any kind is unnecessary and wasteful. North/south vehicular mobility in Williamson County is more than sufficient to accommodate the needs of residents and visitors in the area. We currently have A.W. Grimes, which functions as a major north/south arterial, as well as I-35 and SH 130. In addition, we will soon have the extension of Kenny Fort Blvd., which will be yet another north/south arterial. At Hwy. 79, A.W. Grimes and Kenny Fort Blvd. are less than one mile apart. The last thing we need here is another major north/south thoroughfare. The MoKan Corridor would be best utilized as a regional hike & bike trail, similar to the Brushy Creek Regional Trail. There is currently no regional north/south pedestrian mobility in Williamson County. A trail in this location would tie into the existing east/west Brushy Creek Trail, and would provide much needed north/south pedestrian mobility.

Sent from [Mail](#) for Windows 10

From: [Oliver Orth](#)
To: [CAMPO Comments](#)
Subject: CAMPO Comments
Date: Sunday, November 25, 2018 6:07:16 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

I drive 620 daily, from the Four Points Region to I-35, (I don't use 45 because I work at Round Rock Medical Center). Although it would only offer limited and temporary relief, widening 620 to six lanes, like what has been done in Round Rock, would help to alleviate at least some of the traffic that backs up between Lakeline Mall and 2222 on 620. Please consider this.

Sincerely,
Oliver Orth

[REDACTED]
Austin, TX 78730

[REDACTED]

From: boomte@server.boomte.ch on behalf of [Donna Patton](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 9:26:39 AM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

To Whom it May Concern, Please ensure that SH71 between RR620 and the Blanco County Line is a priority project in the CAMPO 2045 plan and Regional Arterials Plan. With 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, it is critical that both immediate and lasting solutions are identified and implemented to protect the lives of residents and commuters. Please support TxDOT, Travis County, Safer71, and our law enforcement agencies in their efforts to save lives on our roads. Since living in this community since 2011 Ive seen too many lives lost. Something has to be done! With many new schools, communities, and family recreational activities being actively developed in this area in coming years, it is important we act now to address issues before more lives are needlessly lost.
Sincerely Donna Patton

Sincerely,

Donna Patton

 Bee Cave Tx 78738



COMMENT CARD

Name (required): Roberto Garcia
Address: [redacted] Pflugerville, TX 78660
Email: [redacted]

- Comments:
- ① Fund Transit & more modes of travel
 - ② Utilize aerial and underground rights
(build above/below ground - not just surface)
 - ③ old railroad MoKAN - shared use paths ~~and~~;
no major freeways/disruptive project in center of Pflugerville
 - ④ Don't forget about rideshares; uber, etc
 - ⑤ Integrate Transportation Plan w/ water & ~~sew~~ sewer infrastructure plans
 - ⑥ Stop subsidizing sprawl
 - ⑦ Integrate the cultural heritage of the northeast subregion towns into the thinking
 - ⑧ Find ways to reduce risk of bias & personal benefits to landowners w/ connections to elected officials in Williamson County

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



MoKan/ Northeast Subregional Plan

COMMENT CARD

Name (required): Adeline Bui
Address: Austin TX 78753
Email:

Comments: I am a land owner inside downtown 7th/8th/9th. I have land that is adjacent to MoKan. I am concerned with the usage of the land for roads. I am in the CBD area and having a road that breaks up the usage of the land leaves downtown PF undesirable to growth. To tie the downtown sector to be more advantageous to the city would consist of the land being used as for retail/residential growth.

I would like to be involved in this process.

I am interested in acquiring any land next to my property that is adjacent to MoKan, if possible.

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



MoKan/ Northeast Subregional Plan

COMMENT CARD

Name (required): Cathy Stephens

Address: _____

Email: _____

Comments: Mokan from Pflugerville to Downtown Austin would be a great bicycle/pedestrian facility, like the beltline in Atlanta & facilities in other great cities. If built wide enough (12-20ft wide) it could also be used for emergency evacuation purposes. The region has studied Mokan many times without resolving or determining a facility or mode that would work for all, so bike/ped is one of the few viable options left. It could be a major component of a regional bike/ped system, connecting to Pflugerville, Round Rock & Austin existing or planned trails. It would also provide some commuters an alternate commuting route that could reduce some traffic on surrounding roadways. It would be a cost effective, healthy option for the region.

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



MoKan/ Northeast Subregional Plan

COMMENT CARD

Name (required): Mike Heath
Address: 107 Settlers Valley Dr., Pflugerville, TX 78660
Email: mike.heath@pflugerville.tx.gov

Comments: Mokan from Pflugerville to Downtown Austin would be an outstanding hike and bike facility (like the Belt Line in Atlanta). The alignment as it stands ~~is~~ has environmental constraints that limit its use as a transit or toll facility (roadway). Also the alignment and adjacent land uses do not support high-capacity transit and the alignment is ~~not~~ toll-viable. The "Eastside Trail" will foster economic development, create a destination community and promote fitness for a portion of the community that is under served. Western Travis County has the Green Belt — Eastern Travis County needs the Eastside Trail.

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



Regional Arterials Plan COMMENT CARD

Name (required): Doug Weiss
Address: PO Box 706, PE, TX 78691
Email: doug.weiss@pflugerville.tx.gov

Please share your comments on areas that need additional connectivity, as well as any additional concerns or considerations: _____

1) I'd like to see expansion of FM 685 through Pflugerville. It currently carries a majority of traffic in the area and needs to be expanded immediately.

2) Intersection and access road improvements at 130 + 45 + 685 need to be considered immediately. Weaving and merging issues cause congestion and slow traffic.

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140

Mail: CAMPO

3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org

In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705



Regional Arterials Plan

COMMENT CARD

Name (required): Mike Heath
Address: 107 Settlers Valley Dr.,flugerville, tx 78660
Email: ~~mhea~~ mike.heath@flugervilletx.gov

Please share your comments on areas that need additional connectivity, as well as any additional concerns or considerations:

Need to update the functional classification to include a "high capacity" arterial that prohibits lefts and promotes two-phase traffic signal operation. This operational change will increase capacity by 50 to 75% reduce right angle crashes, and provide transit operations. Strategically placed along FM685, Howard and Heather wild, Wells Branch Parkway - Access to 685 would be greatly improved. Grade separations (interchanges are needed at Farmer and FM685. Inter-section bypass is needed at US 290 (Dessau/Cameron/685) and US 193 (Dessau/Cameron/FM685). Inter-section improvements are needed at FM685/Pville Pkg, FM685/Pecan, FM685/Well Branch FM685/Howard, Dessau/Farmer, Dessau/Brakee Dessau/Cross Fer, Dessau/193, Dessau/290.

Public comment period closes at 5 p.m. Monday, December 31, 2018.

RETURN COMMENTS BY:

Fax: 737.708.8140
Mail: CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Email: comments@campotexas.org
In-person: 3300 N. Interstate 35, Suite 630
Austin, Texas 78705

(over)

From: boomte@server.boomte.ch on behalf of [Melissa Pollard](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 3:48:39 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

I avoid highway 71 like the plague as much as I can. I commute daily to north Austin and cut through Lakeway just to avoid highway 71, even though it adds time to my commute. I believe they should permanently park a cop car near the road so that people will calm down and slow down. Deaths have literally doubled since 2014 and so have injuries. One death or injury every 10 days on that road is unacceptable. Possibly the speed limit should be lowered as well.

Sincerely,

Melissa Pollard
[REDACTED] Spicewood TX 78669

From: boomte@server.boomte.ch on behalf of [Linda Pollock](#)
To: campoforum@safer71.org
Subject: SH71 RAP Comment
Date: Friday, December 21, 2018 6:11:57 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

As a concerned resident of Travis County who must use 71, Bee Creek and 620 to I am requesting that CAMPO make it a priority to study and recommend safety and construction improvements to 71 as well as consider Bee Creek as an arterial road that needs attention. The traffic and congestion on Bee Creek with the addition of a new elementary school, \$23.5 million sports complex and middle school will impact traffic on 71 in the future. With the school traffic there is potential of back up and congestion which impacts 71 as well. Please make it a priority to study these areas to recommend traffic and road improvements to TXDOT, Travis County, Safer 71 and county law enforcement SOONER rather than LATER as lives continue to be lost and injured due to the dangerous conditions on these roadways. Future development will create more dangerous road conditions. Citizens DO NOT need to fear for their lives everytime they have to drive 71 and surrounding roads.

Sincerely,

Linda Pollock

 SPICEWOOD TX 78669

From: boomte@server.boomte.ch on behalf of [Rashmi Prabhu](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 2:37:42 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

Please do the needful

Sincerely,

Rashmi Prabhu

 Austin Texas 78738

From: boomte@server.boomte.ch on behalf of [Abhirami Raghavan](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 10:06:41 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

Add exit and merge lanes to 71 Reduce speed all along the road from Oakhill to Llano county lines Add medians Add more lanes

Sincerely,

Abhirami Raghavan
[REDACTED] Austin Tx 78738

From: boomte@server.boomte.ch on behalf of [Manju Raj](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 8:41:01 AM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

As a family of four who pass through the dangerous stretch of 71 hundreds of times every week, its very important to us that safety is improved on highway 71. In the short two years we lived here we have had our friends, neighbors and teachers become fatality on this road. That makes it very personal to us as well. Please ensure that SH71 between RR620 and the Blanco County Line is a priority project in the CAMPO 2045 plan and Regional Arterials Plan. With 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, it is critical that both immediate and lasting solutions are identified and implemented to protect the lives of residents and commuters. Please support TxDOT, Travis County, Safer71, and our law enforcement agencies in their efforts to save lives on our roads. With many new schools, communities, and family recreational activities being actively developed in this area in coming years, it is important we act now to address issues before more lives are needlessly lost.

Sincerely,

Manju Raj

 Austin TX 78738

From: boomte@server.boomte.ch on behalf of [Saidapet Ramesh](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 3:54:45 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

With so many retail shops coming on HWY 71 near Terra Colinas and Bella Colinas community, it is high time we reduce the speed limit from 60/55 mph to 50/45 mph. So many automobiles are going to merge into HWY 71 at very slow speed from these new intersections and a reduced speed limit on HWY 71 in these sections will definitely help reduce the number of accidents IMHO...

Sincerely,

Saidapet Ramesh

 Bee Cave TX 78738

From: [Jayanth Reddy](#)
To: [CAMPO Comments](#)
Subject: Concord at Brushy Creek Resident Request on Mokan corridor
Date: Thursday, December 6, 2018 5:39:41 PM

EXTERNAL email: Exercise caution when opening.

Hi,

I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of the land is as a hike and bike trail. A hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases with the construction of the Kenney Fort extension and Kalahari resort. In short, a hike and bike trail would improve the quality of life for residents as the area grows and becomes busier.

Thanks
Jayanth

From: boomte@server.boomte.ch on behalf of [Mike Reed](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 8:08:01 AM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

71 needs to be made a divided highway with a median. Even smarter with the growth would be to make it a divided highway that allows only right hand turns and turnarounds for future traffic flow and growth. We need action now to protect our families and a plan for the pending growth coming to our areas

Sincerely,

Mike Reed

 Spicewood Tx 78669

From: [Carol Richards](#)
To: [CAMPO Comments](#)
Subject: Highway 71
Date: Tuesday, November 27, 2018 9:32:28 PM

EXTERNAL email: Exercise caution when opening.

Moved 4 months ago from Chicago and renting a home in Sweetwater.

Daily, I have been concerned that the speed posted on this stretch of road is too fast! There are trucks, buses, construction vehicles etc... and I doubt anyone does the speed limit or under. Cars are flying down these roads. Our daughter who is just 16 and has had her license only 4 weeks now, stays in the right lanes, passed by speeding drivers at all hours and I pray each time one of our family members leaves the development driving! I fully agree that this road speed is posted way too high/fast! If it's 60, y'all know drivers are speeding 70+ mph especially down the steep hills (don't be foolish, they're not riding their brake)! Easy solution... place a police car off to the side of the road every 1/2 mile and see for yourself by clocking every vehicle for their speed. Better yet, automatically ticket every car who is over 60mph on the speed camera boxes that are placed in areas along 71. Currently there's one eastbound on 71 and no one brakes, they just fly on by ... just don't take one of my family members with you! Sadly, where do we all need to get to going so fast, heaven?

Concerned resident,
Carol Richards

Sent from Carol Ann Richards iPhone

From: [DJ Ryan](#)
To: [CAMPO Comments](#)
Subject: Changes needed to riverside
Date: Tuesday, January 1, 2019 10:46:47 AM

EXTERNAL email: Exercise caution when opening.

Riverside drive has become more and more dangerous during rush hour with the increase in traffic. I recommend lengthening the left turning lanes between Pleasant Valley and Parker Lane. The cars turning left are taking over the left travel lane of Riverside backing up traffic significantly. Please add this project to your plan.

Thanks

David Ryan



From: boomte@server.boomte.ch on behalf of [Sunayna Heragu samudrala](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 10:10:09 AM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

71 Highway is a death trap . We live off of the same and we have seen so many deaths and injuries. It's very unsafe , people are distracted , they don't care about the speed limit . Safer 71 project should be started as soon as possible as it's scary everyday for us to just get out of the neighborhood to go anywhere.

Sincerely,

Sunayna Heragu samudrala
[REDACTED] Austin Tx 78738

From: [REDACTED]
To: [CAMPO Comments](#)
Subject: Reg: bike and hike trail
Date: Thursday, December 6, 2018 4:02:01 PM

EXTERNAL email: Exercise caution when opening.

I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of the land is as a hike and bike trail. That section of the Mokan corridor essentially overlaps the proposed extension of Kenney Fort, so use of that property as a roadway seems redundant, duplicative and unnecessary. My understanding is that a proposal to build light rail on that land has already failed. However, a hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases with the construction of the Kenney Fort extension and Kalahari resort. In short, a hike and bike trail would improve the quality of life for residents as the area grows and becomes busier.

Thank you for your consideration of my comments.

Best regards
Sattvik
Sent from my iPhone

From: boomte@server.boomte.ch on behalf of [Gloria Schultz](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 10:00:32 AM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

Please ensure that HWY 71 from RM 620 to at least Bee Creek Road is a priority project in the CAMPO 2045 and Regional Arterials Plan. A good start would be to the speed limit to 45/50 MPH. The community is fast growing with several new neighborhoods such as Terra Colinas, Bella Colinas, Serene Hills, Sweetwater. New shopping strips (some vacant storefronts waiting for future business, restaurants, Chase Bank, Austin Regional Clinic, Bee Cave Middle school opening fall 2019, etc all contribute to a fast growing community. There are families and school buses mixing with 18 wheelers and construction trucks. The current speed limit of 60MPH is too high for the Two big hills at the intersection street lights of: Serene Hills Drive (Serene Hills Community and cut-through to Lakeway) and another big hill at Pedernales Summit Parkway (Sweetwater community). Let's care about the lives and families who have been affected by accidents and fatalities. And prevent future fatalities. Please take action, lower the speed limit to 45/50 MPH.

Sincerely,

Gloria Schultz

 Austin TX 78738

From: [vali shaik](#)
To: [CAMPO Comments](#)
Subject: Mokan/north east subregional plan
Date: Monday, December 31, 2018 6:17:50 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I would like to express my strong support of a regional hike & bike trail within the MoKan corridor. Any proposal for a street or thoroughfare of any kind is unnecessary and wasteful. North/south vehicular mobility in Williamson County is more than sufficient to accommodate the needs of residents and visitors in the area. We currently have A.W. Grimes, which functions as a major north/south arterial, as well as I-35 and SH 130. In addition, we will soon have the extension of Kenny Fort Blvd., which will be yet another north/south arterial. At Hwy. 79, A.W. Grimes and Kenny Fort Blvd. are less than one mile apart. The last thing we need here is another major north/south thoroughfare. The MoKan Corridor would be best utilized as a regional hike & bike trail, similar to the Brushy Creek Regional Trail. There is currently no regional north/south pedestrian mobility in Williamson County. A trail in this location would tie into the existing east/west Brushy Creek Trail, and would provide much needed north/south pedestrian mobility.

Best regards,

Vali Shaik

From: [Apsar Shaik](#)
To: [CAMPO Comments](#)
Subject: Opinion on the Mokan corridor
Date: Friday, December 7, 2018 11:47:49 AM

EXTERNAL email: Exercise caution when opening.

I am a resident of Concord at Brushy Creek, Round Rock, TX. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of the land is as a hike and bike trail. That section of the Mokan corridor essentially overlaps the proposed extension of Kenney Fort, so use of that property as a roadway seems redundant, duplicative and unnecessary. My understanding is that a proposal to build light rail on that land has already failed. However, a hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases with the construction of the Kenney Fort extension and Kalahari resort. In short, a hike and bike trail would improve the quality of life for residents as the area grows and becomes busier.

Thank you for your consideration of my comments.

Best regards

--

Thanks,
Apsar Vali Shaik

From: [vali shaik](#)
To: [CAMPO Comments](#)
Subject: Mokan Corridor
Date: Thursday, December 6, 2018 11:29:40 AM

EXTERNAL email: Exercise caution when opening.

My name is Vali Shaik. I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

We would like to have a hike and bike trail in that land that can connect to Brushycreek trail.

Thank you for your consideration of my comments.

Best regards,

Vali Shaik

From: [shahena shaik](#)
To: [CAMPO Comments](#)
Subject: Mokan/north east subregional plan
Date: Monday, December 31, 2018 6:22:39 PM

EXTERNAL email: Exercise caution when opening.

Hello,

I would like to express my strong support of a regional hike & bike trail within the MoKan corridor. Any proposal for a street or thoroughfare of any kind is unnecessary and wasteful. North/south vehicular mobility in Williamson County is more than sufficient to accommodate the needs of residents and visitors in the area. We currently have A.W. Grimes, which functions as a major north/south arterial, as well as I-35 and SH 130. In addition, we will soon have the extension of Kenny Fort Blvd., which will be yet another north/south arterial. At Hwy. 79, A.W. Grimes and Kenny Fort Blvd. are less than one mile apart. The last thing we need here is another major north/south thoroughfare. The MoKan Corridor would be best utilized as a regional hike & bike trail, similar to the Brushy Creek Regional Trail. There is currently no regional north/south pedestrian mobility in Williamson County. A trail in this location would tie into the existing east/west Brushy Creek Trail, and would provide much needed north/south pedestrian mobility.

Best regards,

Shahena

--

Sent from Gmail Mobile

From: boomte@server.boomte.ch on behalf of [D'Ann Shaw](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 10:13:11 AM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

My family has lived off of Hwy 71 and Haystack Cove for 15 years and yes, things have definitely changed. I have 3 teenage drivers and while they are alert and aware, some things you cannot prepare them for. Hwy 71 is one of those things. The exit/entrance to Sweetwater is a disaster. The newest exit/entrance they have opening on the curve is going to be just as dangerous. I have seen so many accidents, both fatal and non-fatal, and hundreds of near misses on just that small stretch of 71, it's too high to count. I am in favor of any measures, big or small, that will make an immediate difference in the safety of this road. It is not a highway any longer. It is a parkway. There are stoplights so the speed limit does not match the volume of traffic that travels this road every day.

Sincerely,

D'Ann Shaw

 Spicewood TX 78669

From: [Gregory Short](#)
To: [CAMPO Comments](#)
Cc: [Gerald Daugherty](#); [Bob Moore](#); [Epiomenio Gonzalez](#); [Michelle Romage-Chambers](#)
Subject: RAP/2045 Public Comment
Date: Monday, December 31, 2018 1:32:16 PM
Attachments: [CAMPO Response P2.pdf](#)

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Please find attached our Phase 2 public comments regarding SH71 and the CAMPO 2045 and RAP plans.

We have provided our comments according to the CAMPO project selection criteria for Roadway projects as this seemed the most appropriate format.

We will continue to evolve these comments in anticipation a final inclusion as part of the Phase 3 public comment period. We expect significantly more supporting data and the ability to reference some TxDOT and/or Travis County identified projects on SH71 by this time.

In the interim, we look forward to continue working with yourselves and other local bodies to support the recognition of SH71 as a regionally significant and priority arterial road.

Sincerely,

Greg

Greg Short
President | Safer71

T: [REDACTED]
[REDACTED] | @asafer71

CONFIDENTIALITY NOTICE

This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately. Thank you.

CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

December 31, 2018

Re: CAMPO 2045 / RAP Public Comment

Please find enclosed preliminary public comments from Safer71, Inc. in relation to SH71 West.

The included comments are provided in addition to the many community comments that Safer71 has assisted in providing to CAMPO in relation to roadway projects needed to support congestion relief, improved safety, network connectivity, and future economic growth.

It is our hope that SH71 will be included prior to Phase 3 public comment, and that we will provide a more detailed and formal comment at that time as part of the final public comment process in conjunction with projects that have been identified / implemented by TxDOT and/or Travis County.

We look forward to our continued relationship and supporting the efforts of CAMPO in achieving the safest and most efficient mobility solutions for Central Texas.

Sincerely,



Greg Short
President, Safer71

Encl: Roadway Project Criteria Responses and supporting Appendices.

Criteria	Value	Performance Measure
Planning	10	<p>The project has undergone a comprehensive planning process or is identified as a priority in a local or regional transportation plan.</p> <p>SH71 west of RR620 Does not currently have any comprehensive plans in place, nor has it been identified as a priority project by Travis County, TxDOT, or CAMPO.</p> <p>Safer71 submits that this is due to an oversight on the growth rates in this area and is actively working with Epi Gonzales at TxDOT and Commissioner Daugherty in Travis County to establish appropriate plans for the corridor in order for it to receive a comprehensive plan in the future.</p>
System Preservation	5	<p>The project includes work that will help preserve the existing transportation system.</p> <p>Any future project will focus on expanding on the existing transportation system. Some elements of future projects may replace existing turn lanes with medians and other safety improvements, but the vast majority of work will preserve the existing transportation systems.</p> <p>Safer71 submits that the long term project will focus on expanding the existing MAD-4 to a MAD-6 configuration with physical medians in areas where additional safety is required. The current MAD-4 will be preserved. Expansion to the MAD-6 will by its nature extend the life of the existing MAD-4 configuration.</p> <p>It may be appropriate to add additional ROW during this effort to support multi-modal options in the future (such as rail) along this corridor.</p>
Modification	5	<p>Project includes modifications that improve existing facility operations.</p> <p>The current MAD-4 configuration and intersections along SH71 west of RR620 have numerous deficiencies: (i) the majority of intersections are already operating at LOS-D levels; (ii) many existing driveways and entrances/exits lack acceleration/deceleration lanes to provide for safe ingress/egress; (iii) the nature of the roads with blind corners and hills, water drainage issues, and orientation to east/west sun increases the dangers on this road and the likelihood of crossing lanes for collisions.</p>

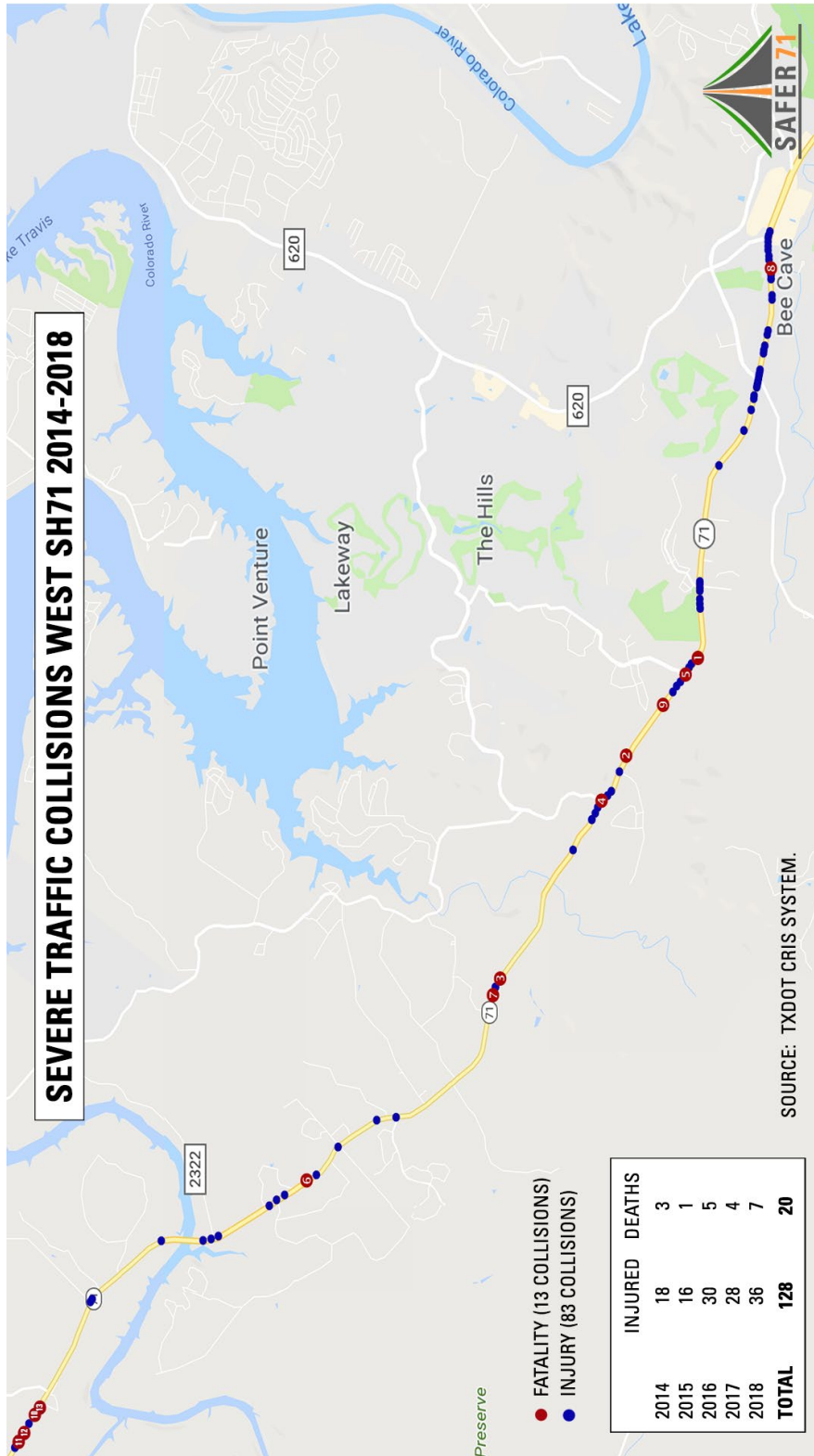
		<p>Additionally, due to existing conditions in the area, SH71 is the sole option for commuters accessing major amenities in Bee Cave or Austin, and other regional transit options (such as Austin-Bergstrom Airport).</p> <p>Ongoing growth in neighboring counties will also increase transit along SH71 eastwards.</p> <p>Moving to a MAD-6 configuration ahead of the growth curve will reduce crash incidents and fatalities, be cheaper in terms of ROW acquisition, and be less disruptive to the public in its implementation while the population is lower. Delays in moving forward with this effort will only result in significant increases in cost, public inconvenience, and safety risk.</p>
<p>Congestion and Mobility</p>	<p>10</p>	<p>The project removes a bottle neck, improves person per hour throughput in a congested area or reduces vehicle emissions.</p> <p>There are numerous intersections on SH71 west of RR620 that are at LOS-F during peak hours (Hamilton pool road, Bee Creek Road), with the majority of other intersections at LOS-D.</p> <p>By 2020 there will be 2 additional schools along this corridor, over 2,000 new home units, and numerous new commercial buildings. There are an additional 2 school sites also identified for construction by 2024, and over 6,000 additional units by 2024.</p> <p>The Travis County Transportation Blueprint identifies that this area will be severely congested by 2045 with existing infrastructure (See <i>Appendix B</i>).</p> <p>Improving intersections and moving to a MAD-6 configuration will support increased traffic flow and improved safety.</p>
	<p>5</p>	<p>The project fills a gap, removes a barrier and enhances network connectivity.</p> <p>As part of moving to a MAD-6 configuration, Safer71 submits that changes should be recommended to the Travis County permitting process that requires planning of connector roads between future sub-division and</p>

		<p>commercial projects to reduce SH71 traffic volume.</p> <p>Additionally, this would significantly improve transportation between Marble Falls and Austin, which is a major supplier of construction materials to Central Texas.</p>
	5	<p>The project creates transportation network redundancy.</p> <p>The current project does not add significant redundancy to west-east transit between Marble Falls and Austin if implemented alone.</p> <p>Should future improvements occur to connect north and south Lake Travis to RR620 or SH71, a MAD-6 configuration would be highly advantageous in supporting increased traffic along this network.</p> <p>SH71 is more likely to be the primary access point for any such connection in the future across Lake Travis as RR620 is already built up beyond easy implementation.</p>
Safety	10	<p>The project addresses a severe crash rate higher than CAMPO regional average (including pedestrian and bicycle crash rates).</p> <p>Since 2014 there have been over 96 injury collisions and 20 fatalities in the 14 mile stretch between Burnet County and RR620 on SH71 (see <i>Appendix A</i>).</p> <p>The majority of these fatalities have been due to cars turning at intersections, or lack of physical medians preventing cross-lane collisions.</p> <p>Moving to a MAD-6 design with physical medians in identified high risk areas supports safer intersection implementation and prevents head-on collisions.</p> <p>Should ROW be acquired for future rail as part of the project, this would lay a significant foundation for future multi-modal transit, providing longer life-use of the MAD-6 improvement and by reducing the volume of traffic, increased safety.</p>
	5	<p>The project addresses additional safety issues.</p> <p>Sh71 from RR620 to the Burnet County line is a high volume traffic zone for schools, families, community facilities. Serious collisions in this area are more</p>

		<p>likely to have higher injury counts due to passenger occupancy levels.</p> <p>By moving to a MAD-6 design with physical medians in high risk areas, and supporting multi-modal transit options, this can dramatically improve safe access to facilities and schools.</p>
<p>Regional Impact</p>	<p>10</p>	<p>The project is located on an existing or proposed regionally significant facility.</p> <p>SH71 west of RR620 is not currently identified by CAMPO on 2040 RTP as regional significant.</p> <p>Safer71 submits this classification is incorrect and fails to reflect that it is the sole east-west access corridor for Western Travis County south of Lake Travis until Marble Falls, where 281 can connect to 290 or 29.</p> <p>Growth rates in this area have been in excess of 15% for the last 5 years, greatly outpacing the regional average. In addition, 47% of the population in the LTISD boundary (which is the majority of this corridor) is under the age of 17. This means that a large shift in new drivers is to be expected in coming years as these children mature into commuting adults (Source: LTISD Demographic Update Feb 2017, Pg 27).</p> <p>Safer71 requests that SH71 be recognized as regionally significant as part of the CAMPO 2045 and RAP plans.</p>
	<p>5</p>	<p>The project is on a designated or proposed truck, heavy-cargo, hazardous material or evacuation route.</p> <p>SH71 is currently a major trucking arterial between Marble Falls quarries and cement facilities and neighboring counties.</p> <p>It is the sole east-west access corridor for Western Travis County south of Lake Travis until Marble Falls, where 281 can connect to 290 or 29. As such, it is a critical evacuation route for residents in the area.</p>

Social and Environmental Impacts	5	<p>The project serves traditionally underserved populations including low-income, minority, elderly, disabled, and limited English proficiency households.</p> <p>Western Travis County has traditionally not been a minority population.</p>
	5	<p>The project has incorporated measures that reduce, minimize or avoid negative impacts to the environment or cultural resources.</p> <p>The project has not yet been designed, but historical efforts in this area have always required high environmental compliance in order to proceed.</p>
Multimodal Elements	5	<p>The project provides pedestrian/bicycle accommodations identified in the Regional Active Transportation Plan or a locally adopted transportation plan.</p> <p>This project would not focus on bicycle or pedestrian elements, except as they may connect to a multi-modal junction point in the future.</p>
	5	<p>The project includes transit elements or service routes.</p> <p>SH71 west of RR620 currently is not serviced by any mass transit or service routes.</p>
Economic Development	5	<p>The project supports local, regional or state economic development plans and strategies.</p> <p>Western Travis County is one of the fastest growing areas of the United States. Improving transit connectivity between Marble Falls and Austin for vehicle traffic is essential to supporting this growth.</p> <p>In addition, consideration of rail services to connect Marble Falls, Spicewood, Bee Cave, Oak Hill, and Austin along this corridor would allow for an enormous improvement in housing options and office/commercial locations in the future spurring further economic growth in the region.</p> <p>ProjectConnect already proposes a rail connection at Oak Hill that this project could provide the ROW for in the future along SH71.</p>

Appendix A – Crash Data



From: boomte@server.boomte.ch on behalf of [Anisha Shroff](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 4:23:18 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

Yes please we needed a safer 71 highway.

Sincerely,

Anisha Shroff

 Austin Tx 78738

From: boomte@server.boomte.ch on behalf of [Reema Sikka](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 5:25:04 PM

EXTERNAL email: Exercise caution when opening.


Dear CAMPO,

Re: RAP Public Comments

It should be top priority to fix SH71, before anymore lives are lost. With growing communities and not to mention school in and around the area the speed limit should be reduced and measures should be taken immediately and appropriately prevent any further mishaps. I urge and request please do something immediately. Thanks

Sincerely,

Reema Sikka

 Austin Tx 78738

From: [Sarah Simpson](#)
To: [CAMPO Comments](#)
Subject: Regional Arterials Plan Feedback
Date: Saturday, December 29, 2018 9:48:47 AM

EXTERNAL email: Exercise caution when opening.

To CAMPO:

I am writing to provide feedback on the Regional Arterials Plan. Please find my comments below, many of which are in reference to the [open house displays found here.](#)

- **The Regional Arterials Plan materials fail to acknowledge the phenomenon of induced demand in roadway expansion and subscribes to outdated 20th century transportation planning that mistakenly believe more roads won't increase traffic.**
 - Cities and metropolitan regions are increasingly embracing the research that shows more roads actually increase traffic, spur sprawl, and worsen flooding conditions with increased impervious cover.
 - Instead of focusing only on roadway expansion, this connectivity study should be focused on the implementation of robust public transportation corridors within the existing infrastructure network to increase connectivity, improve air pollution and identify lower impact solutions.
- **The identified “gaps” plan is disconcerting in its failure to consider unprotected natural lands and the detrimental impacts of sprawl.**
 - Protected Environmental Areas are shown on the "gap" plan but agricultural / ranch lands, natural areas of habitat and native landscapes are not taken into account. Fragmentation of the existing natural landscape is guaranteed with the current approach that assumes new roadways are the only way forward.
 - The entire approach and considered variables for this should be re-evaluated through a sustainability / resilience / ecological lens to improve existing roadway infrastructure. This "gap" plan currently takes an anti-smart growth stance and promotes sprawl.
- **The included case studies focus on cities that do not exhibit sustainable land planning practices and instead exemplify sprawl and excessive natural land loss.**
 - Phoenix, Las Vegas, Oklahoma City, San Jose - these are shameful precedents to ground a study upon. Precedent studies should look to exemplary conditions to set goals to strive towards but instead these cities lower standards for the CAMPO region and aspire towards unsustainable practices. This is a serious misstep and disservice to the study.
 - Instead of looking toward cities with similar or worse conditions for public transportation and sprawl, the study should incorporate precedent studies of cities championing progressive, resilient solutions.
- **In general, the Regional Arterials Plan study demonstrates a business-as-usual approach for the region that will be sure to increase individual vehicle miles traveled and greenhouse gas emissions / ozone levels, as well as lead to detrimental fragmentation of our region's landscape and natural habitats.**

I urge you to reconsider the overall approach and focus of this study and others like it. Make CAMPO a leader in sustainable transportation planning in Texas and shift goals away from status-quo solutions that have proven harmful for the last 70 years and towards smarter, 21st century shared transportation solutions within existing infrastructural networks.

Thank you,

Sarah Simpson, RA, LEED GA

Principal Architect | Colorspace Architecture & Urban Design

[REDACTED] San Marcos, TX 78666 | 512.395.5038

www.color-space.com | @color.space

From: boomte@server.boomte.ch on behalf of [Akanksha Singh](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 3:51:18 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

Please ensure that SH71 between RR620 and the Blanco County Line is a priority project in the CAMPO 2045 plan and Regional Arterials Plan. With 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, it is critical that both immediate and lasting solutions are identified and implemented to protect the lives of residents and commuters. Please support TxDOT, Travis County, Safer71, and our law enforcement agencies in their efforts to save lives on our roads.

Sincerely,

Akanksha Singh

 Austin TX 78738

From: boomte@server.boomte.ch on behalf of [REDACTED]
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 8:57:46 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

Please ensure that SH71 between RR620 and the Blanco County Line is a priority project in the CAMPO 2045 plan and Regional Arterials Plan. With 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, it is critical that both immediate and lasting solutions are identified and implemented to protect the lives of residents and commuters. Please support TxDOT, Travis County, Safer71, and our law enforcement agencies in their efforts to save lives on our roads. With many new schools, communities, and family recreational activities being actively developed in this area in coming years, it is important we act now to address issues before more lives are needlessly lost!!!

Sincerely,

Thomas Skybakmoen
[REDACTED] AUSTIN TX 78738

From: boomte@server.boomte.ch on behalf of [Soma B](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 2:28:26 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

1. Finish the unfinished hey 71 road right after you exit from Sweetwater community. It is dangerous to leave it unfinished. It affects our tires too. 2. Add dividers on 71. This will prevent people entering opposite lane. 3. Add street lights as new drivers are unaware of the hilly terrain and at night it becomes dangerous.

Sincerely,

Soma B

 Austin Texas 78738

From: [Sathese Sowdayan](#)
To: [CAMPO Comments](#)
Subject: Support Hike and Bike trail
Date: Thursday, December 6, 2018 7:49:07 PM

EXTERNAL email: Exercise caution when opening.

Hi,

I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mogan corridor.

I believe that the best use of the land is as a hike and bike trail. That section of the Mogan corridor essentially overlaps the proposed extension of Kenney Fort, so use of that property as a roadway seems redundant, duplicative and unnecessary. My understanding is that a proposal to build light rail on that land has already failed. However, a hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases with the construction of the Kenney Fort extension and Kalahari resort. In short, a hike and bike trail would improve the quality of life for residents as the area grows and becomes busier.

Thank you for your consideration of my comments.

Best regards,
Sathese Soudian

[Sent from Yahoo Mail for iPhone](#)

From: [Srikanth](#)
To: [CAMPO Comments](#)
Subject: Request
Date: Thursday, December 6, 2018 5:52:36 PM

EXTERNAL email: Exercise caution when opening.

Hello

I am a resident of Concord at Brushy Creek. I am submitting these comments with regards to the study being conducted on the best use of the abandoned stretch of land along the Mokan corridor.

I believe that the best use of the land is as a hike and bike trail. That section of the Mokan corridor essentially overlaps the proposed extension of Kenney Fort, so use of that property as a roadway seems redundant, duplicative and unnecessary. My understanding is that a proposal to build light rail on that land has already failed. However, a hike and bike trail would intersect well with the Brushy Creek trail and would give residents better access to the nearby Play For All Abilities Park. It would also provide a good alternative for bikers and pedestrians as automobile traffic increases with the construction of the Kenney Fort extension and Kalahari resort. In short, a hike and bike trail would improve the quality of life for residents as the area grows and becomes busier.

Thank you for your consideration of my comments.

Best regards
Srikanth Renukunta

Sent from my iPhone

From: [REDACTED] on behalf of [Jinho Suh](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Tuesday, November 27, 2018 9:42:34 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

I was surprised to learn that SH71 is not included in CAMPO 2040 plan - we have witnessed multiple occasions of accidents on SH71 in the recent past and some of them involved deaths. Please make sure that SH71 between RR620 and the Blanco County Line becomes a top priority project in the CAMPO 2045 plan and upcoming Regional Arterials Plan. I was told that there have been 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line. Driving SH71 has become increasingly extremely stressful and worrisome to the residents in this area. Please support making this road safer for protecting the precious lives of kids, commuters and residents, together with Safer71, TxDOT, Travis County, Sheriffs and Polices. Given the active development of this area, I am very worried that SH71 is becoming more and more dangerous road; lots of construction vehicles and large pick-up trucks are recklessly driving exceeding speed limit and it is not hard to see cars and trucks tailgating and cutting in and out, if you drive this road just for 10 minutes.

Sincerely,

Jinho Suh

[REDACTED] Austin TX 78738

From: boomte@server.boomte.ch on behalf of [Chris Sweeney](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Thursday, December 6, 2018 2:22:02 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

Imagine that on a daily basis you have to make a turn onto a major highway across all lanes of traffic. This turn is without the assistance of stop signs or traffic lights. Further, this turn is not onto a level highway so views are obstructed. This is our reality on Highway 71 and thus we graciously ask that this issue be made a top priority before more lives are lost. Thank you.

Sincerely,

Chris Sweeney

 Bee Cave TX 78738

From: [Patty Trevino](#)
To: [CAMPO Comments](#)
Subject: Regional Arterial plan - Hwy 21
Date: Tuesday, November 27, 2018 3:49:30 PM

EXTERNAL email: Exercise caution when opening.

Hi,

I live at [REDACTED] Cedar Creek, TX 78612. I turn onto Mt. Olive Rd from Hwy 21. It is very scary and dangerous trying to turn left onto my street. I have almost been rear ended several times waiting to turn onto Mt. Olive Rd.

There is a shoulder to the right of the road on 21, but cars are coming very fast at times, and swerve at the last minute to avoid rear ending you as you wait to turn. There is also a guard rail very close ahead of where cars swerve on to the shoulder lane..and I know there's been accidents hitting the guard rail.

There needs to be a turn lane for Mt Olive Rd, as there is quite a bit of traffic that turns there, as well as the big fuel tankers that come from the Fuel Plant.

Please, please consider a turn lane.

Thank you,

Patty Trevino

From: [Charlie Watts](#)
To: [CAMPO Comments](#)
Cc: [Scheleen Walker](#); [Cathy Stephens](#); [Peter Einhorn](#)
Subject: Travis County Commissioners Court
Date: Monday, December 31, 2018 10:58:40 AM
Attachments: [TCCCminutes12-18-18.pdf](#)
[TCCC RAP comments FINAL.pdf](#)

EXTERNAL email: Exercise caution when opening.

CAMPO staff-

See attached for the Regional Arterials Plan and MoKan/Northeast Subregional Plan comments approved by members of the Travis County Commissioners Court at the December 18, 2018 Voting Session and the associated minutes for the item (Item #16). A final version of the comments that includes the non-substantive edits will be sent upon the Judge's return to the office.

Thanks,

Charlie Watts

Planning Project Manager
Travis County, Transportation and Natural Resources
P.O. Box 1748
700 Lavaca Street, 7th Floor
Austin, Texas 78767-1748
Ph: (512) 854-7654
charlie.watts@traviscountytexas.gov

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Minutes for the Travis County Commissioners Court Tuesday, December 18, 2018 Voting Session

Minutes Prepared by the Travis County Clerk
512-854-4722 • www.traviscountytexas.gov • PO Box 149325, Austin, TX 78714-9325

Call to Order

Meeting called to order on December 18, 2018, in the Travis County Administration Building, Commissioners Courtroom, 700 Lavaca Street, 1st Floor, Austin, TX, Dana DeBeauvoir, County Clerk, was represented by Deputy Gillian Porter.

Sarah Eckhardt	County Judge	Present
Jeffrey W. Travillion, Sr.	Precinct 1, Commissioner	Present
Brigid Shea	Precinct 2, Commissioner	Present
Gerald Daugherty	Precinct 3, Commissioner	Present
Margaret J. Gómez	Precinct 4, Commissioner	Present

Public Communication

Members of the Court heard from:
Rick Luna, Travis County resident
John Loughren, Travis County resident
Carlos León, Travis County resident
Melanie McAfee, Travis County resident
Andrew Micek, Travis County resident
Colleen Mikoska, Travis County resident
Sarah Lisenbe, Travis County resident

County Announcements

Clerk's Note: The Court observed a moment of silence to remember Mayor Gus Garcia.

Clerk's Note: There were no speakers for County Announcements.

Resolutions and Proclamations

1. Approve resolution recognizing Fred Gilliam on his induction into the American Public Transportation Association Hall of Fame. (Commissioner Gómez)

Members of the Court heard from:
Fred Gilliam, former CEO, Capital Metropolitan Transportation Authority (CTRMA)

MOTION: Approve Item 1.
RESULT: **APPROVED [UNANIMOUS]**
MOVER: Margaret J. Gómez, Commissioner
SECONDER: Brigid Shea, Commissioner
AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

Consent Items

- C1. Receive bids from the County Purchasing Agent. (Commissioner Daugherty)
- C2. Approve payment of claims by the County Treasurer. (Judge Eckhardt)
- C3. Authorize the County Treasurer to invest County funds. (Judge Eckhardt)
- C4. Approve the minutes for the Commissioners Court Voting Session of December 4, 2018. (Judge Eckhardt)

MOTION: Approve Consent Items C1-C4 and Agenda Items 5, 6, 8, 9, 10, 15.a-b, 17, 18.a-b, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.a-b, 33, 34, 36, and 38.

RESULT: **ADOPTED [UNANIMOUS]**

MOVER: Margaret J. Gómez, Commissioner

SECONDER: Gerald Daugherty, Commissioner

AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

Emergency Services

- 2. Consider and take appropriate action regarding:
 - a. Outdoor burning in the unincorporated areas of Travis County
 - b. County response to natural disaster or other emergency (Judge Eckhardt)

RESULT: **NO ACTION NECESSARY**

Clerk's Note: The County Judge announced that by taking no action, the prohibition against outdoor burning remains lifted.

- 3. Consider and take appropriate action regarding the interlocal agreement between Travis County and the City of Austin for Emergency Medical Services. (Commissioners Shea & Daugherty)

Members of the Court heard from:

Chuck Brotherton, County Executive, Emergency Services
Jessica Rio, County Executive, Planning and Budget Office (PBO)
Jasper Brown, Chief of Staff, Austin Travis County EMS

MOTION: Approve Item 3.

RESULT: **APPROVED [UNANIMOUS]**

MOVER: Gerald Daugherty, Commissioner

SECONDER: Brigid Shea, Commissioner

AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

- 4. Consider and take appropriate action to:
 - a. Set the time, date, and location for a public hearing to receive comments regarding a petition to create Travis County Emergency Services District (ESD) 16
 - b. Authorize the County Executive of Emergency Services to send the Travis County ESD 8 Board of Commissioners a copy of the petition (Commissioners Shea & Daugherty)

Members of the Court heard from:

Barbara Wilson, Assistant County Attorney

MOTION: Approve Items 4.a-b.
RESULT: **APPROVED [UNANIMOUS]**
MOVER: Gerald Daugherty, Commissioner
SECONDER: Margaret J. Gómez, Commissioner
AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

5. Consider and take appropriate action on the reappointment of Rico Reyes to the ESD 2 Board of Commissioners, for a term effective January 1, 2019, and ending December 31, 2020. (Commissioner Travillion)

RESULT: ADDED TO CONSENT

6. Consider and take appropriate action on the reappointments of Aleah Clark and Gene Wills to the ESD 4 Board of Commissioners, for terms effective January 1, 2019, and ending December 31, 2020. (Commissioner Travillion)

RESULT: ADDED TO CONSENT

Justice Planning

7. Receive presentation on updates to jail diversion initiatives in Travis County. (Commissioner Gómez)

Members of the Court heard from:

Roger Jefferies, County Executive, Justice and Public Safety (JPS)
Valerie Hollier, Planning Project Manager, Justice Planning
David Shelton, Planner, Justice Planning
Rodolfo Perez, Director, Adult Probation, Community Supervision and Corrections Department (CSCD)

RESULT: DISCUSSED

8. Consider and take appropriate action on a request from the Travis County Sheriff's Office regarding the annual interlocal agreement for emergency law enforcement dispatch services with the City of Rollingwood. (Judge Eckhardt)

RESULT: ADDED TO CONSENT

Health and Human Services

9. Approve a nunc pro tunc order to correct a clerical error in Travis County Code Chapter 272, Basic Needs Assistance Program Policy. (Commissioners Shea & Gómez)

RESULT: ADDED TO CONSENT

10. Consider and take appropriate action on items related to the final draft of the Program Year 2017 Consolidated Annual Performance Evaluation Report (CAPER) for the Community Development Block Grant (CDBG) provided by the U.S. Department of Housing and Urban Development (HUD), including accepting all comments, responses, and final edits, and approving submission to the HUD Region 6 San Antonio Field Office. (Commissioners Shea & Gómez)

RESULT: ADDED TO CONSENT

11. Consider and take appropriate action regarding a lease agreement for use of the Throckmorton School Lands in Throckmorton County. (This item may be taken into Executive Session under the Consultation with Attorney and Real Property exceptions.) (Commissioners Shea & Gómez)

Judge Eckhardt announced that Item 11 would be considered in Executive Session pursuant to Gov't. Code Ann. 551.071, Consultation with Attorney and Gov't. Code Ann. 551.072, Real Property.

Members of the Court heard from:

Sherri Fleming, County Executive, Travis County Health and Human Services (HHS)

MOTION: Approve the Nantz proposal.

FRIENDLY

AMENDMENT: For a period of time not to exceed five years.

MOVER: Sarah Eckhardt, County Judge

RESULT: **FRIENDLY AMENDMENT ACCEPTED**

Clerk's Note: A Vote on the Standing Motion was taken.

RESULT: **APPROVED [UNANIMOUS]**

MOVER: Brigid Shea, Commissioner

SECONDER: Jeffrey W. Travillion Sr, Commissioner

AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

Planning and Budget

12. Consider and take appropriate action on budget amendments, transfers, and discussion items. (Commissioner Gómez)

MOTION: Approve Item 12.

RESULT: **APPROVED [UNANIMOUS]**

MOVER: Gerald Daugherty, Commissioner

SECONDER: Margaret J. Gómez, Commissioner

AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

13. Consider and take appropriate action on a resolution expressing Travis County's intent to finance expenditures to be incurred for approved capital projects and to reimburse itself from tax-exempt debt proceeds, and associated budget adjustments. (Commissioner Gómez)

Members of the Court heard from:

Aerin-Renee Pfaffenberger, Senior Planning and Budget Analyst, PBO

MOTION: Approve Item 13.

RESULT: **APPROVED [UNANIMOUS]**

MOVER: Margaret J. Gómez, Commissioner

SECONDER: Jeffrey W. Travillion Sr, Commissioner

AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

14. Consider and take appropriate action on the Civil & Family Courts Facilities Project. (This item may be taken into Executive Session under the Consultation with Attorney and Real Property exceptions.) (Judge Eckhardt)

Judge Eckhardt announced that Item 14 would be considered in Executive Session pursuant to

Gov't. Code Ann. 551.071, Consultation with Attorney and Gov't. Code Ann. 551.072, Real Property.

Items 14 and 40 are associated with one another and were called for concurrent discussion. Please refer to Item 40 for a summary of the action taken by the Court.

Operations Management

15. Consider and take appropriate action on:
 - a. Routine personnel actions
 - b. Non-routine personnel action (Commissioners Travillion & Gómez)

RESULT: ADDED TO CONSENT

Transportation and Natural Resources

16. Consider and take appropriate action regarding Commissioners Court comments on the Capital Area Metropolitan Planning Organization (CAMPO) Regional Arterials Plan and the MoKan/Northeast Subregional Plan. (Commissioners Travillion & Shea)

Members of the Court heard from:

Scheleen Walker, Long Range Planning Manager, Transportation and Natural Resources (TNR)

Charlie Watts, Planning Project Manager, TNR

Cynthia McDonald, County Executive, TNR

MOTION: Approve sending the comments to CAMPO, with non-substantive edits.

RESULT: **APPROVED [UNANIMOUS]**

MOVER: Brigid Shea, Commissioner

SECONDER: Jeffrey W. Travillion Sr, Commissioner

AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

17. Consider and take appropriate action on a plat for recording: Bayer Subdivision (final plat – one commercial lot on 15.01 acres – Decker Lake Road – City of Austin two-mile ETJ) in Precinct One. (Commissioner Travillion)

RESULT: ADDED TO CONSENT

18. Consider and take appropriate action on:
 - a. Exemption from platting requirements for Sorento Condominiums, Lot 90 Block X, in Precinct One
 - b. Condominium construction agreement with Sorento Holdings 2012, LLC. (Commissioner Travillion)

RESULT: ADDED TO CONSENT

19. Set a public hearing on Tuesday, January 15, 2019, to receive comments regarding a request to authorize the filing of an instrument to vacate a public utility easement located along the common lot line of Lots 7 & 8, Block SS, Twin Lake Hills, a subdivision in Precinct Three. (Commissioner Daugherty)

RESULT: ADDED TO CONSENT

20. Set a public hearing on Tuesday, January 15, 2019, to receive comments regarding the temporary closure to reconfigure the intersection for an extension of Vail Divide Road to the south, beginning on or after January 15, 2019, and continuing through December 31, 2019, or until construction is completed of Vail Divide Road, in Precinct Three. (Commissioner Daugherty)

RESULT: ADDED TO CONSENT

21. Consider and take appropriate action regarding a request to terminate an interlocal agreement with Hays County relating to the maintenance of certain streets in West Cave Estates, Section IV, a subdivision lying primarily in Travis County, and West Cave Estates, Section II, a subdivision lying primarily in Hays County, in Precinct Three. (Commissioner Daugherty)

RESULT: ADDED TO CONSENT

Purchasing Office Items

22. Approve contract award for Professional Engineering Services, Wyldwood Road Drainage Improvements Project, RFQ No. Q1802-004-TG, to the most highly qualified respondent, AECOM Technical Services, Inc. (Commissioner Daugherty)

RESULT: ADDED TO CONSENT

23. Approve Modification No. 6 to Contract No. 4400002082, Atchley & Associates LLP, for Audit Services. (Commissioner Daugherty)

RESULT: ADDED TO CONSENT

24. Approve Change Order No. 4 to Contract No. 4400002862, DNT Construction, for Slaughter Lane East Roadway Extension Project. (Commissioner Daugherty)

RESULT: ADDED TO CONSENT

25. Approve Modification No. 10 to Contract No. 4400002403, Higginbotham Insurance Agency, Inc., for Property and Boiler & Machinery Insurance Coverage. (Commissioner Daugherty)

RESULT: ADDED TO CONSENT

26. Approve Modification No. 10 to Contract No. 4400001602, Level 3 Communications, LLC, for Telecommunications Services. (Commissioner Daugherty)

RESULT: ADDED TO CONSENT

27. Approve Modification No. 3 to Contract No. 4400003710, Lockwood, Andrews & Newnam, Inc., for Design Services, Bullick Hollow Road Bike/Safety Improvements. (Commissioner Daugherty)

RESULT: ADDED TO CONSENT

28. Approve Modification No. 12 to Contract No. 4400000257, SAP Public Services, Inc., for SAP ERP software and maintenance support. (Commissioner Daugherty)

RESULT: ADDED TO CONSENT

29. Approve contract award for Professional Architectural/Engineering Services for Northeast Metropolitan Soccer Field Improvements, RFQ No. Q1508-009-LP, to the most highly qualified firm, Stantec Consulting Services, Inc. (Commissioner Daugherty)

RESULT: ADDED TO CONSENT

30. Approve Modification No. 8 to Contract No. 4400003662, Tyler Technologies, Inc., for Electronic Citation System. (Commissioner Daugherty)

RESULT: ADDED TO CONSENT

31. Consider and take appropriate action to:
- a. Declare equipment as surplus and authorize sale via seal bid, pursuant to Texas Local Government Code § 263.152(a)(1)
 - b. Authorize Purchasing Agent to destroy or otherwise dispose of surplus as worthless property if unable to sell because no bids were made (Commissioner Daugherty)

RESULT: ADDED TO CONSENT

Other

32. Receive update from the Ethics Policy Workgroup and take appropriate action. (Judge Eckhardt)

Members of the Court heard from:

Deece Eckstein, Intergovernmental Relations Officer, Intergovernmental Relations Office (IGR)

Tracey Calloway, Director, Human Resources Management Department (HRMD)

Julie Wheeler, Administrative Associate, IGR

John Hille, Assistant County Attorney

MOTION: Amend and approve the proposed language for the intent statement for the Code of Ethics.

RESULT: APPROVED [UNANIMOUS]

MOVER: Gerald Daugherty, Commissioner

SECONDER: Margaret J. Gómez, Commissioner

AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

33. Receive report from the District Judges regarding the selection of the County Auditor, and direct the payment of the Auditor's salary. (Judge Eckhardt)

RESULT: ADDED TO CONSENT

34. Receive revenue and expenditure reports, and other statutorily required reports, for the month of October 2018 from the County Auditor's Office. (Judge Eckhardt)

RESULT: ADDED TO CONSENT

35. Receive update regarding the Energy Savings Performance Contracting (ESPC) proposal for Travis County Jail Facilities, and take appropriate action. (Judge Eckhardt)

RESULT: NO ACTION NECESSARY

36. Consider and take appropriate action on an interlocal agreement between Travis County and the Travis County Healthcare District DBA Central Health for cash management and investment services, risk management services, legal services, and television broadcasting services. (Judge Eckhardt)

RESULT: ADDED TO CONSENT

37. Consider and take appropriate action on amendments to Travis County Code Chapter 312, Siting of Solid Waste Facilities. (Commissioners Travillion & Shea)

RESULT: NO ACTION NECESSARY

38. Approve bond renewal for Dolores Ortega Carter, County Treasurer. (Judge Eckhardt)

RESULT: ADDED TO CONSENT

Executive Session

The Commissioners Court will consider the following items in Executive Session. The Commissioners Court may also consider any other matter posted on the agenda if there are issues that require consideration in Executive Session and the Commissioners Court announces that the item will be considered during Executive Session.

Note 1: Gov't Code Ann 551.071, Consultation with Attorney

Note 2: Gov't Code Ann 551.072, Real Property

Note 3: Gov't Code Ann 551.074, Personnel Matters

Note 4: Gov't Code Ann 551.076, Security

Note 5: Gov't Code Ann 551.087, Economic Development Negotiations

Note 6 Gov't Code Ann 551.089, IT Security

39. Receive briefing and take appropriate action regarding retaining local counsel to assist with representation in E.V. Drake vs. ACCC Insurance Company, et al., Cause No. 2:18-cv-98-LGW-BWC in the United States District Court for the Southern District of Georgia, Brunswick Division.¹ (Judge Eckhardt)

Judge Eckhardt announced that Item 39 would be considered in Executive Session pursuant to Gov't. Code Ann. 551.071, Consultation with Attorney.

Members of the Court heard from:

John Hille, Assistant County Attorney

MOTION: Authorize the Travis County Attorney to retain local counsel as required by local rules in the US District Court for the Southern District of Georgia, to assist Travis County Attorney in representation of Travis County defense in Case No. 2:18-cv-98, *Drake vs ACCC Insurance Company, et al.*, pending in federal District Court in Georgia, contract not to exceed \$10,000.00, without obtaining additional authorization from the Commissioners Court.

RESULT: APPROVED [UNANIMOUS]

MOVER: Jeffrey W. Travillion Sr, Commissioner

SECONDER: Margaret J. Gómez, Commissioner

AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

40. Consider and take appropriate action under the powers of eminent domain involving the Travis County Civil and Family Courts Facilities Project and a resolution of condemnation on TCAD Parcels 199814 and 199815.^{1&2} (Judge Eckhardt)

Judge Eckhardt announced that Item 40 would be considered in Executive Session pursuant to Gov't. Code Ann. 551.071, Consultation with Attorney and Gov't. Code Ann. 551.072, Real Property.

Items 14 and 40 are associated with one another and were called for concurrent discussion.

MOTION: Reject the counter-offer and proceed with condemnation.
RESULT: **APPROVED [UNANIMOUS]**
MOVER: Brigid Shea, Commissioner
SECONDER: Jeffrey W. Travillion Sr, Commissioner
AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

41. Receive update on issues related to the North Campus Development Project at 5325–5335 Airport Boulevard. ^{1&2} (Commissioner Travillion)

Judge Eckhardt announced that Item 41 would be considered in Executive Session pursuant to Gov't. Code Ann. 551.071, Consultation with Attorney and Gov't. Code Ann. 551.072, Real Property.

RESULT: **DISCUSSED**

42. Receive briefing from County Attorney and take appropriate action regarding Contract No. 4400002021, Job Order No. 36, with AG Construction Management, for the Heman Marion Sweatt (HMS) Courthouse 4th Floor Holding Cells.¹ (Commissioner Daugherty)

Judge Eckhardt announced that Item 42 would be considered in Executive Session pursuant to Gov't. Code Ann. 551.071, Consultation with Attorney.

MOTION: Enter into an assignment of final payment agreement with Grey Insurance Company for the retainage left over under this job order.
RESULT: **APPROVED [UNANIMOUS]**
MOVER: Jeffrey W. Travillion Sr, Gerald Daugherty
SECONDER: Brigid Shea, Commissioner
AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

Added Items

- A1. Set a public hearing on Tuesday, January 22, 2019, to receive comments regarding proposed modifications to the frequency of food establishment inspections and fees related to Travis County Code Chapter 247, Food Establishment Permits. (Commissioners Shea & Gómez)

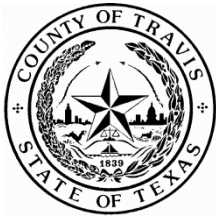
MOTION: Approve Item A1.
RESULT: **APPROVED [UNANIMOUS]**
MOVER: Jeffrey W. Travillion Sr, Commissioner
SECONDER: Margaret J. Gómez, Commissioner
AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

Adjourn

Minutes approved by the Commissioners Court

Date of Approval

Sarah Eckhardt, Travis County Judge



Minutes for the Travis County Bee Cave Road District No. 1 Tuesday, December 18, 2018 Voting Session

Minutes Prepared by the Travis County Clerk
512-854-4722 • www.traviscountytexas.gov • PO Box 149325, Austin, TX 78714-9325

Meeting called to order on December 18, 2018, in the Travis County Administration Building, Commissioners Courtroom, 700 Lavaca Street, 1st Floor, Austin, TX. Dana DeBeauvoir, County Clerk, was represented by Deputy Gillian Porter.

Sarah Eckhardt	County Judge	Present
Jeffrey W. Travillion, Sr.	Precinct 1, Commissioner	Present
Brigid Shea	Precinct 2, Commissioner	Present
Gerald Daugherty	Precinct 3, Commissioner	present
Margaret J. Gómez	Precinct 4, Commissioner	Present

1. Approve payment of claims by the County Treasurer.

RESULT: NO ACTION NECESSARY

2. Authorize the County Treasurer to invest County funds. (Judge Eckhardt)

MOTION: Approve Item 2.
RESULT: **APPROVED [UNANIMOUS]**
MOVER: Gerald Daugherty, Commissioner
SECONDER: Margaret J. Gómez, Commissioner
AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

3. Approve the minutes for the Travis County Bee Cave Road District No. 1 Voting Session of December 4, 2018. (Judge Eckhardt)

MOTION: Approve Item 3.
RESULT: **APPROVED [UNANIMOUS]**
MOVER: Gerald Daugherty, Commissioner
SECONDER: Margaret J. Gómez, Commissioner
AYES: Eckhardt, Travillion Sr, Shea, Daugherty, Gómez

Adjourn

Minutes approved by the Commissioners Court

Date of Approval

Sarah Eckhardt, Travis County Judge

Travis County Commissioners Court Comments

Regional Arterials Plan and MoKan/Northeast Subregional Plan

General Comment

Meaningful Public Input

Meaningful public input is the goal of every public engagement process. The process should provide a clear understanding of what the public is being invited to provide input on, and the information needed to do so. While the materials provided to the public online and at the open houses are informative, they do not clearly communicate the questions or issues that the public is being asked to comment on. Without a clear “ask” the public is less likely to provide meaningful input or provide comments at all.

CAMPO Transportation Policy Board (TPB) and Technical Advisory Committee (TAC)

In the future, we strongly encourage CAMPO staff present the information that will be subject to a public engagement process to the TPB and TAC before the public engagement period begins. Taking this step will allow CAMPO staff to correct materials in response to information from Board and TAC members. It also provides a courtesy to the TPB members so that they are aware of the information ahead of time in case they are contacted by the public.

Regional Arterials Plan Comments

Regional Arterials Plan Case Studies – Key Takeaways

The board on Key Takeaways includes CAMPO Region Findings, which note that the CAMPO region “has several environmental and man-made barriers to mobility, including railroad and river crossings, highway infrastructure, and varied topography.” Protected conservation areas and parks are not listed under environmental barriers, but should be since roads cannot be constructed through these lands.

Regional Arterial Network Gap Map Revisions

- a. The map has not been updated with existing conserved and protected lands. The map does not show a large conservation area known as the Shield Ranch and the rest of the City of Austin’s Water Quality Protection Lands, despite being brought to CAMPO staff’s attention prior to the start of the Open Houses.
- b. While the text accompanying the map states that the existing roadway network in the region was analyzed to define gaps, the map shows some jurisdictions long-range plans when defining the gaps. The type and timeframe of these plans does not seem to be considered, for example it is our understanding that the Williamson County Plan is a conceptual build-out plan that is not year specific, while the Travis County draft Plan is a financially constrained plan for 2045. Since the Regional Arterials Plan will be included in the CAMPO 2045 Plan, the Gap Map should only include plans through 2045, and this should be clearly stated in the map legend. Using a build-out plan for a 2045 scenario does not portray an accurate picture and in essence compares apples to oranges.
- c. The map colors and size needs to be adjusted for clarity and easier viewing. The map shows large green areas that cover most of western Travis County and far eastern Travis County

- and are labeled “Gap Areas”. According to CAMPO staff, they represent gaps in the network and areas in need of additional connectivity. Underneath this green are some of the conserved lands in a brownish-green shade and locally identified needs (roads) shown in yellow. Both the conserved lands and the locally identified needs are very difficult to see. There are very few road names on the map, making it difficult to comprehend. The map also needs to be produced at a much larger size, or separate maps for each county so that the existing roads, locally identified needs and the protected lands are easier to see.
- d. The label “Environmental/Protected Area” is better communicated as “Park, Preserve and Conservation Lands”.

Gap Area Comments

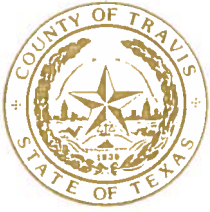
Gap Areas are too generalized and are not specific enough to understand the reasons connections have not been implemented. Much of western Travis County is constrained due to environmental and topographic features inherent to this part of Travis County. Showing the public a “gap map” where road improvements are not feasible due to formally protected conservation areas, Parks, water quality protection lands and endangered species preserve, as well as topographic barriers, unnecessarily confuse many Travis County residents. The map should make it very clear to the public that the identified needs are unrestricted and unverified, and that many solutions through new road connections are not possible.

Gap Map conflicts with County Planning efforts in western and eastern Travis County.

- In December 2014, Travis County adopted the Land, Water & Transportation Plan (LWTP) that provides a framework for formulating and enacting polices and capital improvement programs to guide growth while protecting critical natural resources in unincorporated Travis County. Included in this document are prioritized transportation corridors that the County will seek to incentivize future development of the corridors to support the Growth Guidance Concept of supporting new growth in eastern Travis County. In western Travis County, those are located along RM 620, RM 2244, RM 2222 and SH 71 W. In eastern Travis County, prioritized transportation corridors connect Activity Centers and major roadways to the SH 130 corridor.
- The County has completed a draft of the *Travis County Transportation Blueprint 2045* which identifies future arterial needs to 2045 and beyond. This plan uses the guidance from the LWTP to support the concept of balancing growth and critical natural resources such as the preservation of endangered species habitat and park land acquisition in the unincorporated areas of Travis County.
- The Balcones Canyonlands Conservation Plan (BCCP) Managing Partners (Travis County, the City of Austin, and the Lower Colorado River Authority), in cooperation with non-profit conservation organizations including Travis Audubon Society and The Nature Conservancy of Texas and private landowners, have assembled more than 31,800 acres of preserve lands. These lands restrict the ability to provide for connectivity in many areas of western Travis County.

MoKan/Northeast Subregional Plan

- Little information was shown concerning the MoKan corridor for the public to make informed comments.
- We suggest explaining how test case corridors were selected, and why other important roads are not included. The predominant test cases are located on state facilities. Additionally, there are several important arterials that aren't even identified in the study area, such as, Parmer Ln., Howard Ln., Wells Branch Pkwy., Gattis School Rd., Kelly Ln., AW Grimes/1460. These existing arterials should be shown on the MoKan Corridor/Northeast Subregional Plan maps.



OFFICE OF TRAVIS COUNTY JUDGE SARAH ECKHARDT

January 2, 2019

Ashby Johnson, Executive Director
Capital Area Metropolitan Planning Organization (CAMPO)
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

Dear Mr. Johnson,

Per the email Charlie Watts sent you on December 31, 2018, at our December 18, 2018 Voting Session, the members of Travis County's Commissioners Court voted unanimously to provide comments to CAMPO staff on the Regional Arterials Plan and the MoKan/Northeast Subregional Plan. The approved comments are provided in Attachment 1. Please feel free to contact me if you want to discuss these comments.

Sincerely,

A handwritten signature in black ink, appearing to be "S. Eckhardt", is written over a large, light-colored diagonal line that extends from the bottom left towards the top right.

Judge Sarah Eckhardt
Travis County

Enclosure:

Attachment 1- Travis County Commissioners Court Comments

Attachment 1- Travis County Commissioners Court Comments

Regional Arterials Plan and MoKan/Northeast Subregional Plan

General Comment

Meaningful Public Input

Meaningful public input is the goal of every public engagement process. The process should provide a clear understanding of what the public is being invited to provide input on, and the information needed to do so. While the materials provided to the public online and at the open houses are informative, they do not clearly communicate the questions or issues that the public is being asked to comment on. Without a clear “ask” the public is less likely to provide meaningful input or provide comments at all.

CAMPO Transportation Policy Board (TPB) and Technical Advisory Committee (TAC)

In the future, we strongly encourage CAMPO staff present the information that will be subject to a public engagement process to the TPB and TAC before the public engagement period begins. Taking this step will allow CAMPO staff to correct materials in response to information from Board and TAC members. It also provides a courtesy to the TPB members so that they are aware of the information ahead of time in case they are contacted by the public.

Regional Arterials Plan Comments

Regional Arterials Plan Case Studies – Key Takeaways

The board on Key Takeaways includes CAMPO Region Findings, which note that the CAMPO region “has several environmental and man-made barriers to mobility, including railroad and river crossings, highway infrastructure, and varied topography.” Protected conservation areas and parks are not listed under environmental barriers, but should be since roads cannot be constructed through these lands.

Regional Arterial Network Gap Map Revisions

- a. The map has not been updated with existing conserved and protected lands. The map does not show a large conservation area known as the Shield Ranch and the rest of the City of Austin’s Water Quality Protection Lands, despite being brought to CAMPO staff’s attention prior to the start of the Open Houses.
- b. While the text accompanying the map states that the existing roadway network in the region was analyzed to define gaps, the map shows some jurisdictions long-range plans when defining the gaps. The type and timeframe of these plans does not seem to be considered, for example it is our understanding that the Williamson County Plan is a conceptual build-out plan that is not year specific, while the Travis County draft Plan is a financially constrained plan for 2045. Since the Regional Arterials Plan will be included in the CAMPO 2045 Plan, the Gap Map should only include plans through 2045, and this should be

clearly stated in the map legend. Using a build-out plan for a 2045 scenario does not portray an accurate picture and in essence compares apples to oranges.

- c. The map colors and size needs to be adjusted for clarity and easier viewing. The map shows large green areas that cover most of western Travis County and far eastern Travis County and are labeled "Gap Areas". According to CAMPO staff, they represent gaps in the network and areas in need of additional connectivity. Underneath this green are some of the conserved lands in a brownish-green shade and locally identified needs (roads) shown in yellow. Both the conserved lands and the locally identified needs are very difficult to see. There are very few road names on the map, making it difficult to comprehend. The map also needs to be produced at a much larger size, or separate maps for each county so that the existing roads, locally identified needs and the protected lands are easier to see.
- d. The label "Environmental/Protected Area" is better communicated as "Park, Preserve and Conservation Lands".

Gap Area Comments

Gap Areas are too generalized and are not specific enough to understand the reasons connections have not been implemented. Much of western Travis County is constrained due to environmental and topographic features inherent to this part of Travis County. Showing the public a "gap map" where road improvements are not feasible due to formally protected conservation areas, Parks, water quality protection lands and endangered species preserve, as well as topographic barriers, unnecessarily confuse many Travis County residents. The map should make it very clear to the public that the identified needs are unrestricted and unverified, and that many solutions through new road connections are not possible.

Gap Map conflicts with County Planning efforts in western and eastern Travis County.

- In December 2014, Travis County adopted the Land, Water & Transportation Plan (LWTP) that provides a framework for formulating and enacting polices and capital improvement programs to guide growth while protecting critical natural resources in unincorporated Travis County. Included in this document are prioritized transportation corridors that the County will seek to incentivize future development of the corridors to support the Growth Guidance Concept of supporting new growth in eastern Travis County. In western Travis County, those are located along RM 620, RM 2244, RM 2222 and SH 71 W. In eastern Travis County, prioritized transportation corridors connect Activity Centers and major roadways to the SH 130 corridor.
- The County has completed a draft of the *Travis County Transportation Blueprint 2045* which identifies future arterial needs to 2045 and beyond. This plan uses the guidance from the LWTP to support the concept of balancing growth and critical natural resources such as the preservation of endangered species habitat and park land acquisition in the unincorporated areas of Travis County.
- The Balcones Canyonlands Conservation Plan (BCCP) Managing Partners (Travis County, the City of Austin, and the Lower Colorado River Authority), in cooperation with non-profit conservation organizations including Travis Audubon Society and The Nature Conservancy of Texas and private landowners, have assembled more than 31,800 acres of preserve lands. These lands restrict the ability to provide for connectivity in many areas of western Travis County.

MoKan/Northeast Subregional Plan

- Little information was shown concerning the MoKan corridor for the public to make informed comments.
- We suggest explaining how test case corridors were selected, and why other important roads are not included. The predominant test cases are located on state facilities. Additionally, there are several important arterials that aren't even identified in the study area, such as, Parmer Ln., Howard Ln., Wells Branch Pkwy., Gattis School Rd., Kelly Ln., AW Grimes/1460. These existing arterials should be shown on the MoKan Corridor/Northeast Subregional Plan maps.

From: boomte@server.boomte.ch on behalf of [Kevin Welp](#)
To: campoform@safer71.org
Subject: SH71 RAP Comment
Date: Wednesday, November 28, 2018 10:31:26 PM

EXTERNAL email: Exercise caution when opening.

Dear CAMPO,

Re: RAP Public Comments

Hello, I attended the CAMPO open house tonight and appreciate the information I received. I now have a much better understanding of what is planned for our arterial roadways, which includes SH71. Unfortunately, at this time, the area of SH71 where my family, friends and neighbors reside is not presently part of any of the improvement plans I saw. As a member and supporter of Safer 71, I would appreciate any help we can get to make our roadway a safer place. With the very near addition of 4 schools, thousands of homes, and a multi use sports complex, timing for a Safer 71 is critical. There have been 20 deaths and 128 injuries since 2014 along SH71 from RR620 to the Blanco County Line, it is critical that both immediate and lasting solutions are identified and implemented to protect the lives of residents and commuters. How many more deaths and injuries are needed to convince TxDOT and Travis County that change is needed? As a resident of the state of Texas, I am asking CAMPO to help us in our quest to come to a quick and permanent solution for a Safer 71. Best Regards, Kevin J Welp

Sincerely,

Kevin Welp

 Austin TX 78738

From: [j worrell](#)
To: [CAMPO Comments](#)
Cc: [j worrell](#)
Subject: Bertram Area.
Date: Wednesday, December 12, 2018 9:50:38 AM

EXTERNAL email: Exercise caution when opening.

Hello

I would like to make a some comments. First Bertram is need of a turn lane all through one end to the other. There also needs to be a cross walk on 29 and 243 (both sections of 243). Speed limits need to be lowered and sidewalks as well as places to pull off the road if you have a flat or something goes wrong with your car. A light at 243 and 29. I also understand that there is talk of a bike lane. I would oppose to that as they (the bike people) are not paying taxes and road and bridge tax as we car drivers do. We do not have enough area for car's let alone bikes and cars on the same section of the road. Think of this, Car speed limit is 55 and the bike not going 55 and then you will have a back up . It is just unsafe. Also Bertram is in need of curves and gutters. Thanks for asking the citizens for input.

Thanks
J Worrell



Date: January 14, 2019
Continued From: December 10, 2018
Action Requested: None

To: Transportation Policy Board
From: Mr. Archie Montemayor, President, Montemayor Britton Bender PC
Agenda Item: 9
Subject: Update on the FY 2017 Audit Finding

RECOMMENDATION

None. This item is for informational purposes.

PURPOSE AND EXECUTIVE SUMMARY

In accordance with 2CFR 200 Subpart F, a single audit is required for an entity that expends \$750,000 or more during the entity's fiscal year in Federal awards.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Over the past several months, the CAMPO Finance & Administration Manager has worked closely with the auditors, Montemayor Britton Bender PC, to ensure they had the necessary documents to perform the required audit.

Per the Schedule of Findings and Questioned Costs for the Year Ended September 30, 2017, some of the highlights in the Summary of the Auditor's Results (shown on Page 21 of Attachment A)

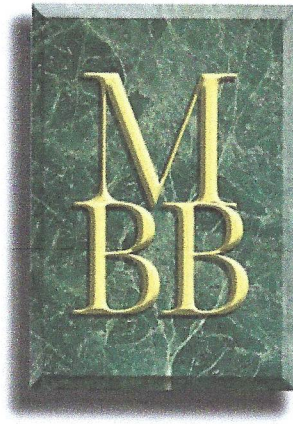
- a. No significant deficiencies relating to the audit of the financial statements were reported in CAMPO's Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards.
- b. No instances of noncompliance material to the financial statements were noted.
- c. No significant deficiencies relating to the audit of the major federal programs were reported in CAMPO's Independent Auditor's Report on Compliance for Each Major Program and on Internal Control Over Compliance as required by OMB Compliance Supplement.
- d. There are no audit findings that are required to be reported in accordance with 2 CFR section 200.512(a).

SUPPORTING DOCUMENTS

Attachment A – *Financial Statements and Independent Auditor's Reports, September 30, 2017*

Attachment B – *Communication with Those Charged with Governance*

Attachment C – *Explanation Letter from Montemayor Britton Bender PC*



Montemayor Britton Bender PC

CERTIFIED PUBLIC ACCOUNTANTS

**CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION**

FINANCIAL STATEMENTS
AND
INDEPENDENT AUDITOR'S REPORT

30 SEPTEMBER 2017

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

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Montemayor Britton Bender PC
CERTIFIED PUBLIC ACCOUNTANTS

Transportation Policy Board
Capital Area Metropolitan Planning Organization

INDEPENDENT AUDITOR'S REPORT

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities and general fund of Capital Area Metropolitan Planning Organization (CAMPO), as of and for the year ended 30 September 2017, and the related notes to the financial statements, which collectively comprise CAMPO's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and general fund of CAMPO, as of 30 September 2017, and the

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BUILDING 1, SUITE 200
AUSTIN, TEXAS 78746
PHONE: 512.442.0380
FAX: 512.442.0817
www.montemayor.team



respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the budgetary comparison information on pages 3-5 and 13 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise CAMPO's basic financial statements. The schedule of expenditures of federal awards is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* and is not a required part of the basic financial statements.

The schedule of expenditures of federal awards is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated 11 October 2018, on our consideration of CAMPO's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering CAMPO's internal control over financial reporting and compliance.

Montemayor Britton Bender PC

11 October 2018
Austin, Texas

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION MANAGEMENT'S DISCUSSION AND ANALYSIS

The following is a narrative overview and analysis of the financial activities of the Capital Area Metropolitan Planning Organization ("CAMPO") for the year ended 30 September 2017. Please read it in conjunction with CAMPO's financial statements, which follow this section.

Financial Highlights

- Current government awards receivable amounted to \$1,895,686 at September 30, 2017, which represented an increase compared to the \$1,141,584 grant receivable at 30 September 2016.
- Total liabilities increased by \$1,244,465 due to mostly to the timing of the payment of monthly bills.
- Government award revenue was \$2,276,408 in 2017 and \$2,925,706 in 2016 due to the timing of costs incurred on reimbursement contracts.

Overview of the Financial Statements

This annual report consists of three parts—*management's discussion and analysis* (this section), *basic financial statements*, and *supplementary information*. The *basic financial statements* include two kinds of statements that present different views of CAMPO. The financial statements also include notes that explain some of the information in the financial statements and provide more detailed data. The statements are followed by a section of *required supplementary information* that further explains and supports the information in the financial statements.

Financial Statements

The *Statement of Net Position* presents information on all of CAMPO's assets and liabilities, with the difference between the two reported as net position. Increases or decreases in net position may serve as a useful indicator of whether the financial position of CAMPO has improved or deteriorated.

The *Statement of Activities* presents information showing how CAMPO's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, revenues and expenses are reported in this statement for some items that will result in cash flows in future fiscal periods (example: accounts receivable).

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control and account for resources that have been segregated for specific activities or objectives. CAMPO, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal or contractual requirements.

Governmental Funds: The General Fund is used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, the governmental funds financial statements focus on current fiscal year cash inflows and outflows, as well as balances of resources available for spending at the end of the fiscal year. Such information may be useful in evaluating CAMPO's recent financing requirements.

Because the focus of the governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for the General Fund with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of CAMPO's recent financing decisions. Both the Governmental Funds Balance Sheet and the Governmental Funds Statement of Revenues, Expenditures,

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
MANAGEMENT'S DISCUSSION AND ANALYSIS**

and Changes in Fund Balances provide a reconciliation to facilitate this comparison between Governmental Fund and government-wide financial statements.

The Statement of Activities presents information showing how CAMPO's net position changed during the fiscal year. All of the current year's revenues and expenses are accounted for in the Statement of Activities regardless of when cash is received or paid. This statement separates program revenue (grants, local match, and other) to show the extent of reliance of each type of revenue.

This report also presents certain supplementary information concerning CAMPO's Schedule of Federal Awards.

Reconciliation of the government wide and fund financial statements is provided in Note 4.

Financial Analysis

As noted earlier, net position may serve over time as a useful indicator of the government's financial health. Over time, increases or decreases in CAMPO's net position are a useful indicator of whether its financial health is improving or deteriorating. However, one also needs to consider other non-financial factors such as changes in economic conditions, population growth, and new or changed governmental legislation to adequately assess its overall health.

The focus of CAMPO's Governmental Fund is to provide information on near-term inflows and outflows and on resource balances available for spending. Such information is useful in assessing CAMPO's financing requirements. In particular, unassigned fund balance serves as a useful measure of CAMPO's net resources available for spending at fiscal year-end.

During the fiscal year ended 30 September 2017, CAMPO's only Governmental Fund was the General Fund, and it reported ending total assets of \$1,910,310, an increase of \$683,310 from 30 September 2016.

Government-wide revenues for fiscal year 2017 were \$2,364,533 compared to \$3,160,731 for fiscal year 2016, a decrease of \$796,198 or 25%. Grant revenue for 2017 totaled \$2,276,408 compared to \$2,925,706 for fiscal year 2016, or a decrease of \$649,298, due the timing of contracts for projects.

The tables below summarize the financial position of CAMPO at 30 September 2017 and 2016 and the results of operations for the years ended 30 September 2017 and 2016.

Statement of Net Position

<u>Assets</u>	<u>2017</u>	<u>2016</u>
Current assets	\$1,910,310	\$1,227,113
Capital assets, net	39,095	0
Total assets	<u>1,949,405</u>	<u>1,227,113</u>
<u>Liabilities</u>		
Current liabilities	<u>1,724,714</u>	<u>480,249</u>
Net position:		
Invested in capital assets	39,095	0
Unrestricted	<u>185,596</u>	<u>746,864</u>
Total net position	<u>\$224,691</u>	<u>\$746,864</u>

**CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
MANAGEMENT'S DISCUSSION AND ANALYSIS**

Statement of Activities

	<u>2017</u>	<u>2016</u>
<u>Revenues</u>		
Planning revenues:		
Grant revenue	\$2,276,408	\$2,925,706
Local match funds and other	<u>88,125</u>	<u>235,025</u>
Total revenues	<u>2,364,533</u>	<u>3,160,731</u>
<u>Expenses</u>		
General government	<u>2,886,706</u>	<u>2,813,743</u>
Change in net position	<u>(522,173)</u>	<u>346,988</u>
Net position, beginning	<u>746,864</u>	<u>399,876</u>
Net position, ending	<u>\$224,691</u>	<u>\$746,864</u>

Budgetary Highlights – General Fund

CAMPO's actual revenues were \$4,828,975 less than the final budget due to the Board budgeting the entire grant award amount; however, the entire award was not spent due to some contracts not being completed. The remaining difference is due to the fund financial statements excluding revenue not available in the current period. CAMPO's actual expenses were \$4,116,464 less than the final budget due to some contracts not being completed, therefore, the full amount of the expenses were not yet incurred. The net result is a \$712,511 unfavorable budget variance. The original budget was amended throughout the year to include additional planning projects.

Capital Asset Activity

During the year CAMPO purchased furniture and equipment for its new office.

Request for Information

This financial report is designed to provide a general overview of CAMPO's finances for all those who have expressed an interest in its finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to:

3300 N IH 35, Suite 630
Austin, TX 78705

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

STATEMENT OF NET POSITION AND GOVERNMENTAL FUNDS BALANCE SHEET

30 SEPTEMBER 2017

	<u>General Fund</u>	<u>Adjustments</u>	<u>Statement of Net Position</u>
ASSETS			
Federal awards receivable	\$1,895,686	\$0	\$1,895,686
Security deposit and prepaid expenses	14,624	0	14,624
Furniture and equipment	<u>0</u>	<u>39,095</u>	<u>39,095</u>
	<u>\$1,910,310</u>	<u>39,095</u>	<u>1,949,405</u>
LIABILITIES			
Accounts payable	\$152,760	0	152,760
Retainage payable	84,322	0	84,322
Accrued payroll	32,337	34,160	66,497
Due to Williamson County	<u>1,421,135</u>	<u>0</u>	<u>1,421,135</u>
	<u>1,690,554</u>	<u>0</u>	<u>1,724,714</u>
DEFERRED INFLOWS OF RESOURCES			
Unavailable grants receivable	<u>968,415</u>	<u>(968,415)</u>	<u>0</u>
FUND BALANCES/NET POSITION			
FUND BALANCE– unassigned	<u>(748,659)</u>	<u>748,659</u>	0
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE	<u>\$1,910,310</u>		
NET POSITION			
Invested in furniture and equipment			39,095
Unrestricted			<u>185,596</u>
			<u>\$224,691</u>

The accompanying notes are an integral part of this financial statement presentation.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUNDS STATEMENT OF
REVENUE, EXPENDITURES AND CHANGES IN FUND BALANCES

FOR THE YEAR ENDED 30 SEPTEMBER 2017

	<u>General Fund</u>	<u>Adjustments</u>	<u>Statement of Activities</u>
REVENUE			
Federal awards	\$2,091,005	\$185,403	\$2,276,408
Local contributions	<u>88,125</u>	<u>0</u>	<u>88,125</u>
	<u>2,179,130</u>	<u>185,403</u>	<u>2,364,533</u>
EXPENDITURES			
Salaries and related	1,271,644	34,160	1,305,804
Projects	656,649	0	656,649
Rent	268,030	0	268,030
Professional services	179,524	0	179,524
Administrative fee to Williamson County	103,155	0	103,155
Furniture and equipment	146,691	0	146,691
Publications	25,870	0	25,870
Training	24,743	0	24,743
Capital outlay	39,095	(39,095)	0
Internet	22,060	0	22,060
Other	<u>154,180</u>	<u>0</u>	<u>154,180</u>
	<u>2,891,641</u>	<u>(4,935)</u>	<u>2,886,706</u>
REVENUE OVER EXPENDITURES	<u>(712,511)</u>	<u>190,338</u>	<u>(522,173)</u>
BEGINNING FUND BALANCE/NET POSITION	<u>(36,148)</u>	<u>783,012</u>	<u>746,864</u>
ENDING FUND BALANCE/NET POSITION	<u>(\$748,659)</u>	<u>\$973,350</u>	<u>\$224,691</u>

The accompanying notes are an integral part of this financial statement presentation.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

NOTE 1: ORGANIZATION

Capital Area Metropolitan Planning Organization (CAMPO) is the federally required Metropolitan Planning Organization responsible for the continuous and comprehensive transportation planning process for the Williamson, Travis, Hays, Bastrop, Caldwell, and Burnet counties in central Texas. Its purpose is to coordinate regional transportation planning with counties, cities, the Capital Metropolitan Transportation Authority (Capital Metro), the Capital Area Rural Transportation System (CARTS), Texas Department of Transportation (TxDOT), and other transportation providers in the region and to approve the use of federal transportation funds within the region. CAMPO was established in 1973 and is governed by the Transportation Policy Board (CAMPO board) comprised of state, regional, and local officials.

For the year ended 30 September 2017, CAMPO had a staffing arrangement with Williamson County, whereby all CAMPO personnel services were performed by certain Williamson County employees. The salaries and related fringe benefits of such Williamson County employees were reimbursed to Williamson County by CAMPO.

NOTE 2: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

MEASUREMENT FOCUS, BASIS OF ACCOUNTING AND FINANCIAL STATEMENTS PRESENTATION

The governmental fund financial statements are presented on the modified accrual basis of accounting, which recognizes revenues in the accounting period in which they become measurable and available and recognizes expenditures when the related fund liability is incurred, if measurable. All revenue is considered program revenue because CAMPO receives no taxes or other general revenue.

The government wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded as earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider are met.

Separate financial statements are provided for governmental funds. A fund financial statement is presented for CAMPO's only fund, the general fund.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, CAMPO considers revenues to be available if they are collected within 60 days of the end of the current period, unless collections are delayed beyond a normal time of receipt due to unusual circumstances. Expenditures generally are recorded when a liability is incurred, as under accrual accounting.

CASH

Cash balances are pooled and invested with other funds by Williamson County, under a fiscal agent agreement. Interest earned is deposited to the account of each participating fund.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

NOTE 2: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

MEASUREMENT FOCUS, BASIS OF ACCOUNTING AND FINANCIAL STATEMENTS PRESENTATION

GASB 54 has provided a classification hierarchy of fund balances based on spending constraints.

Unassigned fund balance represents fund balance that has not been assigned to other funds and that has not been restricted, committed, or assigned to specific purposes.

Net position in government wide financial statements is classified as net investment in capital assets, restricted, and unrestricted. Restricted net position represents constraints on resources that are externally imposed by creditors, grantor, contributors, or laws or regulations of other government, or imposed by law.

When both restricted and unrestricted resources are available for use, it is CAMPO's policy to use restricted resources first, then unrestricted resources as they are needed.

Encumbrance accounting, under which purchase orders, contracts, and other commitments for the expenditure of monies are recorded in order to reserve that portion of the applicable appropriation, is employed as an extension of formal budgetary integration in the General Fund.

RECEIVABLES

All receivables and amounts due from other governments are reported net of an allowance for uncollectible accounts, which is based upon management's analysis of historical trends.

FURNITURE AND EQUIPMENT

Capital assets, which include furniture and equipment, are reported in the Statement of Net Position. CAMPO defines capital assets as assets with an initial, individual cost of \$5,000 or more. All capital assets are valued at historical cost or estimated historical cost if actual historical cost is not available. Donated capital assets are valued at their estimated fair value on the date donated. The depreciable lives of all capital assets are estimated to be five years.

ESTIMATES

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amount of assets and liabilities, disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from these estimates.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

NOTE 3: CASH

At 30 September 2017, CAMPO had no cash funds. CAMPO, through Williamson County Commissioners Court, follows the requirements of Chapter 2256 of the Texas Government Code which authorizes the County to invest its funds under a written investment policy. These deposits are invested pursuant to the investment policy, which is approved annually by the Williamson County Commissioners Court.

Interest Rate Risk - Investments are governed as discussed above.

Credit Risk - CAMPO's investment policies are governed as discussed above.

Concentrations of Credit Risk - CAMPO's investment policies are governed as discussed above.

Custodial Credit Risk - Custodial Credit Risk is the risk that in the event of a failure of a depository, CAMPO's deposits may not be returned to it. At 30 September 2017, CAMPO had no custodial credit risk.

NOTE 4: COMPLIANCE AND ACCOUNTABILITY

An individual annual budget was adopted for CAMPO's governmental fund. The basis on which the budget was prepared is consistent with generally accepted accounting principles for the fund. All annual appropriations lapse at fiscal year end.

No later than 60 days prior to fiscal year end, the proposed budget is presented to the Transportation Policy Board (Board) for review. The Board holds public meetings and a final budget must be prepared and legally adopted prior to July 1. The annual budget is prepared by department and object code. Transfers of appropriations between departments require approval of the Board. The legal level of budgetary control is at the department level.

NOTE5: OPERATING LEASE

In May 2017 CAMPO signed a lease agreement for office space. CAMPO will pay \$13,124 a month beginning November 2017 through October 2023. Future minimum lease payments for the operating lease are as follows:

2018	\$144,368
2019	161,430
2020	165,725
2021	170,020
2022	174,316
2023-2024	<u>376,798</u>
	<u>\$1,192,657</u>

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

NOTE 6: RECONCILIATION OF GOVERNMENT - WIDE AND FUND FINANCIAL STATEMENTS

Ending fund balance-governmental fund	(\$748,659)
Capital assets not recorded in the fund statements	39,095
Grants receivable collected greater than 60 days past year end are deferred in the fund financial statements and not in the government-wide financial statements	968,415
Accrued vacation not recorded in the fund statements	<u>(34,160)</u>
Net position-governmental activities	<u>\$224,691</u>
Net change in fund balance-governmental fund	(\$712,511)
Purchases of capital assets	39,095
Grants receivable collected more than 60 days after year end are not considered available to pay for current period expenditures and therefore, are not recognized in current revenues in the fund statements	185,403
Accrued vacation not recorded in the fund statements	<u>(34,160)</u>
Change in net position-governmental activities	<u>(\$522,173)</u>

NOTE 7: CONCENTRATIONS

CAMPO's receivables at 30 September 2017 are due from a single grantor. Funding received from one grantor makes up 96% of total revenue.

NOTE 8: RISK MANAGEMENT

CAMPO is exposed to various risks of loss related to torts, theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters, all of which are satisfactorily insured by general liability insurance. Commercial insurance policies are also obtained for all other risks of loss, including worker's compensation and employee health and accident insurance.

NOTE 9: CONTINGENCIES

Amounts received or receivable from grantor agencies in current and prior years are subject to audit and adjustment by grantor agencies, principally the federal and state governments. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. The amount, if any, of expenditures which may be disallowed by the grantor cannot be determined at this time although management expects such amounts, if any, to be immaterial.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

NOTE 10: BUDGET VARIANCES

CAMPO adopts an annual budget for the General Fund and amends the budget as needed during the year. The budget was amended during the year ended 30 September 2017. Certain revenue and expenses were different than budgeted, primarily due to the Board budgeting the full amount of the grant funded, however budget was not fully spent. The fund financial statements also exclude revenue not available in the current period.

NOTE 11: PENSION PLAN

PLAN DESCRIPTION

CAMPO provides pension benefits to its personnel vested as of 1 October 2016 through the City of Austin Employees' Retirement and Pension Fund (the Plan). As of 1 October 2016, CAMPO's non vested personnel have been transferred into the Texas County and District Retirement System (System) as employees of Williamson County. Non vested employee's contributions were not transferred to the System, however the non vested employee's service time may be credited. The System is a defined benefit retirement plan, similar to the previous Plan. CAMPO's contributions into the System during the year was approximately \$123,000. The System is administered by the TCDRS Board of Trustees. All employees who qualify are required to pay seven percent of their gross wages to the System through payroll withholdings. The employee vests after eight years of service and is fully funded.

The Plan provides retirement, death, disability, and withdrawal benefits. State law governs benefit and contribution provisions. Amendments may be made by the Legislature of the State of Texas.

NOTE 12: FURNITURE AND EQUIPMENT

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>
Capital assets being depreciated:				
Furniture and equipment	\$0	\$39,095	\$0	\$39,095
Accumulated depreciation	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>\$0</u>	<u>\$39,095</u>	<u>\$0</u>	<u>\$39,095</u>

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

REQUIRED SUPPLEMENTARY INFORMATION -
BUDGETARY COMPARISON - GENERAL FUND

FOR THE YEAR ENDED 30 SEPTEMBER 2017

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	Variance Positive/ (Negative)
REVENUE				
Federal and State awards	\$2,485,105	\$7,008,105	\$2,091,005	(\$4,917,100)
Local contributions	<u>0</u>	<u>0</u>	<u>88,125</u>	<u>88,125</u>
	<u>2,485,105</u>	<u>7,008,105</u>	<u>2,179,130</u>	<u>(4,828,975)</u>
EXPENDITURES				
Salaries and related	1,863,461	1,963,461	1,271,644	691,817
Projects	0	4,123,000	656,649	3,466,351
Rent	75,224	183,024	268,030	(85,006)
Professional services	305,000	389,200	179,524	209,676
Capital outlay	0	90,000	39,095	50,905
Admin fee to Williamson County	160,000	160,000	103,155	56,845
Furniture and equipment	6,000	23,000	146,691	(123,691)
Publications	1,000	1,000	25,870	(24,870)
Training	34,000	34,000	24,743	9,257
Other	<u>40,420</u>	<u>41,420</u>	<u>176,240</u>	<u>(134,820)</u>
	<u>2,485,105</u>	<u>7,008,105</u>	<u>2,891,641</u>	<u>4,116,464</u>
REVENUE OVER EXPENDITURES	<u>\$0</u>	<u>\$0</u>	<u>(\$712,511)</u>	<u>(\$712,511)</u>



Montemayor Britton Bender PC
CERTIFIED PUBLIC ACCOUNTANTS

Transportation Policy Board
Capital Area Metropolitan Planning Organization

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED
IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and general fund of Capital Area Metropolitan Planning Organization (CAMPO), as of and for the year ended 30 September 2017, and the related notes to the financial statements, which collectively comprise CAMPO's basic financial statements, and have issued our report thereon dated 11 October 2018.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered CAMPO's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of CAMPO's internal control. Accordingly, we do not express an opinion on the effectiveness of CAMPO's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.



Compliance and Other Matters

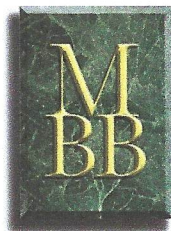
As part of obtaining reasonable assurance about whether CAMPO's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance, or other matters, that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Montgomery Britton Bender PC

11 October 2018
Austin, Texas



Montemayor Britton Bender PC
CERTIFIED PUBLIC ACCOUNTANTS

Transportation Policy Board
Capital Area Metropolitan Planning Organization

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM
AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM
GUIDANCE

Report on Compliance for Each Major Federal Program

We have audited Capital Area Metropolitan Planning Organization's (CAMPO) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of CAMPO's major federal programs for the year ended 30 September 2017. CAMPO's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of CAMPO's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about CAMPO's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination on CAMPO's compliance.



Opinion on Each Major Federal Program

In our opinion, CAMPO complied, in all material respects, with the types of the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended 30 September 2017.

Report on Internal Control Over Compliance

Management of CAMPO is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered CAMPO's internal control over compliance with the types of requirements that could have a direct and material effect on a major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of CAMPO's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Montemayr Britton Bender PC

11 October 2018
Austin, Texas

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

SCHEDULE OF FEDERAL AWARDS

YEAR ENDED 30 SEPTEMBER 2017

Federal Grantor/ Pass-Through Grantor/ <u>Program Title</u>	Federal CFDA <u>Number</u>	Pass- Through Grantor's <u>Number</u>	Program Or Award <u>Amount</u>	<u>Expenditures</u>
U.S. Department of Transportation				
Federal Highway Administration				
Texas Department of Transportation				
Highway Planning and Construction PL-112	20.205	50-15XF0008	\$4,628,937	\$1,884,762
Highway Planning and Construction	20.205	CSJ-0914-05-188	210,000	128,677
2045 Regional Active Transportation Plan	20.205	CSJ-0914-00-392	270,000	179,475
Dynamic Traffic Assignment	20.205	CSJ-0914-00-383	1,040,000	11,482
Regional Incident Management	20.205	CSJ-0914-00-409	240,000	10,522
General Planning Consultant	20.205	CSJ-0914-00-408	600,000	<u>33,660</u>
				2,248,578
Federal Transit Administration				
Texas Department of Transportation				
Federal Planning Program	20.515	REG-1701 (14) 23	56,622	<u>27,830</u>
Total Federal Expenditures				<u>\$2,276,408</u>

The above schedule was prepared on the same basis of accounting as the financial statements. See pages 8 to 12 of this report. CAMPO did not elect to use the 10% de minimis indirect cost rate.

See independent auditor's report.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
YEAR ENDED 30 SEPTEMBER 2017

I. SUMMARY OF AUDITOR’S RESULTS

A. FINANCIAL STATEMENTS

- | | |
|--|------------|
| 1. Type of auditor’s report issued: | Unmodified |
| 2. Internal control over financial reporting: | |
| a. Material weakness (es) identified? | No |
| b. Significant deficiency(ies) identified that are not considered material weaknesses? | None |
| c. Noncompliance material to financial statements? | None |

B. FEDERAL AWARDS

- | | |
|---|--------------|
| 1. Internal controls over major programs: | |
| a. Material weakness(es) identified? | No |
| b. Significant deficiency(s) identified that are not considered material weakness(es)? | None |
| 2. Type of auditor’s report issued on compliance with major programs: | |
| Unmodified | |
| 3. Any audit findings disclosed that are required to be reported in accordance with 2 CFR section 200.516(a)? | |
| No | |
| 4. Major program: | CFDA #20.205 |
| Grants received from U.S. Department of Transportation passed through the Texas Department of Transportation | |
| 5. Dollar threshold used to distinguish between Type A and Type B programs: | |
| \$750,000 | |
| 6. Auditee qualified as a low-risk auditee? | |
| No | |

II. FINANCIAL STATEMENT FINDINGS

1. Current year – none
2. Prior year – none

III. FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

None noted.



Montemayor Britton Bender PC
CERTIFIED PUBLIC ACCOUNTANTS

Transportation Policy Board
Capital Area Metropolitan Planning Organization

COMMUNICATION WITH THOSE CHARGED WITH GOVERNANCE

We have audited the financial statements of Capital Area Metropolitan Planning Organization (CAMPO) for the year ended 30 September 2017, and have issued our report thereon dated DATE. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of the Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), as well as certain information related to the planned scope and timing of our audit. We have communicated information related to the planned scope and timing of our audit in our engagement letter to you dated 8 March 2018. Professional standards also require that we communicate to you the following information related to our audit.

Our Responsibility under U.S. Generally Accepted Auditing Standards and Uniform Guidance

As stated in our engagement letter, our responsibility, as described by professional standards, is to express an opinion about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles, *Government Auditing Standards* and Uniform Guidance. Our audit of the financial statements does not relieve you or management of your responsibilities.

Because an audit is designed to provide reasonable, but not absolute, assurance and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements may exist and not be detected by us. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

In accordance with Uniform Guidance, we examined, on a test basis, evidence about CAMPO's compliance with the types of compliance requirements described in the Uniform Guidance Compliance Supplement applicable to each of its major federal programs for the purpose of expressing an opinion on



Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. CAMPO did not have any significant accounting estimates during fiscal year 2017.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. The attached schedule summarizes uncorrected misstatements of the financial statements. Management has determined that their effects are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated 11 October 2018.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to CAMPO's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other

With respect to the supplementary information accompanying the financial statements, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with U.S. generally accepted accounting principles, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as CAMPO's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.



Transportation Policy Board
Capital Area Metropolitan Planning Organization
Communication with Those Charged with Governance
Page 3

This information is intended solely for the use of the Transportation Policy Board and management of CAMPO and is not intended to be and should not be used by anyone other than these specified parties.

Montgomery Britton Bender PC

11 October 2018
Austin, Texas

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

UNCORRECTED MISSTATEMENTS

30 SEPTEMBER 2017

<u>Account</u>	<u>Debit</u>	<u>Credit</u>
Project expense	5,421	
Accounts payable		5,421
Grants receivable	5,421	
Federal awards		5,421
Prepaid expense	8,333	
Miscellaneous expense		8,333
Rent	11,812	
Rent obligation		11,812
Professional services	19,694	
Federal awards		19,694



Montemayor Britton Bender PC
CERTIFIED PUBLIC ACCOUNTANTS

7 January 2019

Transportation Policy Board and Management
Capital Area Metropolitan Planning Organization
3300 N. IH 35, Suite 630
Austin, Texas 78705

Please see the following explanations and responses to questions regarding the audit report for Capital Area Metropolitan Planning Organization's year ending 30 September 2017. Please note that this was the first audit performed since the transition of fiscal agents from the City of Austin to Williamson County.

Item 1 - Page 5, \$712,511 unfavorable budget variance – Explain the Budgetary Highlight's

As shown on page 13, the unfavorable budget variance means that the original and final budgets showed an equal amount of revenue and expenditures, for a \$0 net. The actual net general fund revenue over expenditures was a minus \$712,511. Hence the negative (unfavorable budget variance).

Item 2 - Page 7, Explain the Revenue Over Expenditures

For both the general fund and the statement of activities there were expenditures in excess of revenue.

Item 3 - Page 7, Explain the Ending Fund Balance/Net Position

The ending fund balance in the general fund is equal to the general fund assets, minus general fund liabilities as shown on page 6, and is negative mainly due to accounts receivable that are "unavailable" for the general fund. If not received within 60 days after year end, the receivable is considered unavailable for the general fund.

They are available for the statement of net position (also on page 6) which results in a positive net position.



Item 4 - Page 13, Explain Revenue Over Expenditures

See item two above

Respectfully,

Sean Bender
Montemayor Britton Bender PC



Date: January 14, 2019
Continued From: December 10, 2018
Action Requested: Information

To: Transportation Policy Board
From: Dr. Tim Lomax, Ph.D., P.E., Texas A&M Transportation Institute
Agenda Item: 10
Subject: Update on TxDOT Performance Measure Targets (PM2/PM3)

RECOMMENDATION

None. This information item is a follow-up to the adoption of the TxDOT Performance Measure Targets (PM2/PM3).

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 Regional Transportation Plan (RTP). Part of the performance-based planning process requires the adoption of performance targets in key areas by the effective dates set by the FHWA's Final Rulemaking.

By these rulemakings, CAMPO was required to adopt performance targets for Pavement and Bridge Conditions (PM2) and System Performance and Freight Performance Measures (PM3) for on-system facilities within 180 days of the state target-setting which occurred on June 21, 2018. Subsequently, the Transportation Policy Board adopted the state performance measure targets on December 10th, 2018, in compliance with federal rules.

During adoption proceedings, the Transportation Policy Board requested additional information on the state's target setting process and development of adopted targets. TxDOT has contracted with the Texas A&M Transportation Institute (TTI) to assist in the development of the performance measures and targets.

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 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:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

SUPPORTING DOCUMENTS

Attachment A – *TxDOT Targets*

Attachment B – *Resolutions*

Attachment C – *Additional Resources*

Attachment D – *Additional Resource Excerpts*

Attachment A: TxDOT Targets

TxDOT Targets: Pavement and Bridge Performance Measures (PM2)			
Federal Performance Measure	Baseline	2020 Target	2022 Target
Pavement on Interstate Highway			
Percentage in “good” condition	N/A	N/A	66.4%
Percentage in “poor” condition	N/A	N/A	0.3%
Pavement on Non-Interstate Highway NHS			
Percentage in “good” condition	54.4%	52.0%	52.3%
Percentage in “poor” condition	14.0%	14.3%	14.3%
NHS Bridge Deck Condition			
Percentage in “good” condition	50.7%	50.6%	50.4%
Percentage in “poor” condition	0.9%	0.8%	0.8%

TxDOT Targets: System Performance (PM3)			
Federal Performance Measure	Baseline	2020 Target	2022 Target
NHS Travel Time Reliability			
IH Level of Travel Time Reliability	79.5%	61.2%	56.6%
Non-IH Level of Travel Time Reliability	N/A	N/A	55.0%
Truck Travel Time Reliability			
	1.40%	1.70%	1.79%



Resolution 2018-12-10a

Adoption of Targets for Pavement and Bridge Performance Measures (PM2) Established by the Texas Department of Transportation.

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 Moving Ahead for Progress in the 21st Century (MAP-21) and subsequent Fixing America's Surface Transportation (FAST) Act require the implementation of Performance Measures; and

WHEREAS, the Texas Department of Transportation (TxDOT) adopted six targets for Pavement and Bridge Condition Measures as listed below:

- 1) Percentage of Interstate System pavement in good or better condition
- 2) Percentage of Interstate System pavement in poor condition
- 3) Percentage of Non-Interstate National Highway System pavement in good condition
- 4) Percentage of Non-Interstate National Highway System pavement in poor condition
- 5) Percentage of Bridge Deck on the National Highway System in good condition
- 6) Percentage of Bridge Deck on the National Highway System in poor condition

WHEREAS, CAMPO must adopt targets for Pavement and Bridge Performance Measures (PM2) in compliance with federal rule making within 180 days from the adoption of the state targets; and

WHEREAS, CAMPO may choose to adopt the targets for Pavement and Bridge Performance Measures (PM2) established by the Texas Department of Transportation or adopt their own; and

WHEREAS, the CAMPO Technical Advisory Committee met on November 26, 2018 and voted to recommend the adoption of the targets for Pavement and Bridge Performance Measures (PM2) established by the Texas Department of Transportation; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to adopt and support the targets for Pavement and Bridge Performance Measures (PM2) established by the Texas Department of Transportation 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 adopt and support the targets for Pavement and Bridge Performance Measures (PM2) established by the Texas Department of Transportation as reflected was made on December 10th, 2018 by Judge James Oakley duly seconded by Commissioner Mark Jones.

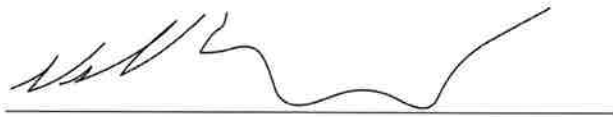
Ayes: Mayor Steve Adler (Proxy for Judge Sarah Eckhardt), Council Member Alison Alter (Proxy for Council Member Ann Kitchen), Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Jane Hughson, Commissioner Mark Jones, Commissioner Cynthia Long (Proxy for Mayor Craig Morgan), Mr. Terry McCoy, Judge James Oakley, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Clara Beckett, Commissioner Gerald Daugherty, Mr. Terry Mitchell, and Mayor Dale Ross

SIGNED this 10th day of December 2018.



Chair, CAMPO Board

Attest:



Executive Director, CAMPO

TxDOT Targets: System Performance (PM3)

Federal Performance Measure	Baseline	2020 Target	2022 Target
NHS Travel Time Reliability			
IH Level of Travel Time Reliability	79.5%	61.2%	56.6%
Non-IH Level of Travel Time Reliability	N/A	N/A	55.0%
Truck Travel Time Reliability			
	1.40%	1.70%	1.79%



Resolution 2018-12-10b

Adoption of Targets for System Performance Measures (PM3) Established by the Texas Department of Transportation.

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 Moving Ahead for Progress in the 21st Century (MAP-21) and subsequent Fixing America's Surface Transportation (FAST) Act require the implementation of Performance Measures; and

WHEREAS, the Texas Department of Transportation (TxDOT) adopted three targets for System Performance Measures as listed below:

- 1) Percentage person-miles traveled on the Interstate System rated 'reliable' (TTR-IH)
- 2) Percentage person-miles traveled on Non-Interstate National Highway System facilities rated 'reliable' (TTR Non-IH)
- 3) Percentage of travel time on the Interstate System rated 'reliable' (TTTR); and

WHEREAS, CAMPO must adopt targets for System Performance (PM3) in compliance with federal rule making within 180 days from the adoption of the state targets; and

WHEREAS, CAMPO may choose to adopt the targets for System Performance (PM3) established by the Texas Department of Transportation or adopt their own; and

WHEREAS, the CAMPO Technical Advisory Committee met on November 26, 2018 and voted to recommend the adoption of the targets for System Performance (PM3) established by the Texas Department of Transportation; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to adopt and support the targets for System Performance (PM3) established by the Texas Department of Transportation 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 adopt and support the targets for System Performance (PM3) established by the Texas Department of Transportation as reflected was made on December 10th, 2018 by Judge James Oakley duly seconded by Commissioner Mark Jones.

Ayes: Mayor Steve Adler (Proxy for Judge Sarah Eckhardt), Council Member Alison Alter (Proxy for Council Member Ann Kitchen), Council Member Jimmy Flannigan, Mayor Victor Gonzales, Mayor Jane Hughson, Commissioner Mark Jones, Commissioner Cynthia Long (Proxy for Mayor Craig Morgan), Mr. Terry McCoy, Judge James Oakley, Commissioner Brigid Shea, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Clara Beckett, Commissioner Gerald Daugherty, Mr. Terry Mitchell, and Mayor Dale Ross

SIGNED this 10th day of December 2018.



Chair, CAMPO Board

Attest:


Executive Director, CAMPO

TxDOT Targets: Pavement and Bridge Performance Measures (PM2)

Federal Performance Measure	Baseline	2020 Target	2022 Target
Pavement on Interstate Highway			
Percentage in “good” condition	N/A	N/A	66.4%
Percentage in “poor” condition	N/A	N/A	0.3%
Pavement on Non-Interstate Highway NHS			
Percentage in “good” condition	54.4%	52.0%	52.3%
Percentage in “poor” condition	14.0%	14.3%	14.3%
NHS Bridge Deck Condition			
Percentage in “good” condition	50.7%	50.6%	50.4%
Percentage in “poor” condition	0.9%	0.8%	0.8%

Attachment C – Additional Resources

The Technical Advisory Committee recommended the adoption of TxDOT Performance Measure recommended the Transportation Policy Board adopt the TxDOT Performance Measure Targets for Pavement and Bridge Conditions (PM2) and System Performance and Freight Performance Measures (PM3), contingent on the receipt of additional information. Below are links and descriptions of various resources that provide additional information as requested. Additionally, excerpts from these sources that directly relate to questions from the TAC are provided in Attachment D.

Name: Transportation Performance Management Resource Center
Description: Primary website for all things related to the implementation of TPM.
Source: Federal Highway Administration (FHWA)
Link: <https://www.fhwa.dot.gov/tpm/>

Name: Overview of Performance Measures: Pavement Condition (PM2)
Description: Overview of pavement condition including definitions and calculations.
Source: Federal Highway Administration (FHWA)
Link: https://www.fhwa.dot.gov/tpm/workshop/az/pavement_az.pdf

Name: Overview of Performance Measures: Bridge Conditions (PM2)
Description: Overview of bridge conditions including definitions and calculations.
Source: Federal Highway Administration (FHWA)
Link: <https://www.fhwa.dot.gov/tpm/workshop/az/bridge.pdf>

Name: Overview of Performance Measures: Travel Time Reliability (PM3)
Description: Overview of travel time reliability including definitions and calculations.
Source: Federal Highway Administration (FHWA)
Link: <https://www.fhwa.dot.gov/tpm/workshop/az/reliability.pdf>

Name: Overview of Performance Measures: Freight Reliability (PM3)
Description: Overview of freight reliability including definitions and calculations.
Source: Federal Highway Administration (FHWA)
Link: <https://www.fhwa.dot.gov/tpm/workshop/az/freight.pdf>

Name: Overview of Performance Based Planning and Programming (PBPP)
Description: Overview of PBPP including requirements, schedules and deadlines for implementation.
Source: Federal Highway Administration (FHWA)
Link: <https://www.fhwa.dot.gov/tpm/workshop/az/planning.pdf>

Name: Highway Performance Monitoring System Field Manual
Description: Detailed manual for monitoring highway system performance.
Source: Federal Highway Administration (FHWA)
Link: <https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/>

Name: Texas Transportation Plan (TTP) 2040 Statewide Transportation Report
Description: Report on the state of the Texas highway system including performance measures.
Source: Texas Department of Transportation
Link: <https://www.txdot.gov/inside-txdot/forms-publications/publications/transportation-planning.html>

National Pavement Performance Measures



U.S. Department of Transportation
Federal Highway Administration



Pavement TPM Regulations: Performance Measures

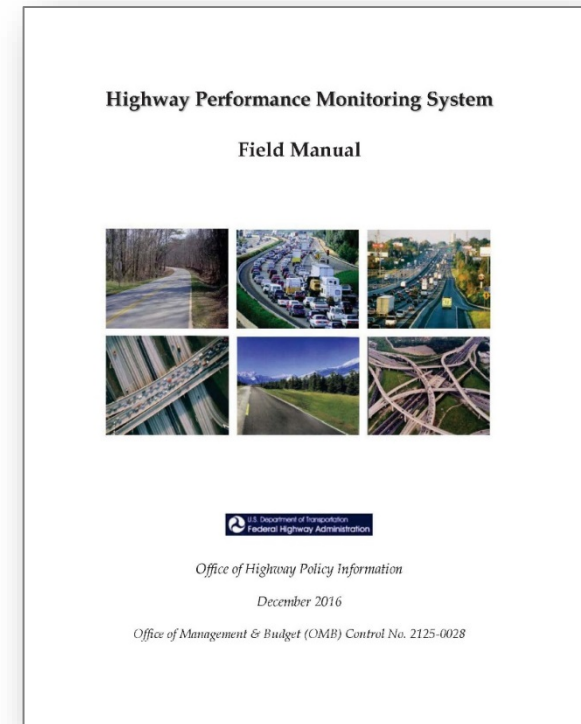
Performance Target	Interstate Condition	Non-Interstate NHS Condition
<i>Two-year</i>	% Good	% Good
	% Poor	% Poor
<i>Four-year</i>	% Good	% Good
	% Poor	% Poor

Supporting Systems: Pavement Management System (PMS)

- Collect, process, store and update pavement inventory and conditions
- Forecast pavement deterioration
- Determine benefit-cost over the life cycle of pavements to determine alternative strategies
- Identify short- and long-term budget needs
- Determine strategies for project selection that maximize overall program benefits
- Recommend pavement programs and schedules within policy and budget constraints

Supporting Data Systems: HPMS

- Official Federal source of data on the extent, condition, performance, use and operating characteristics of the nation's highways
- Populated by States using each State's linear referencing system
- Data requirements in the *HPMS Field Manual, December 2016 version*



Data Needed for Calculating the National Pavement Measures

Inventory Data:

- NHS extent
- Section length
- Facility Type
- Through lanes
- Functional system
- Surface type
- Structure type



Data Needed for Calculating the National Pavement Measures

Condition Data:

- Roughness (IRI)
- Rutting (asphalt pavements only)
- Cracking
- Faulting (concrete pavements only)
- Can use Present Serviceability Rating (PSR) only where speed limit < 40 mph

Determining Condition for a Section

- Evaluate each of the metrics for the section to determine whether the section is good, fair or poor with respect to:
 - Asphalt: IRI, rutting, cracking %
 - JCP: IRI, faulting, cracking %
 - CRCP: IRI, cracking %
- Determine overall condition for the section based on the number of metrics that are good, fair and poor

Pavement Condition Thresholds

	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-15 (JCP) 5-10 (CRCP)	>20 (asphalt) >15 (JCP) >10 (CRCP)

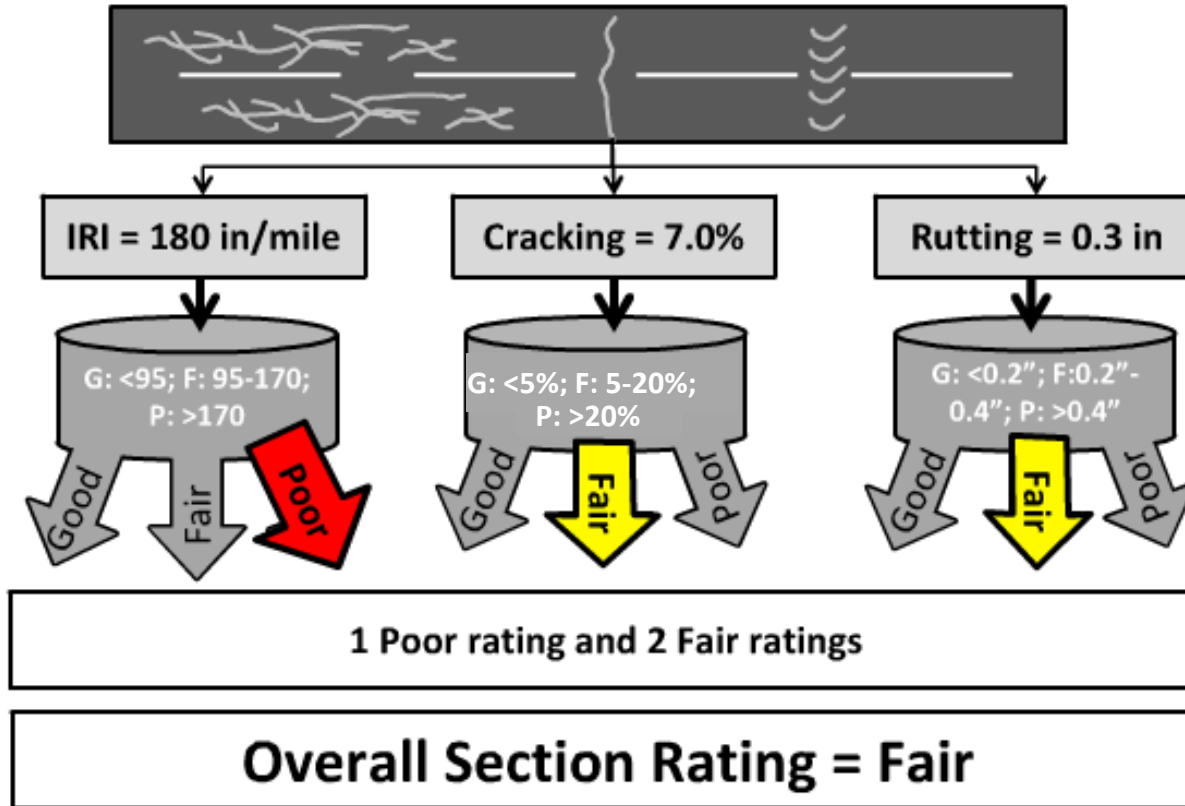
Calculation of Pavement Measures

	Pavement Type		Measures
	Asphalt and Jointed Concrete	Continuous Concrete	
Overall Section Condition Rating	3 metric ratings (IRI, cracking and rutting/faulting)	2 metric ratings (IRI and cracking)	
Good	All three metrics rated "Good"	Both metrics rated "Good"	percentage of lane-miles in "Good" condition
Poor	≥ 2 metrics rated "Poor"	Both metrics rated "Poor"	percentage of lane-miles in "Poor" condition
Fair	All other combinations	All other combinations	

Calculation of Pavement Measures

Overall Section Condition Rating	Pavements with Speed Limit less than 40 MPH	Measures
Good	$PSR \geq 4.0$	% of lane-miles in "Good" condition
Poor	$PSR \leq 2.0$	% of lane-miles in "Poor" condition
Fair	$2.0 < PSR < 4.0$	

Pavement Metric Rating Example: Asphalt Surfaces, Interstate



Performance Measures: Travel Time Reliability (NHPP)



U.S. Department of Transportation
Federal Highway Administration



New 23 CFR Part 490 Subparts E&G

- Subpart E: Measures to Assess the Performance of the National Highway System (NHS)
 - Percent of the Person-Miles Traveled on the Interstate That Are Reliable
 - Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
- Subpart G: Measure to Carry Out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program
 - Annual Hours of Peak Hour Excessive Delay Per Capita (PHED)



Introduction – What We’ll Cover

- General Definitions
 - Introduction to Metrics, Measures and Targets and other terms
- Measure Definitions
 - Data requirements for each of the measures
 - Precise step-by-step procedures for calculating the metrics and measures
 - Under the National Highway Performance Program NHPP:
 - Travel time reliability – 2 measures
 - Under the Congestion Mitigation and Air Quality (CMAQ) Improvement (CMAQ) Program:
 - Annual hours of peak hour excessive delay
- (Time Permitting) Suggestions for:
 - NPMRDS and PM3 Measures (New)
 - Assembling a master database to handle all the measures
 - Creating epoch-level traffic volumes



Definitions

- *Metric*: a quantifiable indicator of performance or condition
- *Measure*: an expression based on a metric that is used to establish targets and to assess progress toward achieving the established targets
- *Target*: a quantifiable level of performance or condition, as a value for the measure, to be achieved within a time period required by FHWA

Definitions

- *National Performance Management Research Data Set (NPMRDS)*: a data set derived from vehicle/passenger probe data (sourced from Global Positioning Station [GPS], navigation units, cell phones)
 - Covers the National Highway System (NHS)
 - Includes average travel times representative of all traffic and average travel times for freight trucks
 - Individual records represent 5-minute time periods for a travel time segment (can also be downloaded as 15-minute time periods), measured continuously throughout the year



Definitions

- *Highway Performance Monitoring System (HPMS):*
A national level highway information system that includes data on the extent, condition, performance, use, and operating characteristics of the nation's highways

Definitions

- *Reporting segment*: the length of roadway the DOT and MPOs define for metric calculation and reporting; comprised of one or more travel time segments
- *Travel time segment*: a contiguous NHS stretch for which average travel time data are summarized in the travel time data set
- *Traffic Message Channel (TMC)*: segmentation of roadway by TMC length in NPMRDS v1 and v2



Definitions

- *Travel time reliability*: the consistency or dependability of travel times from day to day or across different times of the day



**2019-2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP)
Administrative Modification**

Under the Administrative Policies of the 2019-2022 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP), the following actions are classified as administrative modifications and do not require action by the Transportation Policy Board (TPB):

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

Total Project Cost	Percent Increase in YOE
\$0 - \$249,000	25%
\$250,000 - \$999,999	20%
\$1,000,000 - \$2,999,999	15%
\$3,000,000+	10%, capped at \$5 million

- 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
- 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 longer 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.



Executive Director, CAMPO

**2019-2022 Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan (RTP)
Administrative Modification**

MPO ID	Sponsor	County	Roadway	Limits (From)	Limits (To)	Description	FY	Total Cost	Amendment
75-00003-00	CAMPO	Travis	Bergstrom Spur	N/A	N/A	Feasibility analysis of an abandoned rail corridor.	2019	\$350,000.00	Amended Fiscal Year from 2021 to 2019



Date: January 14, 2019
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Texas Department of Transportation (TxDOT)
Agenda Item: 11b
Subject: Capital-Alamo Connection Study Joint MPO Board Meeting

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