CAMPO 2025
Transportation Plan

The Capital Area Metropolitan Planning Organization
Transportation Plan to the Year 2025

Capital Area Metropolitan Planning Organization

prepared in cooperation with
The Texas Department of Transportation
Capital Metropolitan Transportation Authority
Williamson County
Travis County
Hays County
and the cities within the CAMPO region

Adopted June 12, 2000
Modifications as of August 7, 2000

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Review & Adoption Process

After presentation of the Draft 2025 Plan at the March 20, 2000 meeting, four Open House meetings to discuss the Draft Plan were held throughout the CAMPO study area, as shown below. Public Hearings were held on April 10 and May 8 with Plan adoption on June 12, 2000. The Draft Plan was also presented at several meetings of interested organizations. CAMPO staff collected comments on the draft plan until Friday, May 19, 2000.

Presentation of Draft CAMPO 2025 Transportation Plan

Monday, March 20
CAMPO Policy Advisory Committee Meeting
Joe C. Thompson Conference Center, Auditorium, 6:00 PM
(Dean Keeton & Red River), Austin

Open House Meetings on Draft CAMPO 2025 Transportation Plan

Wednesday, March 22
Capital Metro, 2910 East 5th Street, Austin, 6:00 PM

Monday, March 27
Round Rock Public Library, 216 E. Main St., Round Rock, 6:00 PM

Tuesday, March 28
Hampton Branch at Oak Hill Library, 5125 Convict Hill Rd., Austin, 6:00 PM

Wednesday, April 5
Williamson County Annex, Community Room, 350 Discovery Blvd., Cedar Park, 6:00 PM

Public Hearings on Draft CAMPO 2025 Plan & Adoption Schedule

Monday, April 10
PAC Public Hearing on Draft 2025 Plan (Thompson Center)

Monday, May 8
PAC Public Hearing on Draft 2025 Plan (Round Rock)

Monday, June 12
PAC Adoption of CAMPO 2025 Plan

This report was prepared by the CAMPO staff. Comments or questions regarding the contents of this report should be directed to CAMPO by writing to:

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CAMPO is located at 1011 San Jacinto Street, 2nd Floor, Austin, Texas.

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CAMPO Policy Advisory Committee

Gonzalo Barrientos, CAMPO Chair	State Senator
Glen Maxey, Vice Chair	State Representative
Jeff Wentworth	State Senator
Terry Keel	State Representative
Sherri Greenberg	State Representative
Elliott Naishtat	State Representative
Dawnna Dukes	State Representative
Michael Krusee	State Representative
Todd Baxter	Travis County Commissioner
Ron Davis	Travis County Commissioner
Karen Sonleitner	Travis County Commissioner
Greg Boatright	Williamson County Commissioner
Bill Burnett	Hays County Commissioner
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Gus Garcia	City of Austin Council Member
Bill Spelman	City of Austin Council Member
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John Treviño	Capital Metro Board Member
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1 Introduction & Background

The *CAMPO 2025 Transportation Plan (CAMPO 2025 Plan)* is a planning guide that contains transportation policy and projects for the next 25 years (to 2025). The Plan includes programs and policies for congestion management, transit, bicycles & pedestrians, roadways, freight and finances. The *CAMPO 2025 Plan* must be revised at least every five years, or every three years if our area is designated as non-attainment for federal air quality standards.

The *CAMPO 2025 Plan's* primary use is as a regional long-range plan for federally funded transportation projects, and it also serves as a comprehensive, coordinated transportation plan for all the governmental jurisdictions within the CAMPO area. Different jurisdictions have different transportation implementation responsibilities under the plan. These include the Texas Department of Transportation, Capital Metro, and cities and counties.

The *CAMPO 2025 Plan* promotes a change from existing transportation conditions and trends by encouraging alternatives to the single-occupant motor vehicle for travel, especially during "rush hour." This is made necessary by our growing population and the inability to build enough roadways to handle the demand. The question is how much and how fast should we change. We must start from where we are, i.e., heavy dependence on the automobile. We cannot **force** changes in travel behavior, but rather must encourage change through workable transportation alternatives and programs. Transportation policy alone cannot change transportation trends, changes in land use patterns must be made also.

The Capital Area Metropolitan Planning Organization (CAMPO)

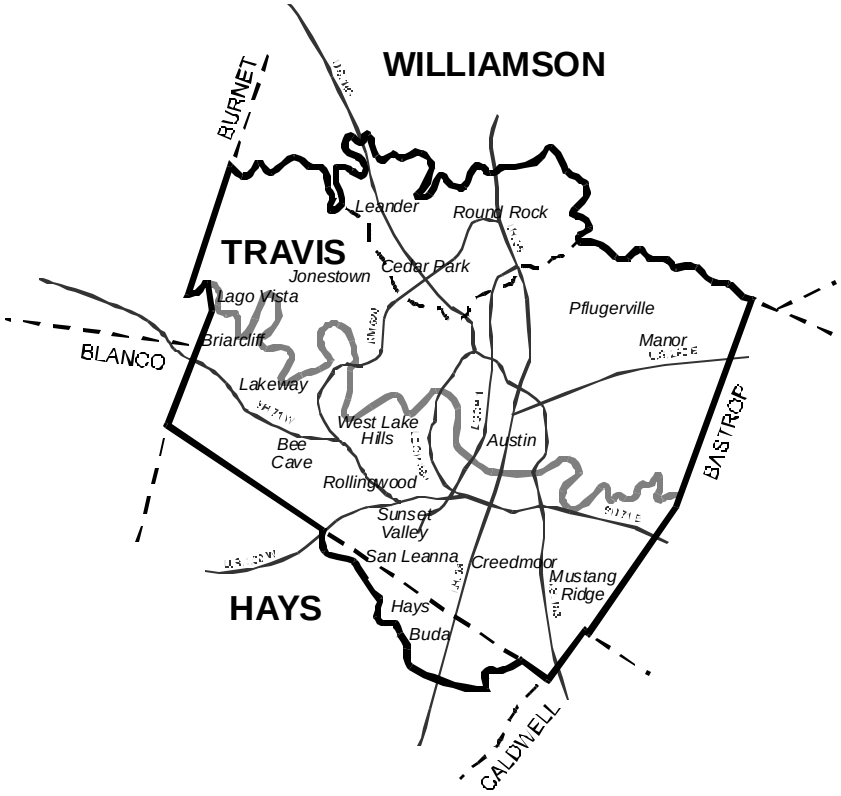
History and Governing Body

The Capital Area Metropolitan Planning Organization (formerly known as the Austin Transportation Study or ATS) was designated in 1973 as the official metropolitan planning organization (MPO) for the Austin metropolitan area. MPOs are responsible for long-range planning, setting short-term project priorities and approving the use of Federal funds for transit and highways in the region. CAMPO represents local governments and transportation agencies in the metropolitan area (Figure 1.1). The MPO Board of Directors, known as the Policy Advisory Committee, is comprised primarily of local elected officials, chosen by their respective local government boards to serve on the MPO. The 21-member Policy Advisory Committee (PAC), listed on page vii, governs CAMPO.

Study Area

The CAMPO study area, shown in Figure 1.1, includes 19 cities, Travis County and portions of Williamson and Hays counties. The study area boundary has been defined since 1991 as Travis County plus the city limits and extraterritorial jurisdictions of the cities of Austin, Round Rock, Cedar Park, Leander, Hays and Buda. The CAMPO area includes portions of the region that are currently urbanized or are likely to be urbanized in the next 20 years as well as areas based on inter-community travel patterns in adjacent non-urban areas.

Figure 1.1
CAMPO Study Area



CAMPO Purpose and Responsibilities

As the metropolitan planning organization, CAMPO is the forum for cooperative transportation planning and decision-making by local elected officials and transportation agencies. CAMPO has two main purposes:

1) To coordinate regional transportation planning among 3 counties, 19 cities, the Texas Department of Transportation (TxDOT) and Capital Metropolitan Transportation Authority (Capital Metro), and

2) To approve the use of federal transportation funds.

CAMPO is responsible for promoting a transportation system that embraces a variety of modes in a manner that efficiently maximizes the mobility of people and goods, and minimizes energy consumption, air and water pollution, and negative social impacts.

The Vision

A transportation vision consistent with regional land use and social goals can guide transportation system implementation. The following is the vision that the CAMPO PAC adopted in 1994 to guide its work:

The CAMPO regional transportation plan and program will provide for the maximum mobility for the people of the greater Austin metropolitan area with the least detrimental effects. It will support the goals of safety, clean air, clean water, and preservation and respect for neighborhoods. It will anticipate future conditions and be realistic, affordable and effective to the community. It will foster the development and maintenance of a metropolitan area with full opportunity for and inclusion of a citizenry which is culturally, economically and physically diverse.

The *CAMPO 2025 Transportation Plan (CAMPO 2025 Plan)* is the region's long-range transportation plan as required by federal law.

The previous long-range transportation plan, the *Austin Metropolitan Area Transportation Plan (2020 Plan)*, was adopted in December 1994. The plan was developed as a transportation planning guide to the year 2020 containing policies and projects for congestion/demand management, transit, bicycles, pedestrians, roadways and freight. It replaced a plan adopted in 1986.

The *2020 Plan* was based on a population forecast of 1.3 million people by the year 2020; double the 1990 population of 687,000. To plan for the 100% increase in population, to provide a sufficient and efficient transportation system, and to preserve the high quality of life, the *2020 Plan* identified a future multimodal transportation system. It included a 33% increase in roadway lane miles, a 54-mile fixed guideway transit system and high-occupancy vehicle lanes on US 183, Loop 1 and IH 35. Bikeways and sidewalks are also part of the planned transportation system.

The *CAMPO 2025 Plan*, which updates the *Austin Metropolitan Area Transportation Plan (ATS 2020 Plan)* adopted in December 1994, identifies the area's transportation needs through the year 2025. The *CAMPO 2025 Plan* is intended to be a flexible guide for planning, evaluating and implementing transportation projects within the Austin metropolitan area.

CAMPO 2025 Transportation Plan

Federal regulation requires that transportation plans be updated every five years (every three years in air quality non-attainment areas). The current update of the plan to 2025 builds upon the adopted *2020 Plan*. More recent projections indicate that our population will increase to 1.6 million by the year 2020 and 1.8 million by the year 2025. This phenomenal growth rate presents a challenge to provide a transportation system that helps maintain the healthy economic environment while preserving the high quality of life that Central Texas offers.

The primary goal of the *CAMPO 2025 Plan* is to provide an acceptable level of mobility and accessibility for the region's residents with the least detrimental effects. Within this overall goal, specific transportation system objectives are listed below.

1) Support the region's social, environmental, economic, energy conservation, and development goals.
2) Maintain personal mobility.
3) Provide a wide range of travel modes in a balanced and integrated transportation system.
4) Maintain air quality.

5) Promote compact urban development, higher densities and mixed land uses in transit corridors.

The *CAMPO 2025 Plan* should be a win-win transportation solution for all communities and jurisdictions within the CAMPO area. The CAMPO area is a family of independent communities and neighborhoods with diverse characteristics and the *CAMPO 2025 Plan* is intended to support the diversity and individuality of personal life choice. The Plan should be responsive to the characteristics and goals, including transportation and land use policies, of each jurisdiction and community while providing a complete and comprehensive metropolitan transportation system. The emphasis of the *CAMPO 2025 Plan* is on the State and Federal transportation system and it strives to support local jurisdiction plans for other arterials and local transportation facilities.

Plan Preparation

It is important to develop the Plan in partnership with CAMPO member jurisdictions to ensure that the *CAMPO 2025 Plan* is compatible with local plans. Agencies working with CAMPO to prepare the Plan include the cities of Austin, Round Rock, Cedar Park, and Pflugerville; Travis, Williamson, and Hays counties; Capital Metropolitan Transportation Authority; Capital Area Rural Transportation System (CARTS); Texas Department of Transportation (TxDOT); Federal Highway Administration; and Federal Transit Administration. The consulting firm of Parsons Brinckerhoff Quade & Douglas, Inc. prepared the travel demand forecast. Hicks & Company prepared the social and economic data forecast.

Plan Implementation

The *CAMPO 2025 Plan* is the basic framework for planning and developing the regions transportation system over the next 25 years. Although CAMPO coordinates the Plan, it is the local jurisdictions and transportation providers such as TxDOT, Capital Metro, CARTS, and CAMPO's member cities and counties that implement the transportation projects in the Plan. CAMPO requests its member jurisdictions and agencies to adopt this Plan and implement the Plan's recommendations.

Plan Intermodalism

The clear intent of changes to Federal law brought about by ISTEA and TEA 21 is the coordination and planning of facilities across all major surface modes of travel into a balanced and complementary or intermodal system. Transportation systems that conveniently and reliably connect travel between a wide range of transportation modes improve connectivity. Actions designed to make modal transfer points readily available and convenient improve transportation connectivity.

The term "intermodal" refers to the characteristic and/or capacity of a transportation network to provide for convenient transfer from one mode of transportation to another. Common examples include:

- Driving or walking to a park-and-ride lot and boarding a bus,
- Riding a bicycle to a bus stop and using the bike rack on a bus,
- Taking a shuttle to catch a flight at Austin-Bergstrom International Airport, or
- Tranferring air cargo to a truck.

The *CAMPO 2025 Plan* focuses on the following elements: Public Transportation (Chapter 4), Congestion Management (Chapter 5), Bicycle and Pedestrian System (Chapter 6),

Roadway System (Chapter 7), and Freight System (Chapter 8). These five chapters are interrelated and interdependent. CAMPO, working with member jurisdictions and the public, has developed strategies to address the travel needs of the study area population without sacrificing the community's social, environmental, and economic priorities; the five-element intermodal framework of the *CAMPO 2025 Plan* is critical to achieving this goal.

It is important to continue working with member jurisdictions to ensure compatibility between the jurisdictions and local plans. It is also important to monitor changes in transportation characteristics and land use development patterns. This will allow CAMPO to analyze if the adopted programs and policies are successful and will assist in developing solutions and strategies for the next revision of the Plan.

Transportation Equity Act for the 21st Century (TEA 21)

Planning Regulations

The Transportation Equity Act for the 21st Century (TEA 21) requires metropolitan planning organizations to develop long-range transportation plans that will:

> *"encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution."*

The plans need to provide for the development and integrated management and operation of all transportation systems and facilities, including pedestrian walkways and bicycle facilities, that will function as an intermodal system for the MPO area, for the state and for the nation. In developing the plans, consideration shall be given to all modes of transportation and the planning process shall be continuing, cooperative and comprehensive.

Metropolitan Planning Factors

TEA 21 legislation requires that metropolitan planning organizations consider seven specific issues or "factors" when developing transportation plans and programs. The seven factors are listed below along with a description of how the factor is addressed in CAMPO's plans and programs.

Factor #1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Access to jobs, airports, intermodal transportation facilities, recreation areas, etc., is provided by interstate highways, state highways, major arterials, public transportation and bicycle and sidewalk facilities. All of these modes are addressed throughout this Plan, specifically in the Public Transportation System, Bicycle and Pedestrian System and Roadway System (Chapters 4, 6 and 7). Congestion and traffic problems are often cited as the number one concern of CAMPO area residents. The effects of congestion are widespread and affect the movement of people and goods. Numerous projects in this plan are included to reduce congestion and increase accessibility to these locations. The economic vitality of the central city is addressed by inclusion of a light rail system. Solutions to congestion can also include: add road space, reduce the number of vehicles or increase the number of people in each vehicle, reduce the load on the

system at peak travel times, and improve the operation of the roadway for increased efficiency. These issues are discussed in Chapter 5, Congestion Management System. To the extent that land use development encourages or requires vehicle use, it contributes to congestion. By providing more mixed-use developments, alternative modes of travel can be encouraged (see Chapter 4 and 10C, Public Transportation).

Factor #2. Increase the safety and security of the transportation system for motorized and nonmotorized users.

One of the goals of the Congestion Management System (Chapter 5) is to improve mobility and safety by reducing peak hour vehicle travel demand and implementing operational improvements to the transportation network. These actions can result in a safer, more efficient transportation system. (Congestion Management projects are funded through CAMPO's Transportation Improvement Program (TIP).)

Capital Metro is pursuing measures for addressing transit users security needs, such as on-board cameras, video surveillance at park-and-ride lots, emergency call boxes/public telephones at all transit centers and improved lighting at major bus stop and on-street transfer centers. These measures would supplement current security activities, which include utilizing off-duty commissioned peace officers on bus routes, as well as partnerships with the Austin Downtown Alliance Rangers.

The Bicycle & Pedestrian System (Chapter 6) and Policies (Chapter 10) provide examples of safety and security issues. Actions to increase bicycling and walking include more and better bike lanes and sidewalks (funded through the TIP and by local jurisdictions and transportation providers), maps of safe routes, lockers, secure bicycle parking and storage, and the elimination of barriers.

Factor #3. Increase the accessibility and mobility options available to people and for freight.

Accessibility and mobility, are discussed throughout the plan in all sections beginning with the introduction and background chapter and continuing with the modal sections (Chapters 4-9) and the policy section (Chapter 10).

Factor #4. Protect and enhance the environment, promote energy conservation, and improve quality of life.

This factor is consistent with "The Vision" the CAMPO PAC prepared to guide its work (see Chapter 1). The Environmental & Community Impacts section (Chapter 3) discusses the CAMPO programs in place that address this factor as well as the environmental policies in section D of Chapter 10. Also, CAMPO will continue to endorse funding of Transportation Enhancement activities proposed by member jurisdictions and planning agencies. These projects improve the quality of life through implementing bicycle, pedestrian, historic preservation, landscaping, and other projects to make communities more livable.

Factor #5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Better integration of modes is addressed throughout this plan in the chapters relating to modal travel (public transportation, bicycles & pedestrians, roadways, freight) and

congestion management. The plan policies section (Chapter 10) also contain several polices to recommend and encourage integration and connectivity of the transportation system.

Factor #6. Promote efficient system management and operation.

The plan encourages efficient management and operation in the plan policy section (Chapter 10) and the Corridor Mobility Plan outlines typical projects in the areas of transportation demand management and transportation system management. These include systems on area freeways such as ramp metering, bottle-neck projects, closed-circuit TV and TxDOT courtesy patrols to help clear incidents. On city streets, there are projects to synchronize signals, among others. Refer to Chapter 5, Congestion Management System and the CAMPO Transportation Improvement Program for more details.

Factor #7. Emphasize the preservation of the existing transportation system.

CAMPO encourages the preservation of the existing transportation system in the plan policies section (Chapter 10). A financial plan policy encourages all member jurisdictions to create and fund dedicated revenue accounts for necessary roadway pavement reconstruction and rehabilitation work, and adequate transportation system maintenance. Working with partner agencies, estimated costs of maintaining the roadway and public transit system are addressed in the Financial Plan (Chapter 9).

These factors reassert the primacy of policy, reinforce the link between planning and policy, and establish broader relationships between transportation planning and other functional planning such as for air quality and land use. Public participation is also crucial to the transportation planning process and is described below and in CAMPO's adopted *Public Involvement Program*.

Financially Constrained Plan

Federal transportation law specifies that the long-range transportation plan include a financial plan that demonstrates how future projects and programs can be implemented. Employing a number of reasonable assumptions, local, state and federal funding levels are projected through the year 2025. All regional transportation projects included in the *CAMPO 2025 Plan* must be matched with appropriate funding sources. The result is a financially constrained plan that addresses the region's future transportation needs.

Public Involvement Program

The Capital Area Metropolitan Planning Organization's (CAMPO) *Public Involvement Program (PIP),* as amended in 1995, guided the public involvement procedures in the update of the Plan. CAMPO employed a wide range of activities and events to encourage public participation in the planning process as discussed in this chapter.

Public Opinion Survey

In April 1997, CAMPO conducted a scientific Public Opinion Survey of approximately 1200 Austin metropolitan area residents regarding various transportation issues. The survey was a follow-up to one previously conducted in April 1994. The primary focus of the survey was on individuals commuting to and from school or work during peak hours. The principle objectives of the survey were: 1) to assess current commuting patterns in the CAMPO area;

2) to measure attitudes and factors that affect current commuting choices and that might impact future decision-making to divert single-driver traffic to alternative modes; and 3) to assess priorities for transportation development. Shown below are some of the findings:

- The average travel time to and from work/school is 20 minutes, with the average distance traveled being 9 miles.

- Major roads used by people during their regular commute are:

IH 35:	27%
US 183:	17%
Loop 1:	25%
Ben White:	9%
None of these:	38%

- 82% of respondents are driving alone (Single-Occupant Vehicles - SOV); 7% use the transit system; 2% carpool; 1% vanpool; 2% bicycle; 3% walk to work or school.

- 87% of CAMPO area commuters report no change in their mode of commuting over the past 3 years.

- Suggestions for improving transportation in the CAMPO area in order of priority are as follows:

Improvement	1994 Ranking	1997 Ranking
Synchronize traffic lights	1	1
More east-west thoroughfares	2	2
A light rail or commuter train	6	3
Improved bus service	3	4
More toll-free roads & freeways	4	5
Diverting SOVs to carpools, transit, etc.	5	6
Toll roads	N/A	7
More & better bike lanes & sidewalks	7	8

- 75% of SOVs would be willing to ride light rail or commuter train as an alternative to driving alone; 70% would consider carpools or vanpools.

- 55% of respondents made at least one stop during their commute to/from work/school. This can be an obstacle to shifting commuters from SOVs to alternative modes of transportation.

- 85% of respondents are familiar with Air Pollution Ozone Action Days and 38% take action to reduce their pollution emissions.

The survey results are useful in understanding the characteristics of travel to and from work/school and in determining where vehicle trip reduction programs might best be directed. The survey is also useful to know what types of transportation improvements area residents prefer.

Citizens' Transportation Guide to the Austin Metropolitan Area

A Citizens' Transportation Guide to the Austin Metropolitan Area was developed by CAMPO in 1998 to explain the development of transportation plans and programs and clarify

technical transportation terms. This guide provides basic information on the roles and responsibilities of CAMPO as well as information on transportation activities of the Texas Department of Transportation (TxDOT), Capital Metropolitan Transportation Authority (Capital Metro), and cities and counties in the CAMPO study area.

The Citizens' Transportation Guide was developed in response to a Policy Advisory Committee Public Involvement Subcommittee mandate for staff to produce a document that clearly defined the transportation planning programs and processes. The intent of the guide was to provide better outreach to the public, in particular the traditionally underserved populations regarding transportation issues and projects. The guide is available at all of the libraries in the CAMPO study area, the CAMPO office, on the CAMPO web page at http://www.ci.austin.tx.us/ats, or by calling the CAMPO office at (512) 499-2275.

Open Houses/Surveys

In October 1998, four Open Houses/Listening Sessions were held throughout the CAMPO planning area to inform citizens of the Plan update, to obtain public input and to identify suggestions for change to the previous plan (adopted in 1994). These sessions were announced through the distribution of flyers at the CAMPO Policy Advisory Committee (PAC) meetings and various locations throughout the planning area; a mailout; advertisements in various neighborhood newspapers; the CAMPO web page, and the CAMPO newsletter. Additionally, the City of Austin's newsletter for neighborhood associations, "At Your Doorstep," featured an article on the Plan update process and how citizens could participate in the Plan update. The City's newsletter was also available on the web.

In conjunction with the Open Houses/Listening Sessions, a survey was distributed at the sessions, at PAC meetings, and sent to everyone on the CAMPO mailing list. The purpose of the survey was to solicit public opinion on the *ATS 2020 Plan* (adopted in 1994) and ask for suggested changes to the *2020 Plan* as well as recommendations for funding allocations. All responses received, were analyzed and incorporated, when appropriate, into this Plan update.

As part of the survey, persons were asked to allocate a percentage of funding towards various types of transportation improvements in order of preference. A total of 75 responses were received and the average order of preference is listed below:

Order of Importance	Percent Allocation
1. Roadway Projects	28%
2. Public Transportation	25%
3. Congestion Reduction Program	18%
4. Bicycle Projects	8%
4. Pedestrian Projects	8%
6. Freight Projects	7%
7. Trail Projects	6%
TOTAL	**100%**

Between March and August 1999, three public forums were held on the *CAMPO 2025 Plan* to explain the Plan update process, the population and employment forecasts, and transportation computer modeling. The various components of the CAMPO Plan were presented to the public and Policy Advisory Committee. This allowed committee members

and the public an opportunity to provide input on the Plan's components early and throughout the Plan update process.

After presentation of the *Draft CAMPO 2025 Transportation Plan* to the CAMPO PAC and the public on March 20, 2000, four Open House Meetings were held throughout the metropolitan area in March and April to allow citizens to talk with CAMPO, TxDOT and Capital Metro staff and to comment on the Draft Plan. Two public hearings on the Draft Plan were held on April 10 and May 8, 2000. All comments received from member jurisdictions and the public were complied and responded to in the *Response to Comments Report on the Draft CAMPO 2025 Transportation Plan*. Where appropriate and feasible, public and agency comments were incorporated into the Plan.

Transportation Project Development Process

Development of the long-range transportation plan is an important step in the development of a transportation project. After projects are adopted in the transportation plan, they then go through more detailed engineering and environmental analysis to determine the extent of potential impact and to determine the best engineering design to minimize impacts.

Federally-funded transportation projects that have the potential for significant impact to the natural or social environment are required by Federal law to follow the National Environmental Policy Act (NEPA) process. The environmental process and documentation identifies potential impacts and plans to mitigate or off-set potential significant impacts. After public involvement, an approval decision is made by the Federal Highway Administration or the Federal Transit Administration. This would come in the form of a Record of Decision (ROD) or Finding of No Significant Impact (FONSI). State and local governments have a formal process as well.

Once the planning process is complete, projects consistent with the plan are eligible for federal funding through the programming process. Implementation of a long-range plan is carried out gradually through shorter-term decisions made on which particular projects should receive federal funds. Projects are funded through the Transportation Improvement Program (TIP) which identifies federally-funded transportation projects over a three-year period. Projects using federal transportation funds must be included in the long-range plan prior to funding allocation. Final engineering design, right-of-way acquisition (if necessary), relocation of utilities, and construction plans are then developed on approved and funded projects. All of these phases of project development have to be in place before a project can be constructed.

The long-range transportation plan helps guide these short-term funding decisions in two ways – first, by the requirement that projects must be consistent with this plan to be eligible for funding through the TIP process. And second, by the inclusion of likely candidate projects for funding in the upcoming federal funding cycles. These proposed improvements are included in the Public Transportation Plan Table in Chapter 4, Figure 4.6, and the Roadway Plan Table in Chapter 7, Figure 7.1.

In adopting the CAMPO 2025 Plan, the region is not only identifying the transportation system needs over the next 25 years, but also is setting the stage for the short-term strategy and phasing for implementing the plan. Local jurisdictions and transportation providers carry out the plan by using available resources to implement the projects and programs contained in the CAMPO Transportation Improvement Program (TIP) (the short-term funding

document) and the Texas Department of Transportation (TxDOT) Unified Transportation Program (UTP), (TxDOT's ten-year project development plan, with a four-year funding element). Every two years a new CAMPO TIP and every year a new TxDOT UTP is adopted to continue the implementation of the long-range transportation plan. The long-range transportation plan is revised every five years (every three years in air quality nonattainment areas) and can be amended on a quarterly basis throughout the year.

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2 Demographics & Surveys

Austin Metropolitan Area Trends

The population and the amount of travel has increased significantly in the Austin metropolitan area since 1960. Population has quadrupled and people in the region are traveling a lot more. On a per capita basis, vehicle miles traveled has quadrupled, the number of vehicles owned has doubled, and the number of vehicle trips has increased by 50 percent. Basically, we are, on a per capita basis, driving longer distances, buying more cars, and making more trips. Average vehicle occupancy for the work trip has decreased from 1.6 persons per vehicle in 1960 to 1.1 persons per vehicle in 1990 (based on the U.S. Census). The key factors for the average vehicle occupancy decline seem to be decreasing family size and increasing vehicle availability. Along with other factors, these trends have limited the number of people who carpool or use transit. The result is a tremendous increase in automobile use and traffic congestion.

Of the four basic resources involved in a motor vehicle transportation system, two continue to be abundant and relatively inexpensive - motor vehicles and gasoline (on a 20-year average). However, the other two - roadway capacity and air quality - are in short supply. Because the CAMPO region will not be able to continue the trend of heavy automobile dependence, changes must be made in the way we travel as the CAMPO area continues to grow.

Population and Employment Forecasts

In May 1999, the CAMPO Policy Advisory Committee adopted, for transportation modeling purposes, population and employment forecasts to the year 2025. The population and employment totals for Travis, Williamson, and Hays counties were produced by the State Data Center in February 1998, and were based on data from the 1990 U.S. Census. The State Data Center produced forecasts for all Texas counties for four growth scenarios, each with a different assumption about net in-migration: low, mid, high and very high. The CAMPO forecasts are based on the State Data Center's 1990-1996 high growth scenario.

Figure 2.1 shows county population figures by different estimates and forecasts. Please note that the 2020 forecast for the CAMPO (ATS) area used in the 2020 ATS Plan adopted in December 1994 was 1,268,000. According to the most recent State Data Center forecast the 2020 CAMPO area population will be 1,605,000 and the 2025 population will be 1,778,000. Thus, the CAMPO 2025 Plan assumes over 500,000 more people in the CAMPO/ATS area than the ATS 2020 Plan.

The three county population and employment forecast totals for 2007, 2015 and 2025 have been distributed in 1074 traffic serial zones in the three counties. The distribution is based on existing development ordinances, development trends and the availability of "developable" land within each of traffic serial zones. Within the three county area the population is forecasted to grow from 1,015,000 in 1997 to 2,271,000 by 2025. Employment will more than double from 515,400 to 1,216,500 in 2025. The population and employment totals by subarea are shown in Figure 2.2. The population and employment growth data from 1997 to 2025 are distributed by the sixteen subareas shown in Figures 2.3 and 2.4.

Figure 2.1
Comparison of Population Estimates and Forecasts

Area	(1) 1990 Census	(2) 1997 Estimate	(3) 2020 (2020 Plan)	(4) 2020 (New-1998)	(5) 2025 (2025 Plan)
Travis County	576,000	720,000	823,000	1,146,000	1,272,000
Williamson Co.	140,000	209,000	521,000	657,000	826,000
Hays Co.	66,000	86,000	201,000	154,000	173,000
CAMPO Area	702,000	859,000	1,268,000	1,605,000	1,778,000
Three Counties	782,000	1,015,000	1,545,000	1,957,000	2,271,000

Source: CAMPO and Hicks & Company.

Travel Survey Results

The CAMPO travel survey, conducted in 1998-1999, collected the most recent travel data for Travis, Williamson, and Hays counties. Travel Survey results allow planners to make more valid recommendations regarding the best locations for future roads, bus routes, rail lines, and other such facilities. The travel survey results are also used to determine the number of roadway lanes, the number of rail cars, or the headway between buses that will be needed to meet forecasted travel demand.

Only a small portion of these surveys were available in time to be used in the 2025 Plan travel demand model that forecasts future roadway, bus, rail, bike, and walk trips by facility or mode. The entire survey results will be used in the next CAMPO Plan update.

The types of surveys conducted included: household, workplace, commercial vehicle, travel time, external station, and special generator surveys. A summary of the Commercial Vehicle Survey and External Survey are presented in the Freight System, Chapter 8.

One of the most important surveys for transportation planning is the household survey. It asks that households keep an accurate log of all trips made within a twenty-four hour period which provides information on the types of trips, length of trips, destinations, mode of travel, and numerous other factors that are all used in the development of the long-range transportation plan. Below are some of the relevant results from the household survey:

Household/Person Data

- The average household size for the entire three county area is 2.6 persons with Williamson and Hays counties having a larger average household size.
- Sampled households owned an average of 1.8 vehicles. 4% did not own a vehicle at all. Travis County households had slightly fewer vehicles on average than Williamson and Hays county households.
- 93% of respondents 16 years of age or older were licensed to drive.
- 50% of those employed had job flexibility in which they could vary their start and end times as long as 40 hours were worked per week.
- 64% of Williamson County and 55% of Hays County residents had their primary job located in Travis County. 95% of Travis County residents also worked in Travis County.
- 5% of respondents had a disability that limits the type of transportation she/he can use.

Trip Data

- Of all trips, 73% were made by personal vehicle, 4% by bus and 4% via walking.
- 93% of the trips generated in Travis County ended in the same county. 69% of Williamson County trips ended in the same county while 30% ended in Travis County. 72% of Hays County generated trips ended in the same county while 25% ended in Travis County.
- 17% of trips were made between 7am and 9am and 4pm and 6pm.

Figure 2.2

Population & Employment Year 2025 Forecasts By Subarea

CAMPO Sub-Area #	CAMPO Sub-Area Name	1990 Census Population	CAMPO Estimated 1997 Population	2025 Population Distribution	Population Growth 1997-2025
1	Central	269,900	299,900	426,700	126,800
2	South	90,800	117,800	186,900	69,100
3	Southwest	24,600	37,800	101,100	63,300
4	Northwest	124,300	174,900	281,100	106,200
5	Post Oak	8,300	12,200	36,600	24,400
6	Williamson Urban	60,000	98,300	415,800	317,500
7	Georgetown	23,000	38,200	190,700	152,500
8	Northeast	44,300	62,500	206,200	143,700
9	Southeast	40,000	46,700	96,700	50,000
10	Buda/Kyle	16,700	21,600	50,800	29,200
11	San Marcos	36,100	45,100	79,700	34,600
12	Western Hays Co.	12,500	19,400	42,600	23,200
13	Northwest W.C.	5,100	8,200	35,200	27,000
14	Granger Lake	6,000	7,500	21,600	14,100
15	Hutto	5,100	8,200	57,900	49,700
16	Taylor	14,800	17,000	40,600	23,600
3-County Population Total		**781,500**	**1,015,300**	**2,270,200**	**1,254,900**

CAMPO Sub-Area #	CAMPO Sub-Area Name	CAMPO Estimated 1997 Employment	2025 Employment Distribution	Employment Growth 1997-2025
1	Central	254,000	376,800	122,800
2	South	26,500	54,400	27,900
3	Southwest	16,600	41,100	24,500
4	Northwest	91,600	159,600	68,000
5	Post Oak	3,100	10,900	7,800
6	Williamson Urban	28,100	170,000	141,900
7	Georgetown	6,200	53,000	46,800
8	Northeast	33,800	130,900	97,100
9	Southeast	18,700	95,700	77,000
10	Buda/Kyle	3,300	8,400	5,100
11	San Marcos	21,800	41,800	20,000
12	Western Hays Co.	3,800	7,900	4,100
13	Northwest W.C.	2,800	16,100	13,300
14	Granger Lake	500	4,600	4,100
15	Hutto	800	15,400	14,600
16	Taylor	3,800	29,900	26,100
3-County Employment Total		**515,400**	**1,216,500**	**701,100**

***Note**: Numbers have been rounded to nearest hundred.* ***Source**: CAMPO, May 1999.*

Figure 2.3
Population Distribution

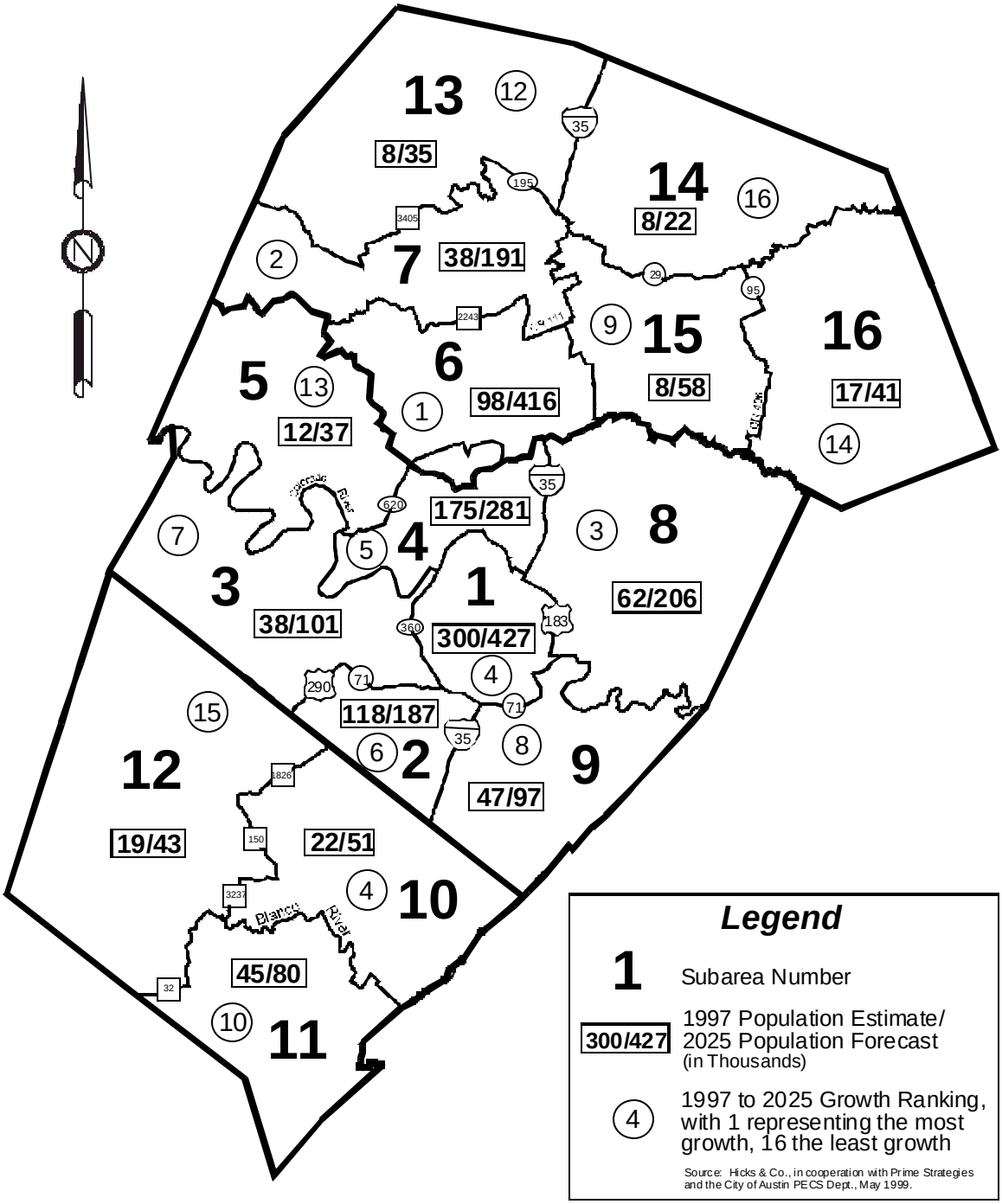
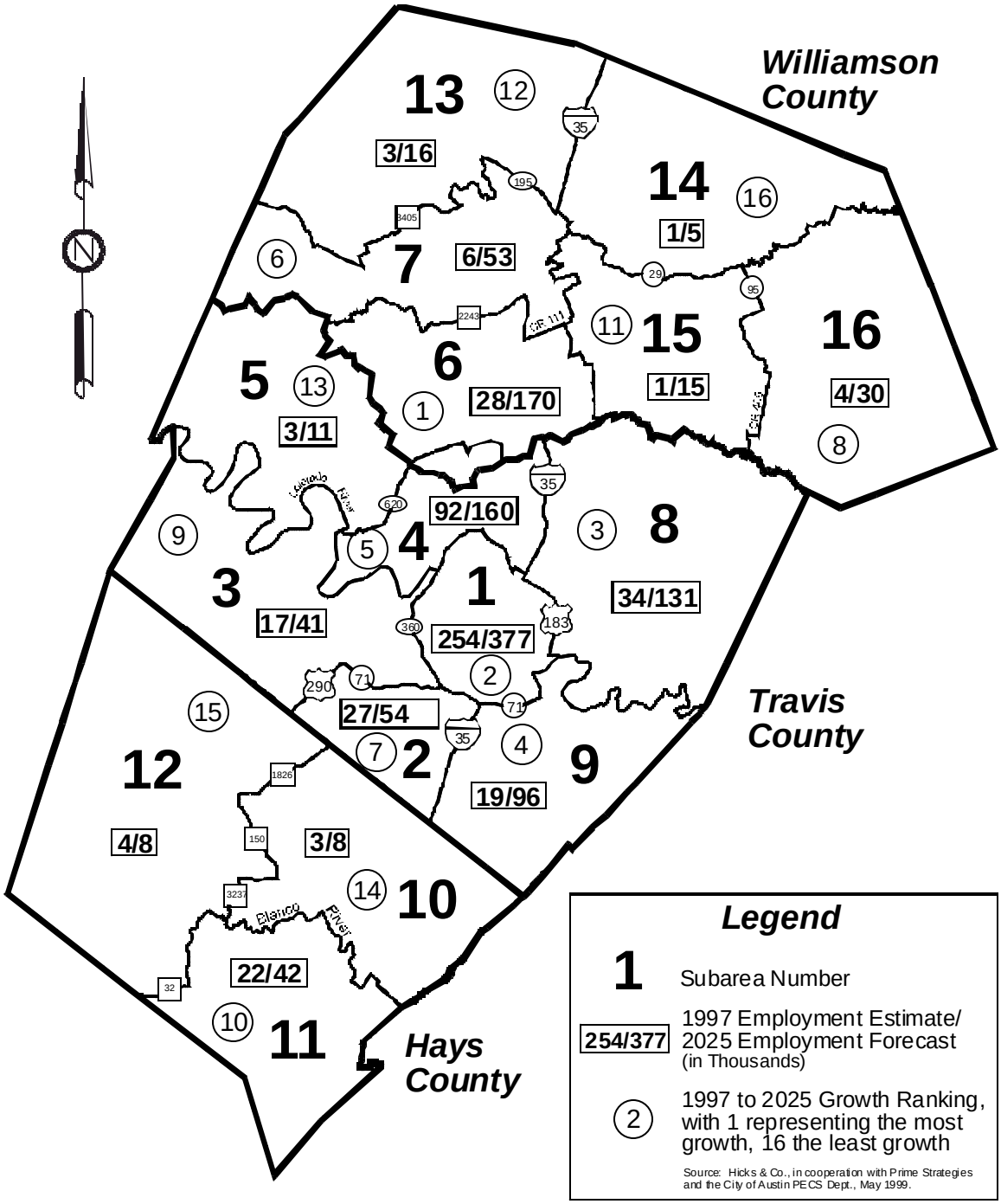


Figure 2.4
Employment Distribution



Capital Area Metropolitan Planning Organization

3 Environmental & Community Impacts

While transportation is crucial to our economy and our personal lives, the environmental and community impacts of transportation are equally significant and wide-ranging. Impacts from transportation can affect the natural, social, and economic environment. During development of the long-range transportation plan, environmental impacts are analyzed on a regional scale. The CAMPO environmental and community programs are described below and the environmental policies are in Chapter 10B.

Air Quality Program

CAMPO has funded air quality research projects and community outreach programs since 1992. CAMPO is a member of the CLEAN AIR Force of Central Texas (CAF) and coordinates its air quality activities with the CAF. The CAF is a public-private partnership developing innovative solutions for healthy air.

Transportation and Air Quality Conformity

The mandate for better coordination of air quality and transportation planning was set by the Clean Air Act Amendments (CAAA) of 1990. The CAAA requires transportation plans and investments in areas that do not attain federal clean air standards to conform to a state's clean air plan. Conformity to a state air quality plan means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards (NAAQS).

The federal Clean AIR Act establishes NAAQS for certain "criteria" pollutants. These pollutants include carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter and sulfur dioxide. The nation's metropolitan areas are categorized as being in attainment or nonattainment with the NAAQS. The Austin area has met all NAAQS except for ozone. Based on 1997, 1998, and 1999 air pollution data, the Austin area has exceeded the new ozone standard promulgated by the Environmental Protection Agency (EPA) in 1997. EPA may designate the entire 5-county Austin-San Marcos Metropolitan Statistical Area as nonattainment for ozone in the year 2001. After that designation, all proposed "regionally significant" transportation projects in Williamson, Travis, Hays, Caldwell and Bastrop counties could be subject to construction delay until our area shows successful conformity determination. Regionally significant projects include all state and other arterial roadways and transit systems.

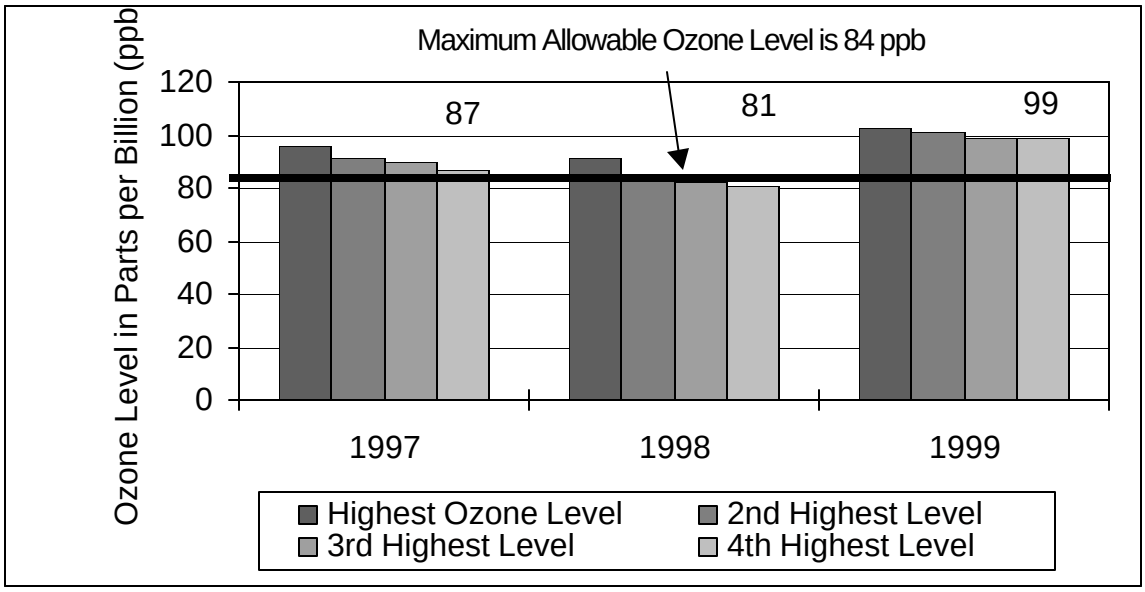
The new standard is based on an 8-hour average in one day, 4th highest yearly reading, averaged over three years (1997-1999), as shown in Figure 3.1. The three-year average for our area is 89 ppb (5 ppb over what is federally allowable).

To prepare for the expected EPA nonattainment designation, CAMPO staff has been working with federal and state agencies to ensure the conformity of this transportation plan and CAMPO's Transportation Improvement Program (TIP) with air quality requirements for nonattainment areas. The first task for a successful conformity determination is to demonstrate that the entire area will not exceed 1990 emission levels from on-road motor vehicles through the year 2025. CAMPO intends to do this by the early fall/winter of 2000. If the conformity test shows that vehicle emissions from implementation of our 2025 Transportation Plan and TIP produce lower emissions than our area's 1990 emissions, our

area will pass transportation conformity and will be allowed to implement approved transportation projects through 2003.

A State Implementation Plan (SIP) development process will also begin in 2000. The SIP is a plan to get our area back into compliance with the air quality standard and considers all sources of pollution including transportation. The preparation and approval process of a SIP could take between two to three years and will be developed in coordination with all appropriate state and federal agencies, local jurisdictions and the CLEAN AIR Force of Central Texas. The SIP is expected to be approved by EPA by 2003.

Figure 3.1
1st – 4th Highest Ozone Levels: 1997-1999 in the Austin Area



Source: Texas Natural Resource Conservation Commission (TNRCC), 1997-1999.

Research and Analysis

The state legislature in 1995, 1997 and 1999 approved funding to assist near non-attainment areas in researching, modeling, and analyzing air quality data. Information generated by these activities has been crucial to understanding the characteristics of ozone pollution and designing cost-effective strategies to reduce ozone levels. These efforts are augmented by CAMPO's grant funding of an air quality specialist position (funded through the Transportation Improvement Program) to conduct and oversee the Austin area's research activities to better understand the sources of pollution and to develop measures to improve our air quality.

A recent emissions inventory prepared by the University of Texas Chemical Engineer Department and CAMPO identifies the sources of NOx and VOCs in the five-county Austin Metropolitan Statistical Area (MSA). As shown in Figure 3.2, 75% of the NOx emissions are from internal combustion engines (42% from cars, trucks and buses (on-road) and 33% from gas powered lawn and garden equipment, boats and aircraft (non-road)). The figure also illustrates that biogenics (vegetation) contribute two-thirds (66%) of the volatile organic

compounds (VOCs). This means that NOx controls are very important in achieving ozone reductions. Figure 3.3 illustrates the NOx and VOC contribution by county.

Completion of the emission inventory allows staff to identify the most effective strategies for reducing VOC and NOx emissions and to calculate the percent reductions that are feasible. CAMPO staff is active in overseeing the development of the urban airshed model that allows identification of the consequences of particular emission reduction strategies. Figure 3.4 provides examples of on-road reduction measures that can be taken by private individuals, businesses and government.

Ozone Action Day Program

An Ozone Action Day program was implemented in 1993. When ozone levels, meteorological data, and predicted weather conditions indicate that the following day is likely to see unusually high levels of ozone, an "Ozone Action Day" is declared. On these days, residents in the Central Texas area are asked to reduce vehicle emissions by carpooling, riding the bus, teleworking, bicycling, or walking. Employers are encouraged to consider allowing flextime schedules to reduce driving during peak traffic hours, another technique for reducing pollution levels. Avoiding use of other gasoline-powered equipment, such as lawnmowers, and delaying re-fueling until after 5:00 p.m. is also encouraged.

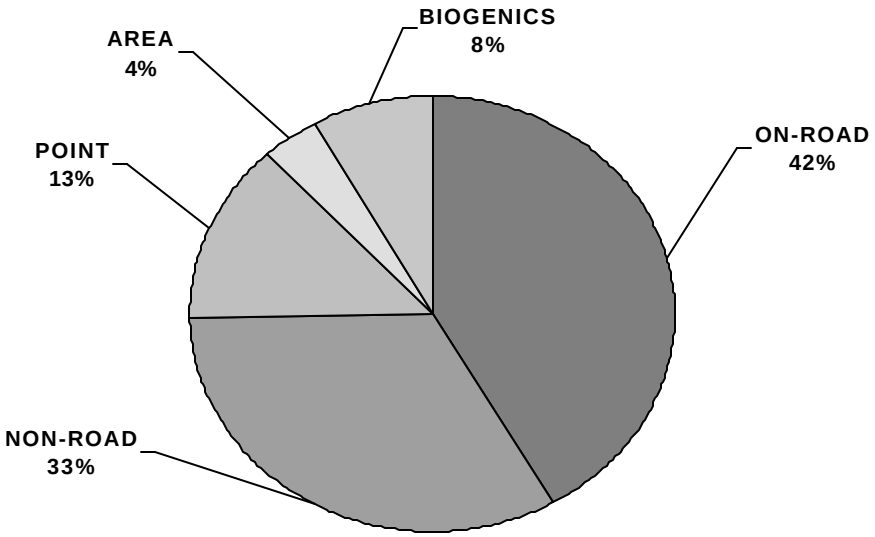
Local news media announces Ozone Action Days on evening weather shows the evening before and radio stations carry reminders throughout the day. The number, 343-SMOG, also carries a message letting residents know if an Ozone Action Day has been declared. An extensive fax and e-mail notification list (almost 200 area employers, government agencies, news media, and elected officials) is maintained; fax and e-mail notification is sent the afternoon before a declared Ozone Action Day. This advance notification allows employers and employees to plan the day before to make changes in their activities or commute patterns. CAMPO and TxDOT have provided funds to the CAF for the Ozone Action Day Program since 1993. Call the CLEAN AIR Force of Central Texas for more information on the program (512 442-8015).

Commute Solutions Program

CAMPO staffs and funds the Commute Solutions Program (with local match funds from TxDOT and in-kind support from Capital Metro and the CLEAN AIR Force) to reduce traffic congestion and improve air quality. Refer to Chapter 5, Congestion Management Program for a description of the program.

Figure 3.2
1996 Total NOx & VOC Emissions by Pollution Source
(Bastrop, Caldwell, Hays, Travis & Williamson Counties)

Total NOx Emissions



Total VOC Emissions

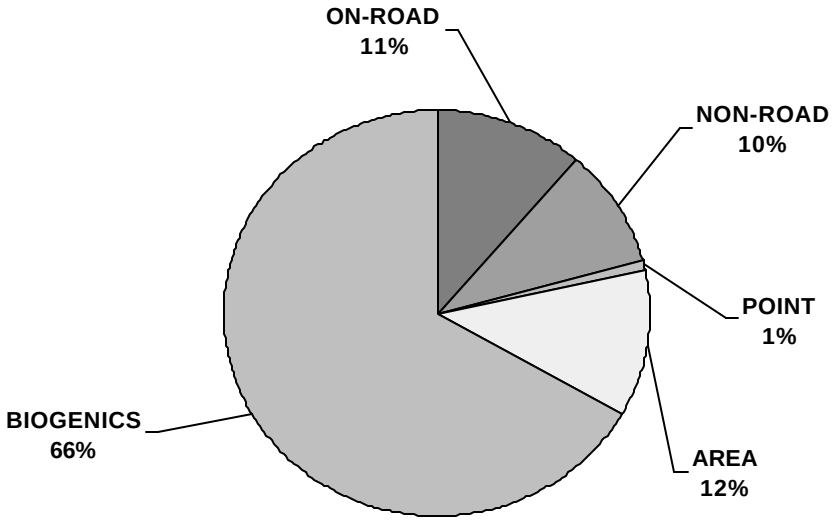
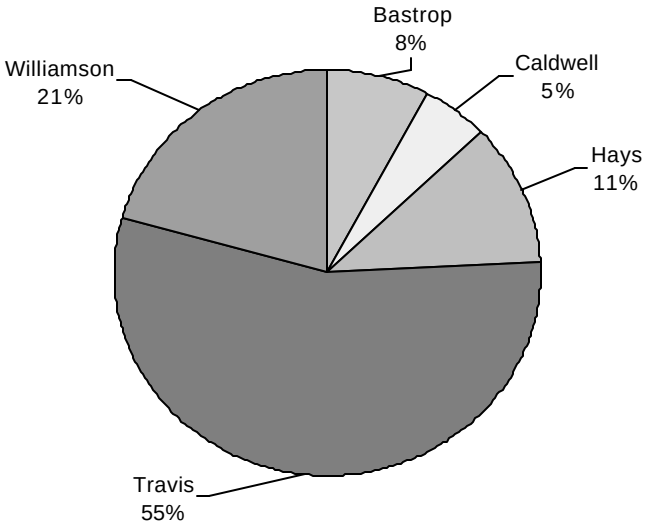


Figure 3.3
1996 Percent NOx & VOC Contribution by County
(Bastrop, Caldwell, Hays, Travis & Williamson Counties)

Percent NOx Contribution



Percent VOC Contribution

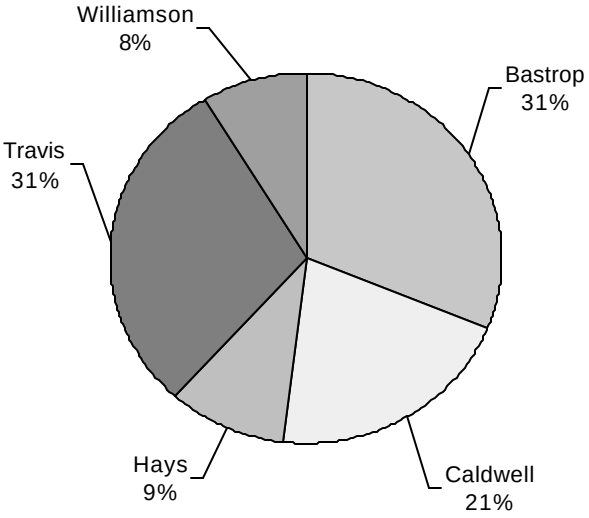


Figure 3.4
On-Road Pollution Reduction Measures

Private Individuals and Business

1 Keep vehicles tuned and well maintained

2 Reduce driving
- **transit**
- **carpool**
- **bicycle**
- **walk**
- **telecommute**

3 Don't pollute in the morning
- **run errands later**
- **buy gas in the evening**

Government

1 Inspection/maintenance and remote sensing programs

2 Facilitate alternative modes of transportation

3 Clean fleets

4 Congestion reduction
- **intersection & signal improvements**
- **incident management**
- **grade separations**

5 Cleaner gasoline

Noise Impacts

Noise, defined as unwanted or excessive sound, is an undesirable by-product of our modern way of life. While noise emanates from many different sources, transportation noise is a difficult source to avoid in today's society. Highway traffic noise is a major contributor to overall transportation noise and a broad-based effort is needed to control transportation noise. This effort must achieve the goals of personal privacy and environmental quality while continuing the flow of needed transportation services for a quality society.

According to the Federal Highway Administration (FHWA), effective control of the undesirable effects of highway traffic noise requires that land use near highways be controlled, that vehicles themselves be quieted, and that mitigation of noise be undertaken on individual highway projects, where reasonable and feasible. The first component is traditionally an area of local responsibility. The other components are the joint responsibility of private industry and of Federal, State, and local governments. The FHWA and other Federal agencies encourage State and local governments to practice land use planning and control in the vicinity of highways. The Federal government advocates that local governments use their power to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized.

The Noise Control Act of 1972 gives the Environmental Protection Agency (EPA) the authority to establish noise regulations to control major sources of noise, including transportation vehicles and construction equipment. In addition, this legislation requires EPA to issue noise emission standards for motor vehicles used in interstate commerce

(vehicles used to transport commodities across State boundaries) and requires the FHWA Office of Motor Carrier Safety to force these noise emission standards.

The National Environmental Policy Act (NEPA) of 1969 provides broad authority and responsibilities for evaluating and mitigating adverse environmental effects including highway traffic noise, where reasonable and feasible. The Federal-Aid Highway Act of 1970 mandates FHWA to develop noise standards for mitigating highway traffic noise. FHWA developed traffic noise-level criteria and abatement criteria that represents the upper limit of acceptable highway traffic noise for different types of land uses and human activities. The regulations do not require that the abatement criteria be met in every instance. The regulations do require that every reasonable and feasible effort be made to provide noise mitigation when the criteria are approached or exceeded. Compliance with the noise regulations is a prerequisite for the granting of Federal-aid highway funds for construction or reconstruction of a highway.

The FHWA regulation makes a distinction between projects for which noise abatement is considered as a feature in a new or expanded highway (Type I) and those for which noise abatement is considered as a retrofit feature on an existing highway (Type II). Type I projects require noise abatement as part of the highway construction project if Federal-aid funds are to be used and if a traffic noise impact is expected to occur. Type II projects are completely voluntary on the part of the individual States, and funds for such projects compete with all other construction needs of the States. It should be noted that the National Highway System Designation Act of 1995 restricted Federal participation in Type II noise barriers to projects approved before November 28, 1995 or are proposed along lands where land development or substantial construction predated the existence of any highway.

As stated in the Transportation Policies section, (Chapter 10B), member jurisdictions and agencies should follow the appropriate laws, rules, regulations and ordinances regarding evaluation of noise impacts from roadway and transit projects, including, but not limited to the National Environmental Policy Act.

CAMPO funded a traffic noise study on IH 35 and on Loop 1 in response to concerns about noise levels in the vicinity of the freeways. According to the study, on IH 35, 87% of the sites measured have worst-case noise levels that exceed FHWA guidelines. Loop 1 has 68% of the sites with worst-case noise levels in exceedance. The CAMPO PAC approved $2.5 million to construct noise barriers in these vicinities. However, the Federal Highway Administration (FHWA) indicated that the Type II walls could not be constructed with Federal-aid funds unless TxDOT established a Type II Program as part of their written statewide noise policy. TxDOT has conducted a study to explore whether it is practical to develop and carry out a statewide Type II Noise Abatement Program. This decision is pending Texas Transportation Commission consideration.

If and when upgrades (expansions) are done to IH 35 and Loop 1, noise abatement measures would be considered under the Type I program if a traffic noise impact is expected to occur.

Water Quality

Roadway projects sometimes have the potential for causing localized impacts on the quality of surface and ground water resources. Erosion from construction sites during clearing, grading and cut-and-fill slopes can result in the sedimentation of adjacent surface waters. In

addition, roadways may affect adjacent water resources with trash, oil and grease, and accidental spills of transported materials. These pollutants can drain from roadway surfaces during rainstorms.

Mitigation measures are always considered to reduce storm water runoff and degradation of water resources. Most are directly incorporated into the design of the transportation facility. Engineering on new projects, and improvements to existing facilities could include:

- Erosion control measures and runoff management techniques to prevent pollution of adjacent waterways and ground water resources.
- Adjustments to the alignments of transportation facilities to avoid flood hazards.
- Use of permeable surfaces to reduce impacts on ground water recharge.

Other mitigation measures include compliance with federal, state and local policies, standards and land use strategies that address water resources. In addition, all design, construction and maintenance procedures are subject to coordination and review to conform with EPA's National Pollution Discharge Elimination Systems (NPDES) and the state's TNRSS Edwards rules or Water Pollution Abatement Plans when a project lies within sensitive water quality areas.

Energy Conservation

Federal transportation law requires that transportation plans promote energy efficiency and conservation goals and that the transportation system is balanced and intermodal. CAMPO strategies to conserve energy include a reduction in the dependence on conventional fuel sources and the amount people travel. These strategies are in compliance with federal, state, and local requirements.

In addition to the modal options such as transit, bicycle and pedestrian facilities presented in this Plan, CAMPO has identified congestion management techniques (Chapter 5) that improve the efficiency of the traffic network and reduce traffic delays and congestion. These techniques promote conservation of energy resources by encouraging alternative modes of transportation and reducing vehicle miles of travel. In turn, these techniques reduce congestion and traffic delays. The CAMPO Policy Advisory Committee approves the use of funding for the Congestion Management Program in the Transportation Improvement Program.

Environmental Sensitivity

The natural environmental sensitivity of the areas through which each roadway passes is indicated by high, medium and low sensitivity in Chapter 7, Figure 7.1, Roadway Table. The criteria for sensitivity and potential mitigation actions are described in Figure 3.5 below.

Figure 3.5

Criteria and Definitions for Determining Natural Environmental Sensitivity

I. Criteria
   A. Area of Low Environmental Sensitivity
      - No endangered species habitat, or minor amounts.
      - No substantial water resources.

- Limited Critical Environmental Features and or Biological Resources.
- Existing roadway with high-density or medium density development existing.

B. Area of Medium Environmental Sensitivity
- Endangered species habitat present but not prevalent.
- Minor water resources.
- Presence of Critical Environmental Features and Biological Resources.
- Existing roadway with low-density or medium-density development existing.

C. Area of High Environmental Sensitivity
- Substantial amounts of endangered species habitat present.
- Substantial water resources.
- Numerous Critical Environmental Features and Biological Resources.
- New or existing roadway in undeveloped area.

II. Potential Mitigation Actions
A. Low Sensitivity: Impacts may be mitigated during construction, design, or minor route or alignment revisions.
B. Medium Sensitivity: Impacts may possibly be mitigated by design revisions, but will most likely require alignment revisions.
C. High Sensitivity: Alignment or route revisions, or special design considerations will be required to mitigate impacts.

Environmental Justice

Transportation projects and programs utilizing federal funds must provide investment equity for all populations so that everyone receives their fair share of transportation improvements. Likewise, projects must not cause disparate or disproportional impacts. As part of an effort to comply with Executive Order 12898 on Environmental Justice and Title VI of the Civil Rights Act, CAMPO has participated in open forums in lower income and minority neighborhoods to inform citizens of transportation projects affecting their areas. The forums have allowed people the opportunity to become familiar with the long–range transportation plan and transportation planning process.

To better inform lower income and minority neighborhoods of transportation projects being planned and/or proposed in their areas, notices of meetings are sent to active neighborhood associations throughout the CAMPO area. Additionally, input from all citizens on transportation needs is solicited at open house meetings held throughout the study area. Surveys on how transportation funds should be spent are mailed out and also made available at libraries, neighborhood centers, TxDOT public hearings, Capital Metro offices, among others.

CAMPO performed a regional scale analysis of potential disproportionately high and adverse impacts on minority populations and low-income populations. Each census tract in the Austin metropolitan area was analyzed to determine poverty levels and ethnic breakdown using 1990 census data. If a planned roadway project will traverse or is adjacent to a census tract with the majority of the population (50% or more) containing minority and/or low-income persons, as shown in Figure 3.6, a check (✓) was placed in the column titled “Area Environ. Justice Sensitivity” in the roadway table (Chapter 7, Figure 7.1) next to the project segment. The check does not mean that the planned project would cause disparate or disproportionate impacts. It is equally important that all persons receive investment equity. The check identifies that there is the potential for impact due to the

presence of large populations of minority and/or low-income persons and that further analysis should be performed during the project development process.

During project development, CAMPO staff will work with the entity responsible for implementation of the project to assure that potential environmental justice issues are adequately addressed and mitigated according to federal law.

Access to Jobs

The transportation system should provide service to former welfare recipients who will be joining the workforce. TEA-21 authorized funds for the Access to Jobs transportation initiative and Reverse Commute grants. These funds allow local governments and private non-profit organizations to be eligible for discretionary grants for operating and capital expenses for Jobs Access transportation service. The funds also can be used to promote employer-provided transportation, non-traditional transit and transit voucher programs.

CAMPO is responsible for recommending Access to Jobs/Reverse Commute related projects to the state and the Federal Transit Administration, and for selecting the applicants to be considered for these grants.

To meet these goals, CAMPO is coordinating with the Welfare-To-Work Coalition comprised of representatives from various social service agencies and other service providers throughout Central Texas. The Coalition is looking at how to streamline the process for moving recipients from receiving welfare to finding permanent employment

Each December 31, CAMPO must collect, endorse and forward Access to Jobs/Reverse Commute projects to the Federal Highway Administration for funding consideration. These funds have only been available since 1998 and staff will continue working with the Coalition to identify better ways to reach those in need of special transportation service.

Transportation and Land Use

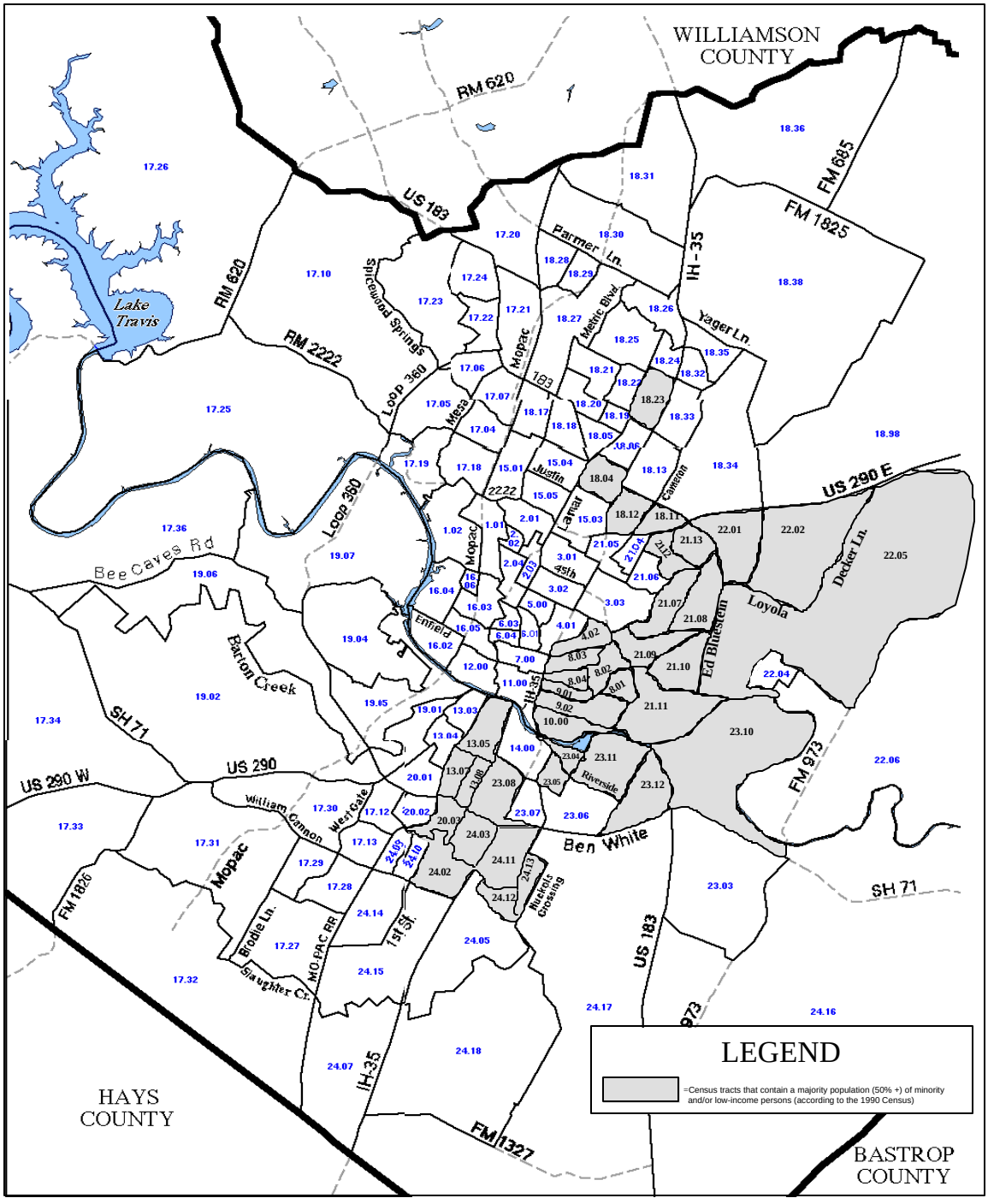
The relationship between transportation and land use is circular: transportation systems influence land use patterns that in turn influence transportation systems. Proactive land use planning, with an eye to reducing the demand for auto travel, is a key element in a successful long-term approach.

Urban design that encourages compact growth can reduce our dependence on the automobile and enhance the role of transit. Higher residential densities, mixed land uses, and grid-like circulation patterns in neighborhoods shorten trips, encourage walking and allow more people to use transit instead of cars. The challenge is to have more viable mobility choices that provide direct, safe, and convenient connections with places people want to go.

Since transportation system planning takes place at the regional level and land use planning at the local level, coordinating transportation and land use can be difficult. In the CAMPO study area, planning and regulating land use are the responsibility of individual jurisdictions. Many of the same elected officials who sit on the PAC have responsibility within their local jurisdictions for land use decisions. Thus, there is a link through which plans and policies developed at the regional level can be adopted by the local jurisdictions participating in the CAMPO planning process.

Figure 3.6

Census Tracts With a Large Population (50% or more) of Minority and/or Low Income Persons



The City of Austin contains about two-thirds of the existing CAMPO-area population. The City—concerned about maintaining a strong and healthy central core—launched its Smart Growth Initiative to help manage future growth. The City's Smart Growth Initiative is an effort to reshape urban and suburban growth to enhance communities, strengthen the economy, and protect the environment. Smart Growth seeks to decrease suburban sprawl and invest in existing developed areas.

The major principles of the City of Austin's initiative focus on revitalizing the urban core, protecting the character of existing neighborhoods, protecting environmental quality, encouraging efficient development patterns, and rewarding developers for projects that meet Smart Growth goals. Two principles of particular importance to CAMPO are:

- Creating development that is pedestrian and transit friendly. This means permitting a mix of land uses and increased density where appropriate.

- Decreasing automobile congestion by providing alternative modes of transportation such as bus, light rail, bicycle and improved pedestrian facilities.

The City of Pflugerville addresses smart growth concepts in their Land Use and Intermodal Thoroughfare Plan. Policy recommendations include the viable approach of using performance incentives to the developer or landowner in the Downtown Overlay District. An example would be parking concessions might be offered to a developer in exchange for the inclusion of amenity features/areas being added to the project including outdoor sitting areas, fountains, landscaping, etc. Another policy addresses the concentration of major public facilities being located downtown or in the central core in order to preserve the vitality and character of the downtown as a city center.

The City of Cedar Park 's Comprehensive Plan was developed to act as a mechanism from which decisions can be made that will shape Cedar Park 10, 20, 30 years or more into the future. The Mission Statement in the Plan identifies three specific goals related to smart growth concepts:

- Build a community where residents can do more than just live in their houses, where they can interact socially, economically and politically;

- Develop a viable transportation network and thoroughfare plan that fosters multi-modal mobility, connecting and accessibility throughout Cedar Park;

Establish a comprehensive land use and zoning strategy that provides a greater diversity of use classifications for convenience and accessibility while preserving neighborhoods through compatibility design standards.

4 Public Transportation System

The public transportation component of the 2025 transportation system includes bus service, vanpools, fixed guideway transit, light rail, and commuter rail. This chapter describes current transit services and proposed systems to meet future mobility needs. Definitions of public transportation facility and service terms can be found in the glossary in Chapter 11.

Currently, traditional fixed-route bus service is provided by Capital Metropolitan Transportation Authority (Capital Metro) in the urbanized area and by Capital Area Rural Transportation System (CARTS) in the suburban and rural areas. Descriptions of both service providers follow.

Capital Metropolitan Transportation Authority (Capital Metro)

Capital Metro was created in January 1985 to provide public transportation service to the greater Austin metropolitan area. Capital Metro's service area currently covers 502 square miles with a population of over 618,000 (see Figure 4.1). The agency's operations are supported by a 1% sales tax, farebox revenues, contract fees and federal transit grants.

The agency provides a broad range of transit services for area residents including:

- Fixed-route bus service, including express park-and-ride, flyers, and downtown circulators (The Dillo)
- University of Texas Shuttle
- Paratransit services
- Vanpools
- Apple (shuttle service between Austin's magnet schools)
- E-Z Rider (demand response service for seniors)
- Public events service
- Ridematching

Fixed-route ridership increased 42% in the last five years: in 1993 ridership was 14.7 million annual passenger trips compared to 20.9 million in 1998. Total ridership increased 14% between 1993 and 1998: from 26.2 million to 29.9 million. Figure 4.2 shows 1998 ridership by service type.

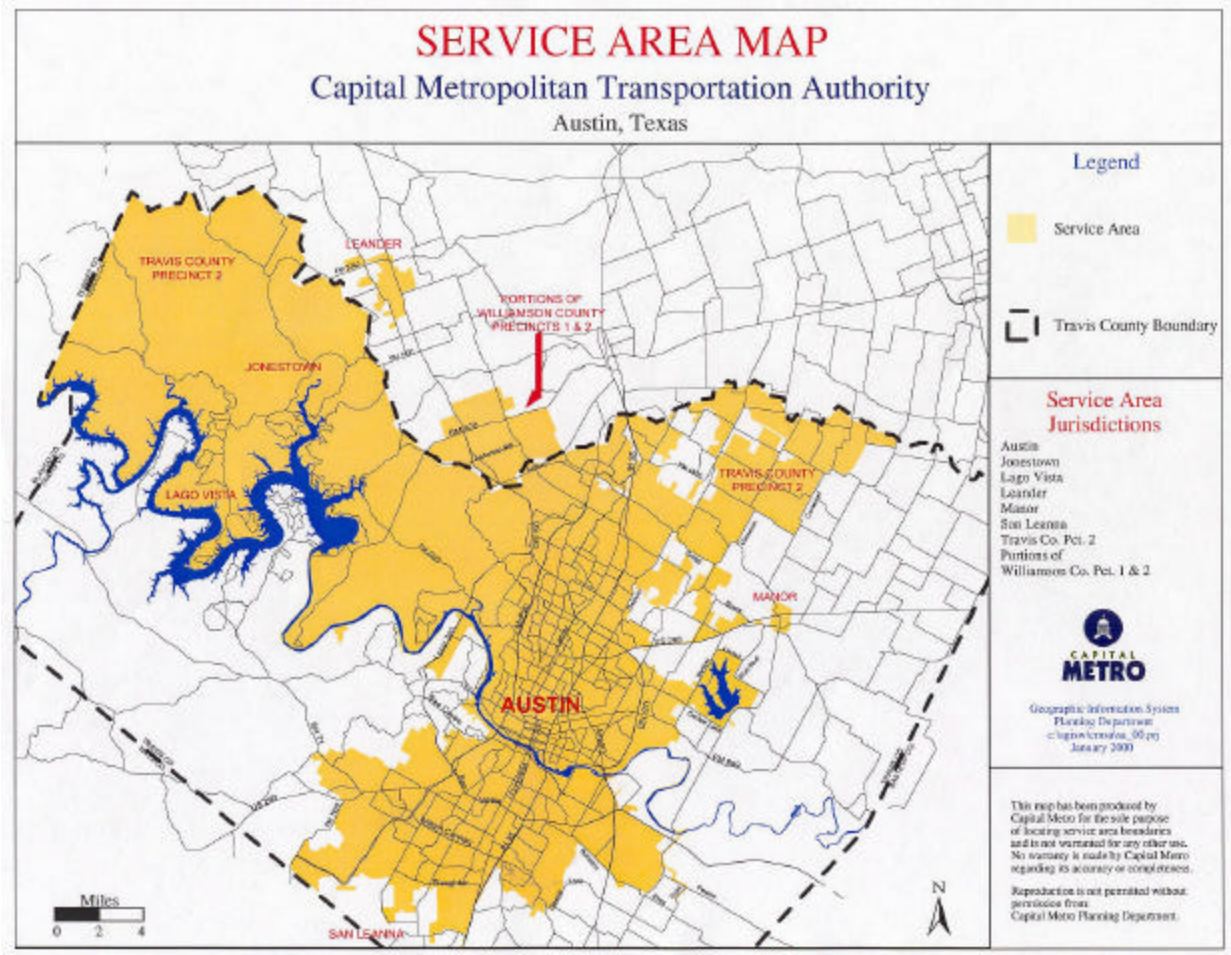
Figure 4.2
Capital Metro Ridership

Ridership by Service Type	***Passenger Trips (1998)***
Fixed Route	20.9 million
University of Texas Shuttle	7.1 million
Paratransit	0.4 million
Other purchased transportation	1.5 million
Total	**29.9 million**

Source: Capital Metropolitan Transportation Authority, January 2000

Figure 4.1

CMTA Service Area



Source: Capital Metropolitan Transportation Authority, February 2000

Special Projects and Services

Build Greater Austin: Started in 1994, the BGA program is dedicated to investing in the area's infrastructure that supports transportation. BGA typically funds street repairs, transit corridor improvements, sidewalks, curb ramps, hike-and-bike trails, and park-and-ride lot improvements. Capital Metro's annual contribution to the 10-year program is approximately $7 million. BGA will conclude in 2003.

University of Texas Shuttle: The student shuttle, operated by a private contractor, offers free bus service to the UT campus on 9 radial and 3 circulator routes with headways of about 5 minutes. Ridership on the UT shuttle was just over 7 million in 1998.

Downtown Austin Circulator Routes: A fleet of trolley buses—called Dillos—offers free service on routes in Austin's central business district (CBD). Dillos run every 10-20 minutes (depending on the route) from 6:00 a.m. to 7:00 p.m. Ridership averages 111,500 per month or about 1.3 million passenger trips per year.

Vanpool Program: Capital Metro works with major employers in their service area to promote carpooling and vanpooling. The agency provides computerized ridematching to identify employees that live and work in the same area, and provides vans for groups of commuters that wish to share the ride to and from work. In 1999 Capital Metro operated 105 vanpools and provided 954 rideshare matches.

Fixed Guideway: Capital Metro is currently in the planning and project development process for a fixed guideway system that includes light rail, bus rapid transit, and high-occupancy-vehicle lane options. The agency's long-term transit initiative is described below in the section entitled Long-Term Public Transportation System.

Privatization

Capital Metro contracts with other transportation providers for all or a portion of the following services: fixed-route bus service for feeder routes; demand response service for Leander, Lago Vista and Jonestown; special transit service (STS) for elderly and disabled persons; and the University of Texas shuttle service.

Capital Area Rural Transportation System (CARTS)

CARTS has been providing a mix of transportation services since 1978. CARTS operates fixed route, demand response, and commuter services from limited points in its 9-county service area. The CARTS service area, which extends well outside the CAMPO study boundary, includes the counties of Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Williamson and the non-urbanized portion of Travis County.

CARTS works in partnership with Capital Metro to coordinate services and resources where their service areas overlap in Travis County and Williamson County. Since 1986, CARTS and Capital Metro have cooperated to develop a seamless connection between rural and metropolitan transit resources.

Figure 4.3 shows CARTS' ridership and operating characteristics in 1997 and 1998. In 1998 CARTS discontinued its transportation services for the Headstart program and reduced other transit service based on vehicle reliability, which account for the reduction in trips, vehicle miles and operating expenses in 1998.

Figure 4.3
CARTS' Ridership and Operating Characteristics

	1997	***1998***
Total One-Way Passenger Trips	349,942	316,030
Average Number of Vehicles	74	74
Total Vehicle Miles	1,618,992	1,570,629
Total Operating Expenses	$2,787,445	$2,747,557

Source: *1998 Texas Transit Statistics*, TxDOT, July 1999.

Long-Term Public Transportation System

The major elements of CAMPO's long-term planned transit network are illustrated in Figure 4.4. The transit network includes 52 miles of fixed guideway (light rail or bus rapid transit), a proposed commuter rail system between Austin and San Antonio, and express bus routes. Figure 4.5 identifies the different types of transit service and describes each in terms of function, right-of-way requirements, vehicle capacity, and peak-hour frequency. Definitions of public transportation facilities and services can be found in the glossary in Chapter 11.

Figure 4.6 shows the phased implementation of recommended transit improvements. An essential component of the long-term network is the 52-mile fixed guideway system. Capital Metro's implementation schedule considers funding availability and a goal of minimizing construction impacts through scheduled phasing. The approach will be refined as more information is gathered in the project development process which is currently underway.

Capital Metro's Board of Directors will ultimately determine the phasing of various segments of the fixed guideway system. Funding decisions will focus on the differences between adopting a pay-as-you-go approach (that is, financing the system through existing and projected reserves, passenger fares, sales tax revenue and federal transit grants) versus issuing long-term debt (which requires voter approval). For example, the full 52-mile system could be in operation by 2016 if long-term debt is issued, compared to full build-out by 2022 if the agency chooses the more conservative pay-as-you-go approach.

Capital Metro's Fixed Guideway System

In October 1999 Capital Metro adopted a 20-mile fixed guideway system as the initial phase of its long-range transportation plan. The initial phase is further divided into two sub-phases. Phase 1A, the starter line, is a 15-mile light rail line from McNeil Rd. south to the central business district (CBD). Phase 1B includes 3 miles of fixed guideway (either light rail or bus rapid transit) from the CBD south to Ben White Blvd. and 2 miles of fixed guideway from the CBD east to Pleasant Valley/ MLK Blvd. (see Figure 4.7). Figure 4.8, which shows capital costs and projected ridership for each phase, reflects Capital Metro's conservative approach toward estimating costs and ridership—that is, cost estimates are on the high side and ridership estimates are on the low side so that the agency has solid information on which to base its decisions.

The initial phase of the fixed guideway system will operate from McNeil Rd. through the CBD to Ben White Blvd. both in existing rail right-of-way owned by Capital Metro and in street rights-of-way. The east extension, linking East Austin to the CBD, may operate in existing rail right-of-way owned by Capital Metro.

Figure 4.4
Long-Term Transit Network

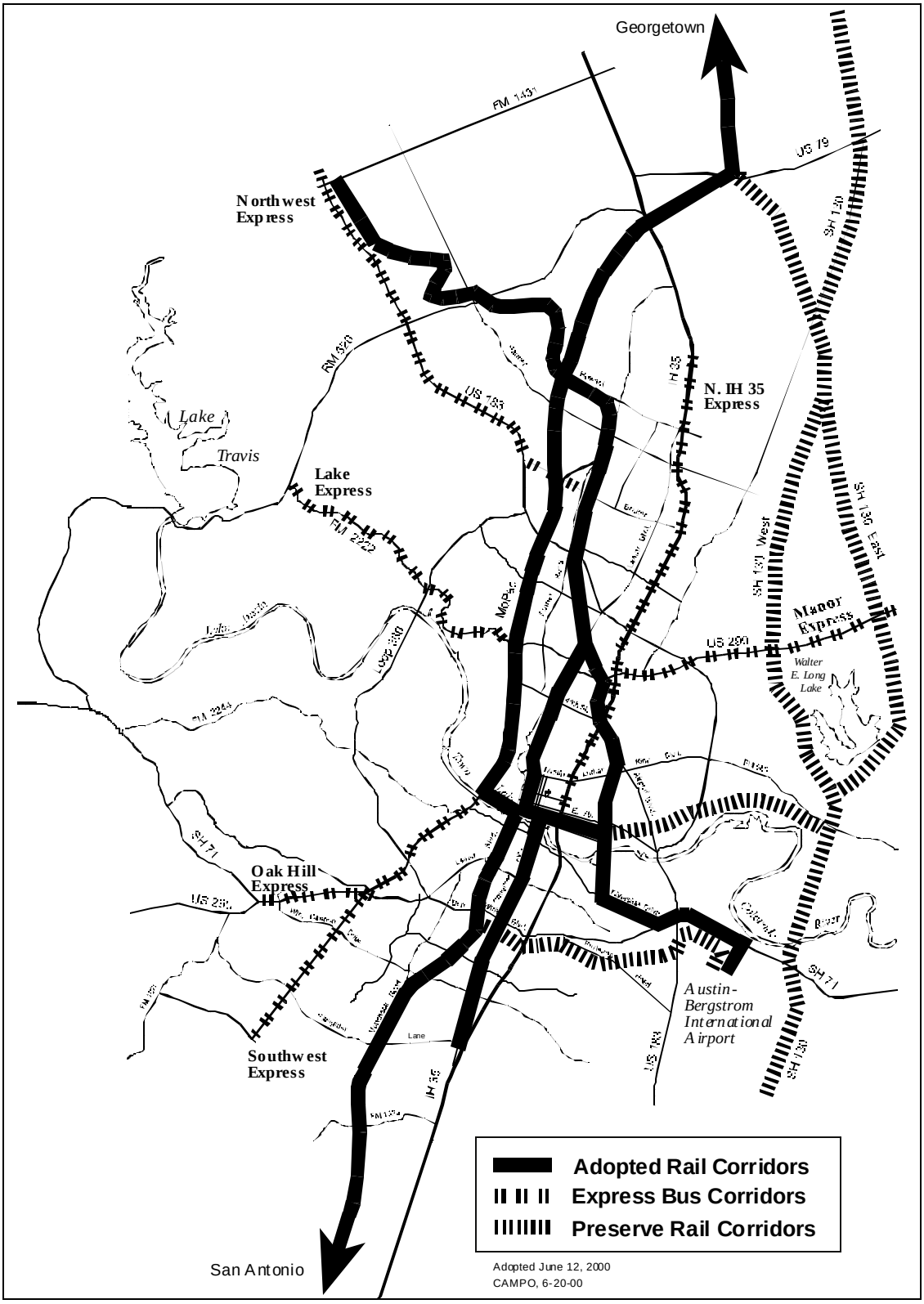


Figure 4.5

Types of Transit Service

Transit Service Type	*Function*	*ROW Operation*	*ROW Req'ments, Double Track (feet)*	*Average Operating Speed (mph)*	*Vehicle Capacity*	*Peak-Hour Frequency (minutes)*	*Transportation Nodes Served*
Fixed Guideway							
Commuter Rail	Serves longer-distance commute trips in heavily traveled corridors	Reserved ROW, grade-separated intersections	25-40	40-50	100	20-30	Park-and-ride lots, transfer centers
Light Rail	Serves a wide range of trip purposes in heavily traveled corridors	Shared and/or reserved track in rail and road ROW	25-35	20-25	150	5-10	Park-and-ride lots, transfer centers
Bus Rapid Transit	Serves a wide range of trip purposes in heavily traveled corridors	Exclusive ROW	25-70	20-25	45-65	2-5	Park-and-ride lots, transfer centers
Electric Trolley Bus	Serves a wide range of trip purposes in heavily traveled corridors	On shared or reserved traffic lanes	25-75	15-20	45	5-10	Park-and-ride lots, transfer centers
Express Bus	Serves commute and school trips from outer areas. Most trips are home-based	On major roads in mixed traffic or on HOV lanes	NA	20-30	45	5-20	Park-and-ride lots, kiss-and-ride lots
Local Bus							
Radial	Serves mostly home-based trips	Along local streets in mixed traffic	NA	15-20	45	5-30	Transfer centers, local bus stops
Crosstown	Serves mostly home-based trips	Along local streets in mixed traffic	NA	15-20	45	10-30	Transfer centers, local bus stops
Feeder	Serves mostly home-based trips	Along local streets in mixed traffic	NA	15-20	45	15-30	Transfer centers, local bus stops
Circulator	Serves periphery residential and park-and-ride lots	Along local streets in mixed traffic or reserved lanes	NA	5-10	25	5-30	Fringe parking or residential

Figure 4.6

2025 Public Transportation Plan

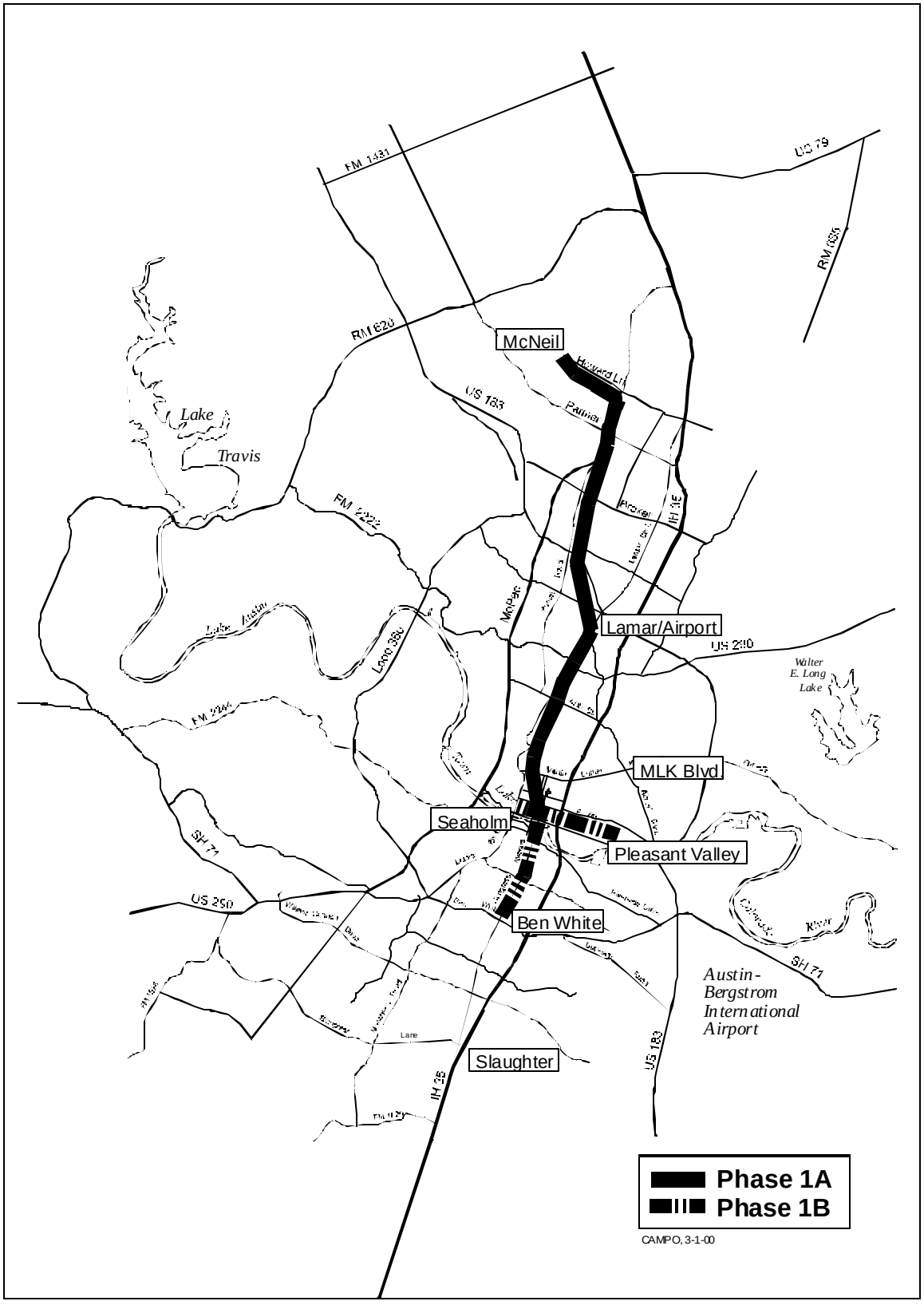
Service/Facility Type	*Existing & Committed*	*Year 2007*	*Year 2015*	*Year 2025*
Light Rail or Fixed Guideway	None	McNeil to CBD CBD to Ben White[1] CBD/Seaholm to Pleasant Valley/MLK Blvd.[1]	Continued development of ultimate 2025 system[1]	Leander to McNeil Lamar/Airport Blvd. to Pleasant Valley/MLK Blvd. Pleasant Valley to ABIA Ben White to Slaughter
Commuter Rail	None	None	Round Rock to San Antonio[2]	Round Rock to Georgetown[2]
Park/Bike-n-Ride Lots (lots with 50+ spaces)	Austin High School Hyde Park N. Lamar Transfer Center Pavilion US 183@ RM 620 Leander Oak Hill	Howard Ln. @ IH 35 Wm. Cannon @ IH 35 Slaughter Ln. @ IH 35 Ben White @ Loop 1 Wm. Cannon @ Loop 1	IH 35N @ Bratton Ln. Wells Branch @ Loop1 US 290W @ Loop 1 Slaughter Ln. @ Loop 1 RM 2222 @ Loop 360 RM 2222 @ RM 620	US 290E
Express Bus Service	17 express routes 11 UT Shuttle routes	Add 2-3 express routes	Add 2-3 express routes	Add 2-3 express routes
Major Transfer Centers	North Lamar Northwest Northeast South Southwest	McNeil Rd. @ LRT Station Slaughter Ln. @ LRT Terminus Central/Downtown	Far Northwest Loop 1/Parmer IH 35/4th St. Congress/Ben White Southeast	

1 Buildout depends on available funding.
2 Buildout depends on available funding.

Figure 4.6, **2025 Public Transportation Plan,** continued

Service/Facility Type	***Existing & Committed***	***Year 2007***	***Year 2015***	***Year 2025***
Local Fixed Route	23 radial routes 11 crosstown routes 10 feeder routes	Redesigned bus network Additional crosstown and feeder routes	Redesigned bus network Additional crosstown and feeder routes	Redesigned bus network Additional crosstown and feeder routes
Special Circulators	4 downtown Dillo routes 3 UT Shuttle routes	1 central area Dillo	Employer-sponsored shuttles Neighborhood shuttles	Employer-sponsored shuttles Neighborhood shuttles
Special Transit Service	System-wide	System-wide	System-wide	System-wide
Travel Demand Management (TDM)	105 vanpools Ridematching Guaranteed Ride Home Free fare on Ozone Action Days Bicycle racks on all fixed-route buses Transit Opportunity Partners (TOPS)	140 additional vans (20/year)	Continued	Continued
Transportation System Management (TSM)	Intersection improvements Bus pull-outs Queue bypass lanes for buses	Continued	Diamond lanes/special bus lanes on major arterials	Diamond lanes/special bus lanes on major arterials
Intelligent Transportation Systems (ITS)		Smart cards Automatic vehicle locator (AVL) Bus pre-emption signals Customer information system	Advanced signal timing Bus pre-emption signals AVL continued	Advanced signal timing Bus pre-emption signals

Figure 4.7
Capital Metro's Fixed Guideway System: Initial Phase



The proposed transit service will operate at 10-minute frequencies during the morning and evening rush hours, with off-peak frequencies of 20 minutes. The system will include 26 stations along the 20-mile route, and provide direct access to the University of Texas, the State Capitol Complex, and the CBD.

In November 1999, Capital Metro submitted the initial phase to the Federal Transit Administration for funding under the New Starts capital grant program. FTA is expected to announce its New Starts projects in March 2000.

Figure 4.9 shows the preliminary phasing and capital costs for subsequent phases of Capital Metro's light rail transit system not yet approved. Figure 4.9 also includes a proposed commuter rail line that would link the Austin and San Antonio metropolitan areas, and would connect with Capital Metro's proposed light rail system in two locations—Austin's CBD and McNeil Rd., the north terminus of the proposed starter line. The Austin-San Antonio commuter rail project is described in more detail below.

Austin-San Antonio Commuter Rail

A regional passenger rail system connecting the Austin and San Antonio metropolitan areas is being explored as a way to ease traffic congestion on IH 35. The proposed commuter rail service would use the existing Union Pacific right-of-way that parallels IH 35. The 110-mile rail system would run from Georgetown to San Antonio with stations in Austin, Round Rock, San Marcos, and New Braunfels.

A 1999 feasibility study of passenger rail in the Austin-San Antonio Corridor concluded that a commuter rail system is both technically and financially feasible. A summary of the proposed rail system is shown in Figure 4.10.

Thirty-nine miles of the 110-mile commuter rail system lie within the CAMPO study area. Figure 4.4 shows the location of the rail system in the CAMPO study area. Figure 4.11 shows the length and cost of the segment in the CAMPO study area as well as the other three segments.

Transit-Oriented Development

CAMPO places major emphasis on public transportation to meet our future mobility needs. Many arterial roadways and highways in the region are congested because the single-occupant vehicle (SOV) is our predominant travel mode. CAMPO advocates reducing our dependence on SOV travel through transportation alternatives and programs. But transportation policy alone cannot change transportation trends, changes in land use trends must also be made.

Transit-oriented development concentrates new and infill development in transit corridors and around transit stations. It encourages transit use by creating mixed land use, walkable communities that do not require a car for personal mobility. Transit-oriented design has been proven to be an economic boon, revitalizing downtowns and main streets and significantly reducing auto dependency.

Figure 4.8
Fixed Guideway System
Preliminary Phasing & Capital Costs: Initial Phase

Line	*Segment*	*Length (miles)*	*Stations*	*Total Capital Cost (1999 $ millions)*	*Capital Cost per Mile (1999 $ millions)*	*Projected 2007 Weekday Ridership*
Phase 1A						
Red/Green	McNeil to CBD	14.6	16	$ 596.5	$ 40.9	32,100
	Maintenance Facility	--	--	$ 46.2	--	--
Phase 1A Total		**14.6**	**16**	**$ 642.7**	**$ 44.0**	**32,100**
Phase 1B						
Red/Green	CBD to Ben White	3.4	5	$ 204.1	$ 60.0	8,500
Orange	Seaholm to Pleasant Valley	2.0	5	$ 72.8	$ 36.4	2,600
Phase 1B Total		**5.4**	**10**	**$ 276.9**	**$ 51.3**	**11,100**

Source: Capital Metropolitan Transportation Authority, Nov. 1999

Figure 4.9
Fixed Guideway System
Preliminary Phasing & Capital Costs: Subsequent Phases
(timing and sequence to be determined)

Line	*Segment*	*Length (miles)*	*Stations*	*Total Capital Cost (1999 $ millions)*	*Capital Cost per Mile (1999 $ millions)*	*Projected 2007 Weekday Ridership*
Red/Green[1]	Ben White to Slaughter	4.1	3	$ 172.6	$ 42.1	5,400
Red[1]	Lamar/Airport to East Connector	5.9	4	$ 133.5	$22.6	6,000
Red[1]	Leander to McNeil	15.3	2	$ 291.9	$19.1	2,400
Orange[1]	Pleasant Valley to ABIA	7.0	6	$ 401.5	$ 57.4	3,400
Blue[2]	Austin-San Antonio Commuter Rail[2]	110	12	$ 475.0	$ 4.3	8,000

Sources: [1] Capital Metropolitan Transportation Authority, Nov. 1999
[2] *Austin-San Antonio Commuter Rail Study, Final Report*, Carter-Burgess, July 1999
Note: Commuter rail capital costs are 1998 dollars; projected ridership is for opening year (2000). Cost within the CAMPO study area is $171.5 million.

Figure 4.10
Austin-San Antonio Commuter Rail
System Summary

Train Schedule	Peak Hours: every 30 minutes Off-Peak Hours: every 90 minutes
One-Way Fares	2 Zones (Austin to San Antonio): $9.00 1 Zone (San Marcos to either end): $4.50
Travel Time	Austin to San Antonio: 103 minutes
System Length	110 miles
Stations	12
Average Speed	45 mph
Operating Hours	6:00 a.m. to 10:00 p.m.
Ridership	Year 2000: 8,000 per weekday Year 2020: 11.000 per weekday
Grade Crossings	Grade Separated Crossings: 56 New Crossings: 6 Improved At-Grade crossings: 117
Construction Cost (1998 dollars)	New-Track Option: $475 million Shared-Track Option: $250 million
Operation & Maintenance Cost (1998 dollars)	$24 million/year
Financing: Construction	Federal: 50% Regional: 50% (0.11¢ tax)
Financing: Operation & Maintenance	Passenger Fares: 55% Federal: 10% Regional: 35% (0.015¢ tax)

Source: *Austin-San Antonio Commuter Rail Study, Final Report*, Carter-Burgess, July 1999

Figure 4.11
Austin-San Antonio Commuter Rail
Construction Cost by Segment

Segment	***Length (miles)***	***Percent (of total length)***	***Construction Cost***	***Percent (of total cost)***
Georgetown – Round Rock	6	5.3%	$25.6 million	5.4%
CAMPO study area	**39**	**35.3%**	**$171.5 million**	**36.1%**
Kyle – Bexar County line	43	39.3%	$195.7 million	41.2%
San Antonio MPO study area	22	20.1%	$82.2 million	17.3%
TOTAL	**110**	**100%**	**$475 million**	**100%**

Source: *Austin-San Antonio Commuter Rail Study, Final Report*, Carter-Burgess, July 1999

Transit stations and transit stops can have abundant land uses, including jobs, housing, retail, restaurants, daycare centers, services, athletic facilities, pedestrian plazas and parks, and bicycle parking and lockers. Multiple activities encourage transit stations to become more than just a place to park the car. Transit stops and stations can be integrated into neighborhoods so that they provide a sense of place and incorporate the street into the neighborhood.

Transit-oriented development offers a new model for managing growth. Transit-oriented design can:

1. Promote economic development by attracting consumers, businesses and services to the area surrounding the transit station;
2. Increase housing options by encouraging mixed-use development, which combines commercial and residential structures; and
3. Improve air quality and reduce greenhouse gas emissions by reducing the number of vehicle trips.

In addition to supporting more efficient land-use patterns, transit is cost-effective. Because of its greater carrying-capacity, transit improvements can generate cost savings by reducing the need for roadway construction and the need for parking facilities. To the degree that transit can support compact growth patterns, transit improvements can reduce infrastructure requirements.

And, finally, transit provides essential mobility. There are many people throughout the region who must rely on transit. Commuters, the disabled, the elderly, lower income citizens, choice riders, rural residents—all of these groups have a stake in the quality and availability of transit service. Serving the mobility needs of these constituents over the next 25 years is an essential responsibility of the public transportation system.

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5 Congestion Management System

The purpose of the Congestion Management System is to increase vehicular occupancy, reduce vehicle trips, and improve mobility and safety by reducing peak hour vehicle travel demand and implementing operational improvements to the transportation network. This in turn will reduce air pollution and fuel consumption and result in a safer, more efficient transportation system.

Transportation System Monitoring

Criteria Used for Determining Congestion

Traffic congestion throughout the CAMPO region is measured annually by the City of Austin Public Works and Transportation Department. The Transportation Research Board defines traffic congestion as "travel time or delay in excess of that normally incurred under free-flow travel conditions. The amount of congestion that is acceptable varies by type of transportation facility, geographic location and time of day." The following peak hour criteria are used as a general guideline to locate automobile traffic congestion in the CAMPO area:

1. *Freeway mainlanes:*
   Congestion exists where travel time exceeds 1.75 min. / mile (average speed less than 35 mph).
2. *Major arterial roadways and frontage roads where speed limit generally exceeds 35 mph:*
   Congestion exists where travel time exceeds 2.40 min. / mile (average speed less than 25 mph).
3. *Minor arterial roadways and frontage roads where speed limit is generally 35 mph or less:*
   Congestion exists where travel time exceeds 3.00 min. / mile (average speed less than 20 mph).
4. *Signalized intersections:*
   Congestion exists where 50% or more of users, experience more than 40 seconds of stopped time.

Congested Network

The Congested Network is defined as the part of the CAMPO roadway network that meets the criteria defined above during the peak period. This information is available from the annually updated Congestion Network Monitoring Report.

CMS Corridor Mobility Plan

The CAMPO Congestion Management System Working Group is in charge of developing and maintaining the Corridor Mobility Plan that is used to help select projects for the Transportation Improvement Program and other Capital Improvement Programs. The Corridor Mobility Plan includes basic project information for proposed improvements to the transportation network during a six-year period. The Corridor Mobility Plan is updated at least once every two years.

Mobility and Air Quality Objectives

A project proposal is eligible to be placed in the Corridor Mobility Plan if it is has been recommended by a Congestion Management Team (see below) for the purpose of achieving at least one of the following objectives:

- Reduce trips involving single-occupant vehicles
- Encourage ridesharing, telecommuting, and alternative modes of transportation
- Increase operating efficiency of roadways, freeways, and public transportation
- Decrease the number of congested roadway segments and intersections
- Increase average vehicle occupancy of the public transportation system especially during peak-period travel times
- Reduce air pollution caused by cars, light trucks, passenger vans, buses, and trucks.

Corridor Mobility Plan Project and Program Development and Evaluation

All Corridor Mobility Plan projects and programs are developed and evaluated for effectiveness in accordance with the CAMPO Congestion Management System Process Guidelines.

Congestion Management Teams

CAMPO coordinates five teams of inter-agency staff representatives to determine near and long term congestion management strategies, and to develop and monitor projects and programs for the CAMPO Congestion Management System:

Commute Solutions Team

The coordinating team for the CAMPO Commute Solutions Program promotes alternatives to driving in single occupant vehicles, which include carpooling, vanpooling, public transit, bicycling, walking, implementing alternative work schedules, and telecommuting. Target audiences for this program include public agencies, the general public, commuters, and major public and private employers. The program, which began as a CAMPO pilot project in 1994, is aimed at reducing traffic congestion and improving air quality in Central Texas using various Travel Demand Management strategies. For more information about the program, contact the CAMPO office at (512) 499-6051.

Highway Bottleneck Team

The Highway Bottleneck Team includes representatives from the Texas Department of Transportation, Federal Highway Administration, City of Austin Public Works and Transportation Department, CAMPO, Texas Transportation Institute, and the University of Texas Center for Transportation Research. Team members develop strategies and projects to manage and improve traffic conditions on freeway mainlanes. They address two types of traffic congestion: 1) recurring congestion such as rush-hour traffic, and 2) non-recurring congestion caused by collisions or other freeway incidents. The following freeway operational improvement strategies are considered:

- Lengthen acceleration lanes on entrance ramps
- Provide supplemental lanes between high volume ramps
- Use entrance ramp controls / peak-hour ramp closures
- Eliminate ramps where appropriate to improve safety or operational efficiency
- Optimize traffic signal timing at frontage road intersections.

Freeway Traffic Management and Operations Team

The Freeway Traffic Management and Operations Team oversees the development of the TxDOT Freeway Traffic Management System, which will be used to improve traffic conditions along US 183, US 290, SH 71, Loop 1, IH 35, and future freeways in the Austin metropolitan area. The system will improve freeway corridor monitoring capabilities and provide system infrastructure for inter-agency coordination, traveler information, advanced traffic control, and incident management. The system makes use of Intelligent Transportation System (ITS) technology to increase safety and reduce traffic congestion through enhanced communication capabilities. The Team includes engineers, planners, administrators, and public safety personnel from TxDOT, Travis County, the City of Austin, and other organizations. Team members develop strategies and projects to improve safety and traffic congestion conditions within travel corridors that include freeway mainlanes and frontage roads. Several members of the Team participate in the development of the Combined Emergency and Traffic Management Center facility, which is currently being designed, and the application of Intelligent Transportation Systems (ITS).

Downtown Mobility and Arterial Congestion Team

The Downtown Mobility and Arterial Congestion Team develops strategies and projects for managing traffic congestion in downtown Austin and on major arterial roadways in the Austin metropolitan area. The Team includes representatives from the City of Austin Public Works and Transportation Department, CAMPO, the Texas General Services Commission, TxDOT, the Capital Metropolitan Transportation Authority, and downtown business organizations. They address two types of traffic congestion: 1) recurring congestion such as rush-hour traffic, and 2) non-recurring congestion caused by special events, construction work, and other roadway incidents. The following transportation improvement strategies are considered:

- Monitor and synchronize traffic signals
- Upgrade the City of Austin computerized traffic signal system and install loop detectors
- Modify bus transit routes, increase bus service, and improve bus arrival information
- Create bus priority and/or dedicated bus/vanpool lanes
- Install signal preemption systems and/or queue jumper lanes for buses & emergency vehicles
- Expand Park and Ride and other intermodal facilities
- Install parking management systems and implement access management techniques
- Adjust one-way and two-way street operations
- Install reversible travel lanes on roadways with high disparities in directional volumes
- Implement Transportation System Management techniques especially at intersections
- Enforce restrictions on commercial vehicle operations
- Encourage major employers to allow workers to use flex-time and to telecommute
- Promote alternative transportation modes (ridesharing, transit, bicycling, walking, etc.)
- Install temporary and permanent lane control signs
- Improve inter-agency and inter-departmental project planning and communications
- Provide traveler information about special events, lane closures, and detour routes.

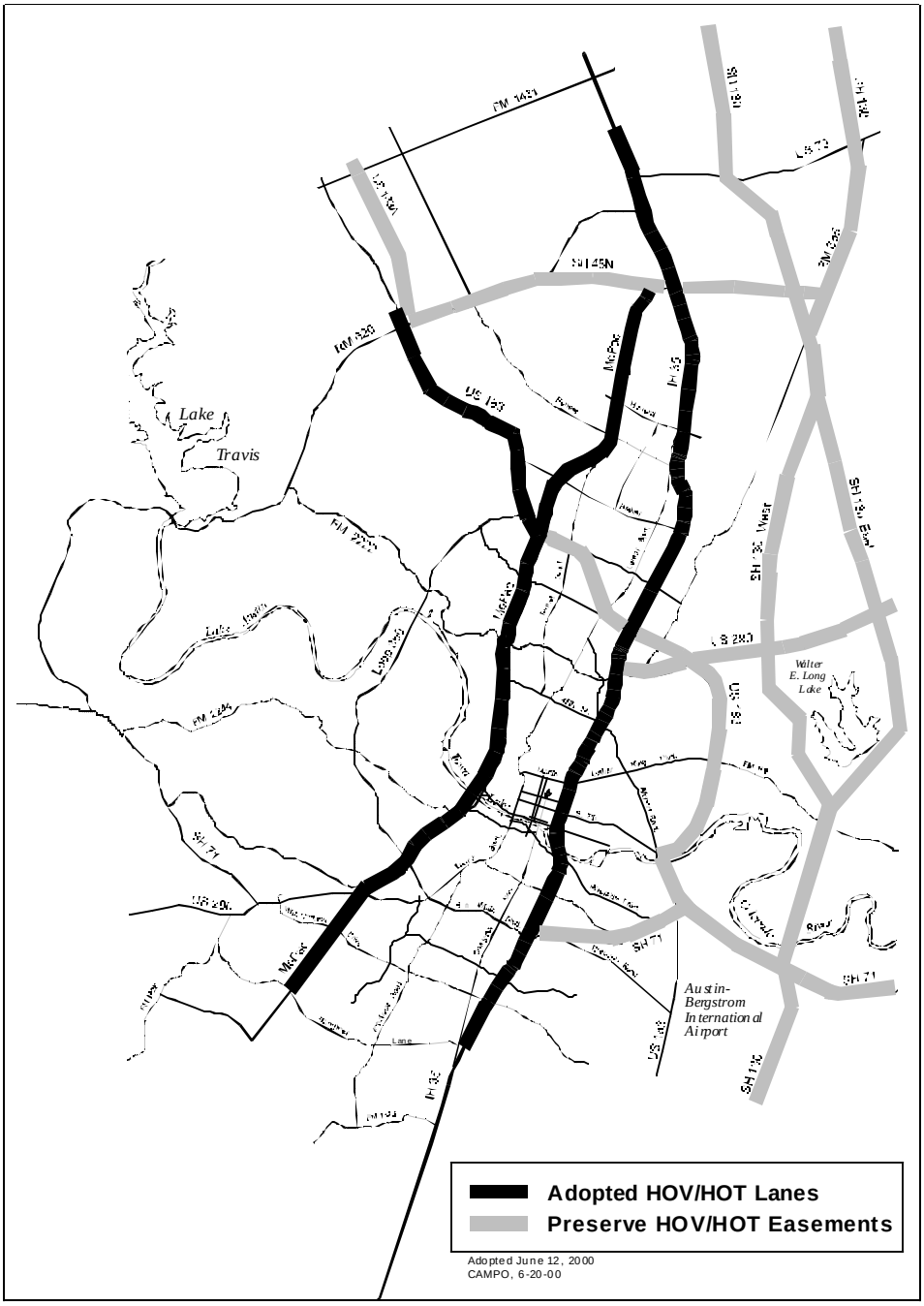
High Occupancy Vehicle/High Occupancy Toll (HOV/HOT) Facility Operations Team

In 2000, the CMS Working Group expects to form a Congestion Management Team to recommend low to medium cost projects and programs for the CAMPO Corridor Mobility Plan. Projects could include bus-only lanes on arterial roadways, support systems for future

toll facilities, ramp and frontage road modifications, congestion pricing, ITS infrastructure, and rideshare programs that are aimed at improving the operational efficiency and ridership-attractiveness of HOV/HOT lanes. The purpose of the Team will not be to plan HOV/HOT lanes, but to recommend improvements that complement HOV/HOT facilities after they are constructed.

The planned long-term HOV/HOT network in the CAMPO area is shown in Figure 5.1.

Figure 5.1
Long-Term HOV/HOT Network



6 Bicycle & Pedestrian System

Introduction

The Bicycle-Pedestrian Element describes the federal requirements, current level of bicycling and walking and actions to increase the levels, and the bicycle and pedestrian systems. A map of the 2025 Metropolitan Bicycle Route System is included at the end of this section (see Figure 6.1). CAMPO's policies to encourage bicycling and walking are included in Chapter 10.

Federal Requirements

TEA 21 requires that MPOs provide for the long-term development and encouragement of bicycle and pedestrian facilities as viable transportation alternatives. According to TEA 21: MPOs must "consider bicycle and pedestrian projects, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use is not permitted."

Current Level of Bicycling and Walking

Bicycling and walking, the two primary nonmotorized transportation choices, contribute a small fraction of their potential. Between 1% and 3% of area residents commute to work or school on foot; less than 2% commute by bike. Figure 6.2 shows the level of bicycling and walking in the metropolitan area since 1990, based on four separate surveys.

Figure 6.2
CAMPO-Area Travel to Work/School

Travel Mode	***1990 U.S. Census*** [1]	***1994 Public Opinion Survey*** [2]	***1997 Public Opinion Survey*** [3]	***1998 Travel Survey*** [4]
Drive Alone	75%	82%	82%	84%
Carpool/Vanpool	14%	4%	6%	11%
Bus	3%	9%	7%	2%
Walk	3%	3%	3%	1%
Bike	1%	2%	1%	.5%
Other	4%	—	1%	1.5%

Area surveyed and purpose of trip:
[1] Georgetown to Kyle, travel to work
[2] CAMPO study area, travel to work or school
[3] CAMPO study area, travel to work or school
[4] Williamson, Travis and Hays Counties, travel to work

Increasing the Level of Bicycling and Walking

Research by the U.S. Department of Transportation indicates that bicycle and pedestrian commuting could be increased if adequate facilities were available. Increasing the level of biking and walking would reduce motor vehicle trips that, in turn, would reduce traffic congestion and air pollution. Bicycle and pedestrian travel is an inexpensive, environmentally-sound, and healthy transportation alternative for short trips to work, school, shopping, recreational facilities and neighborhood destinations.

CAMPO's 1997 public opinion survey showed that 1% of those surveyed bicycle to work or school during rush hour. However, 27% stated that they would consider bicycling if the conditions were right for them. Twenty-seven percent of respondents also said that showers, lockers and safe bike storage at work would affect their commuting choice. Figure 6.3 shows a list of actions that would encourage biking and walking and increase the level of use.

Figure 6.3
Actions to Increase Bicycling and Walking

Actions to Increase Bicycling and Walking
1. More and/or better bike lanes and sidewalks
2. Maps of safe routes; route choice assistance
3. Showers and lockers at worksite
4. Secure bicycle parking/storage
5. Eliminate barriers

Sources: TDM Tool Kit, Association for Commuter Transportation, 1998
CAMPO Public Opinion Survey, 1997

Bicycle System

FHWA Design Bicyclist

Bike facilities need to accommodate both experienced and less experienced riders. FHWA suggests that bicyclists generally fit in one of three categories: Group A—Advanced Bicyclists, Group B—Basic Bicyclists, or Group C—Children. Figure 6.4 illustrates FHWA's "design bicyclist" concept and lists the characteristics of each group.

Generally, Group A cyclists are best served by designing all roadways to accommodate shared use by bicycles and motor vehicles. Group B and C bicyclists are best served by a network of neighborhood streets and designated bicycle facilities. Given these two types of design bicyclists, FHWA offers a two-tiered design approach to meet their needs:

1. Group A riders are best served by making every street "bicycle-friendly."

2. Group B and C riders are best served by identifying key travel corridors (typically served by arterial and collector streets) and by providing designated bicycle facilities on selected routes through these corridors.

Figure 6.4
FHWA Design Bicyclist

Group A – Advanced Bicyclists

- Experienced riders
- They prefer:
  - Direct access to destinations
  - Maximum speed with minimum delays
  - Sufficient operating space to share roadways with motor vehicles

Group B – Basic Bicyclists

- Casual riders, new riders, teenage riders
- They prefer:
  - Comfortable access to destinations via direct routes
  - Well-defined separation from motor vehicles

Group C – Children

- Pre-teen riders
- They prefer:
  - Access to key neighborhood destinations
  - Streets with low speed limits and traffic volumes
  - Well-defined separation from motor vehicles

Source: *Selecting Roadway Design Treatments to Accommodate Bicycles*, FHWA, January 1994

2025 Metropolitan Bike Route System Map

Figure 6.1 shows the planned, regionally significant, on-road bike route system for the CAMPO region through the year 2025. Bike routes are also cited in the 2025 Roadway Plan table (see Figure 7.1): a column in the table identifies roads in the 2025 Roadway Plan that are part of the regional bike route system.

The map shows a continuous network of regionally significant bicycle routes in public road rights-of-way. Regionally significant routes are routes that move bicycle traffic within and through the urban area. Right-of-way preservation is a key component of a strong transportation plan, and the construction of bikeways on existing and planned roadways depends on sufficient rights-of-way. The 2025 Metropolitan Bicycle Route System Map should be used as a guide to preserving corridors for the regional bikeway system.

The regional system includes routes on collector streets, arterials, and state highways, with two caveats:

1. Only experienced cyclists should use bikeways on state highway frontage roads and major arterials with high speeds and high-traffic volumes.

2. Inclusion of bicycle facilities on state highway frontage roads is subject to final design determination, in consultation with local governments, in the design phase.

Bicycle facilities can be bike lanes, bike paths, bikeways or shared roadways (each of these terms is defined in the Glossary, Chapter 11). The map does not specify the type of bike facility that should be provided on each roadway—each member jurisdiction should be allowed to select the facilities that best serve its users. CAMPO encourages its member jurisdictions to use FHWA's *Selecting Roadway Treatments to Accommodate Bicycles* as a guide for selecting the appropriate facility on each roadway.

To achieve a coordinated, integrated and safe transportation system for cyclists, CAMPO encourages its member jurisdictions to design, construct and maintain all bicycle, pedestrian and trail facilities in accordance with federal design guidelines. CAMPO encourages its member jurisdictions to adopt the *Guide for the Development of Bicycle Facilities* by the American Association of State Highway and Transportation Officials (AASHTO) as the design criteria for accommodating bicycles on roadways.

Pedestrian System

All of us are pedestrians. Virtually all trips at one point or another include a pedestrian element. It could be as little as walking from the front door to the car in the driveway and from the parking place to the office. For others it could be a 5-mile walk from home to school or work. For most of us, though, it's running errands to nearby businesses at lunch or after work, or walking to a bus stop or a shopping center near home.

In a national study, FHWA listed the major factors that affect an individual's decision to bicycle or walk. Table 6.5 lists the factors specific to walking.

Figure 6.5
Factors That Influence Walking

Factors Specific to Walking
1. Distance and travel time
2. Climate and topography
3. Presence of sidewalks
4. Traffic signals and pedestrian crossings
5. Availability of services (for errands, shopping)
6. Street lighting
7. Attractive places to walk

Source: The National Bicycling and Walking Study, FHWA, 1994

Pedestrians, like bicyclists, vary widely in their abilities. It's important that the pedestrian system meet not only the needs of the average pedestrian, but also the needs of the elderly, the young, the poor and the people with disabilities.

To promote walking as a viable transportation choice, CAMPO encourages its member jurisdictions to:

1. Design safe sidewalks and comfortable pedestrian environments, and

2. Require new developments to provide sidewalks with direct connections to residential, commercial and recreational areas, and to transit stops.

It is clearly the intent of TEA-21 that all new and improved transportation facilities be planned, designed and constructed to safely accommodate pedestrians. All roadways not legally prohibiting pedestrians should be designed with sidewalks in order to achieve a balanced multi-modal transportation system.

Finally, we must encourage people to walk instead of drive, where feasible. Walking must be made as convenient as possible in order to substitute for driving. That means pedestrian-friendly amenities must be fully incorporated into all aspects of urban design in the short run. In the long run, it means emphasizing compact land use and development.

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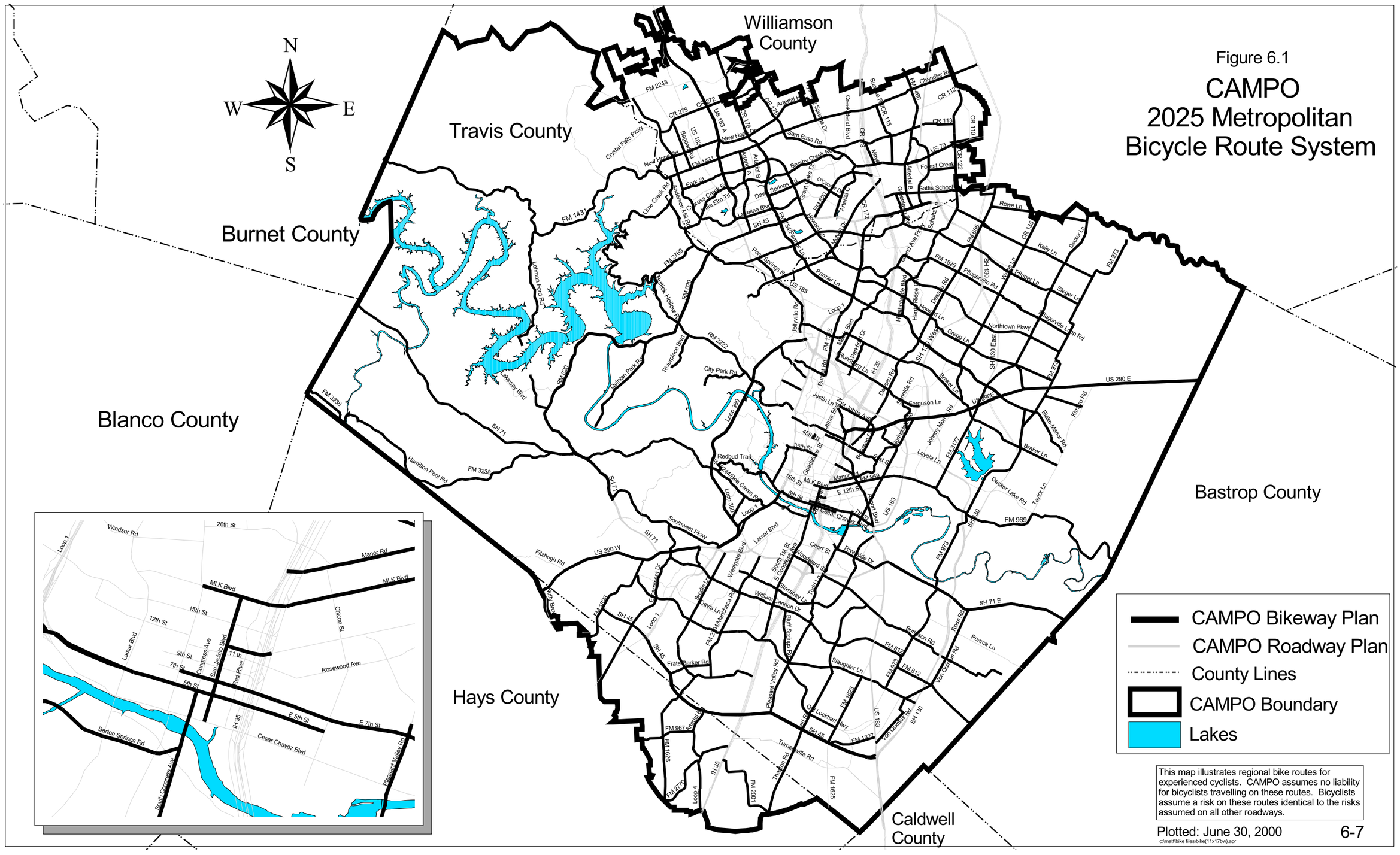
Figure 6.1

CAMPO 2025 Metropolitan Bicycle Route System



This map illustrates regional bike routes for experienced cyclists. CAMPO assumes no liability for bicyclists travelling on these routes. Bicyclists assume a risk on these routes identical to the risks assumed on all other roadways.

Plotted: June 30, 2000

c:\matt\bike files\bike(11x17bw).apr

7 Roadway System

Roadway System Considerations

As population growth and increased travel demand continues to place a higher burden on area roadways, it is imperative that many single-occupant vehicle trips be shifted to other modes such as transit, ridesharing, bicycling, and walking, especially during the peak travel periods. As the cost of constructing and maintaining roadway facilities increases, it will become more difficult for government agencies to provide sufficient funds to satisfy travelers' demands for added capacity and new roadways.

Given these constraints, the roadway element of the *CAMPO 2025 Plan* is designed to provide a reasonable level-of-service for all vehicular travel in and through the Austin metropolitan area, and provide a safe and efficient driving environment. In developing this system, many local and regional influences were considered. Existing and future land use and transportation facilities are critical factors in forecasting future travel demand. Employing the results of the CAMPO travel survey, the future travel demand for the years 2007, 2015 and 2025 have been estimated in order to develop a recommended transportation system for those years. Refer to the 2025 Roadway Plan Table (Figure 7.1) and the 2025 Roadway Plan Map (Figure 7.2) at the end of this chapter. Roadway recommendations are shown for 2025 assuming a fiscal constraint as well as a 2025 roadway "need" which is shown for information purposes.

In the 2025 Roadway Plan Table each roadway and roadway segment is listed beginning with the State highway system. Column 3 shows the existing roadway size as of 1997. Column 4 shows all roadway expansion projects for which funding is currently committed. Column 5 shows the adopted 2025 roadway sizes based on fiscal constraint and social impact feasibility. Column 6 shows the 2025 "needed" roadway sizes based only on pure transportation modeling demand, without consideration of fiscal constraint or social and environmental impacts. Columns 7 and 8 show areas of natural environmental and environmental justice (minority, low income) sensitivity, respectively, as described in Chapter 3, Environmental and Community Impacts. Column 9 shows roads in the Roadway Plan which are part of the regional bike route system, as described in Chapter 6, Bicycle & Pedestrian System. Column 10 shows remarks with specifications or characteristics of each roadway segment. Column 11 provides a project identification number so that projects can be linked to the Transportation Improvement Program.

Additional factors considered while developing the recommended roadway system include the impact of freight traffic (see Chapter 8), impacts to neighborhoods, environmental impacts, fiscal constraints, and increasing levels of congestion.

Impacts to Neighborhoods

The CAMPO Policy Advisory Committee (PAC) in 1994 stated its intent to not damage inner city neighborhoods by widening roadways (also see The Vision in Chapter 1). Therefore the proposed roadway system attempts to minimize the expansion of arterials within existing urbanized areas, especially residential areas. A *CAMPO 2025 Transportation Plan* goal is to increase person carrying capacity rather than motor vehicle capacity.

Environmental Sensitivity
The natural environmental sensitivity of the area through which each roadway passes is indicated by high, medium and low sensitivity (2025 Roadway Plan Table, Figure 7.1). The criteria for sensitivity and potential mitigation actions are described in Chapter 3, Figure 3.5.

Environmental Justice Sensitivity
The sensitivity of the areas through which each roadway passes for minority and low income populations is also indicated in Figure 7.1. Please see Chapter 3 for a full discussion.

Financially Constrained Plan
ISTEA and TEA 21 require that the adopted transportation system be constrained by "reasonably" available financial resources over the life of the Plan. The roadway improvements shown in column 4 of the 2025 Roadway Plan Table (Figure 7.1) and the 2025 Roadway Plan Map (Figure 7.2) illustrate the financially constrained system.

TEA 21 allows for the inclusion of a needed roadway list in the plan which is comprised of needed roadway improvements where funding has not been identified. Depending on future developmental patterns or needs, these roadway projects may be moved into the financially constrained list of roadway projects if sufficient funding becomes available or if an equivalent amount of roadway improvements have been removed from the plan. The Needs List is contained in column 5 of the 2025 Roadway Plan Table, Figure 7.1.

Corridor Preservation
Corridor (right-of-way) preservation is a key component to a strong transportation plan, and the construction of future roadways or increasing capacity on existing roadways depends on the provision of sufficient right-of-way. The 2025 Roadway Plan Table (Figure 7.1, column 9, remarks) should be used as a guide to preserve right-of-way throughout the Austin metropolitan area.

Roadway Plan

Figures 7.1 and 7.2 identify roadways that are regionally significant from the standpoint of moving traffic within and through the urban area. Roadways are classified according to the relative importance of the movement and access-to-property functions they perform. As the importance of the movement function increases, the access function decreases and vice versa. For example, freeways perform the function of moving large traffic volumes at high speeds with no access to adjoining property, while residential local streets provide access to homes at low speeds and low traffic volumes.

The roadways identified in the *CAMPO 2025 Plan* consist of:

- Freeway (FWY) - Fully access controlled roadways with grade separation at interchanges. Ramp movements on and off the facility are accomplished by ramps connecting to frontage roads. Access points are limited to major facility crossings.

- Parkway (PKY) - Through travel lanes are similar in characteristics to Freeways, but continuous frontage roads are not normally provided. Access is provided by grade separated interchanges and ramps at major crossings. Whenever possible, landscape treatments and scenic easements are provided.

- Expressway (EXPY) - High volume, high capacity roadways with widely spaced at-grade signalized intersections. Little or no direct access from frontage development or local roads along the facility with right turns in and out when access is available. Major street crossings are grade separated.

- Toll Road (TOLL) – Toll roads are freeways or parkways on which the user pays to drive on the facility. Tolling roads is one option to build major roadway projects sooner than with tax funds. The user fees are collected and used to pay the bonds issued for the construction of the roadway. Automated toll collection has greatly reduced the inconvenience for the roadway user. The planned tollroad projects in the CAMPO area are shown in Figure 7.3.

- Major Divided Arterial (MAD) - High volume surface roadways with high priority at intersections with all lower level facilities. Typically, signalization is provided at significant crossings. Flush, depressed or raised center median with left turn storage.

- Major Undivided Arterial (MAU) - Similar to Major Divided Arterials, but with no center median, normally due to right-of-way limitations. Limited left turn channelization at key crossing is provided wherever possible.

- Minor Arterial (MNR) - Secondary facility to meet local access and circulation requirements in addition to providing through movement. Typically, full movement access (left and right turns) is permitted along the route. Low priority is given at significant intersections.

- High-Occupancy Vehicle/High-Occupancy Toll Lane (HOV/HOT) - An alternative to widening major freeway facilities for general purpose travel, high-occupancy vehicle and high-occupancy toll (HOV/HOT) facilities are recommended for many of these routes to encourage higher vehicle occupancies and increase the person-carrying capacity of such corridors. Consideration of HOV lanes on these roadways should be given priority to encourage ridesharing and transit ridership, rather than encouraging additional single-occupancy vehicle (SOV) travel.

Travel Demand Modeling

Travel demand modeling consists of four sequential steps: trip generation, trip distribution, mode choice, and traffic assignment. Trip generation estimates the number of trips being "produced" at the home-end and "attracted" at the employment, shopping, school, or other trip ends. Those trips (productions and attractions) are estimated for all 1074 traffic serial zones (TSZ). Trip distribution estimates the interchange of trips between/among TSZs using the Gravity model based on the attractions of zones in their employment or other land use activities and the impedance (travel times). Mode choice differentiates the modes (drive-alone, carpool, bus, light rail, walk, bike) to be used by users (residents or employees). Traffic assignment calculates the individual travel demand onto the roadway, transit, and other modal networks based on the equilibrium, toll, time penalties, and speeds. Traffic assignment reveals how much traffic or travel demand is loaded onto the networks. The assignment results usually get the most attention in travel demand modeling because the volumes and congestion levels are shown in an easily understood form. Assignment results are also the primary basis for planners and engineers to recommend the future network improvements (lane capacities for roadways and headway (transit vehicle frequency) for transit).

Development and Modeling of Alternative Roadway Networks

The review process is to apply a quantitative method to identify the future transportation improvement projects to be included for travel demand modeling in the three horizon years (2007, 2015, and 2025) and to recommend transportation projects for the draft *CAMPO 2025 Transportation Plan*. The quantitative method is based on evaluation of the modeling results between the 2007 existing plus committed (E+C) network and future alternative networks in 2015 and 2025, as well as projected funding availability. Potential funding sources include federal, state, tolls, sales tax and other local funds.

Each model run is reviewed as a basis of proposing improvements in the successive run. The modeling process began with the existing plus committed (E+C) network. The E+C network includes the existing roadways plus the financially committed projects by the year 2007. The staff evaluated the performance of the E+C network in terms of traffic volumes and congestion, continuity and connectivity of roadways for addressing the future travel demand. New transportation projects were suggested based on the deficiencies shown in the modeling results to be tested in a proposed 2015 roadway network. This iterative and incremental process continued until the 2025 fiscally constrained and "2025 needs" networks were developed. The "2025 needs" network is defined as the total roadway capacity needed to meet travel demand without any consideration of funding, environmental/natural constraints, and or social impact constraints. The "2025 needs" scenario is provided for illustrative purpose, and is not recommended for adoption.

CAMPO 2025 Roadway Plan Table

Adopted June 12, 2000

Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
IH 35	CR 111 - FM 3406	FWY 4	FWY 6	FWY 6	FWY 8/HOV	LOW				TEX- 35- 1
National Highway System	FM 3406 - RM 620	FWY 6		FWY 6/HOV	FWY 8/HOV	LOW				TEX- 35- 2
	RM 620 - SH 45 (N)	FWY 6		FWY 6/HOV	FWY 8/HOV	LOW				TEX- 35- 3
	SH 45 (N) - Parmer Ln.	FWY 6		FWY 6/HOV	FWY 8/HOV	LOW				TEX- 35- 4
	Parmer Ln. - Rundberg Ln.	FWY 6		FWY 6/HOV	FWY 8/HOV	LOW	✔			TEX- 35- 5
	Rundberg Ln. - US 183 (N)	FWY 6		FWY 6/HOV	FWY 8/HOV	LOW	✔			TEX- 35- 6
	US 183 (N) - US 290 (E)	FWY 8		FWY 8/HOV	FWY 8/HOV	LOW	✔			TEX- 35- 7
	US 290 (E) - 51st St.	FWY 8		FWY 8/HOV	FWY 10/HOV	LOW	✔			TEX- 35- 8
	51st St. - MLK Blvd.	FWY 8		FWY 8/HOV	FWY 10/HOV	LOW	✔			TEX- 35- 9
	MLK Blvd. - 15th St.	FWY 8		FWY 6/CD 4	FWY 8/CD 4	LOW	✔		CD = collector-distributors.	TEX- 35- 10
	15th St. - 6th St.	FWY 6		FWY 6/CD 4	FWY 8/CD 4	LOW	✔			TEX- 35- 11
	6th St. - Cesar Chavez	FWY 6		FWY 6/CD 4	FWY 8/CD 4	LOW	✔			TEX- 35- 12
	Cesar Chavez - US 290 (W)	FWY 6		FWY 8/HOV	FWY 10/HOV	LOW	✔			TEX- 35- 13
	US 290 (W) - William Cannon Dr.	FWY 6		FWY 8/HOV	FWY 8/HOV	LOW	✔			TEX- 35- 14
	William Cannon Dr. - Slaughter Ln.	FWY 6		FWY 8/HOV	FWY 8/HOV	LOW				TEX- 35- 15
	Slaughter Ln. - FM 1626	FWY 6		FWY 8	FWY 8/HOV	LOW				TEX- 35- 16
	FM 1626 - FM 1327	FWY 6		FWY 8	FWY 8/HOV	LOW				TEX- 35- 17
	FM 1327 - 3/4 Miles South of Yarington Road	FWY 6		Existing	FWY 8	LOW				TEX- 35- 18
BR IH 35 (Mays Avenue)	FM 3406 - Brushy Creek	MAD 4		Existing		LOW		B		TEX- BR35 1
(Round Rock)	Brushy Creek - Lake Creek	MAD 4		Existing		LOW				TEX- BR35 2
	Lake Creek - IH 35 (N)	MAU 4	MAU 4/MAD 4	Existing		LOW				TEX- BR35 3
US 79	IH 35 (N) - BR IH 35	MAD 6		Existing	MAD 8	LOW		B		TEX- 79- 1
National Highway System	BR IH 35 - FM 1460	MAD 4		MAD 6	MAD 8	LOW		B		TEX- 79- 2
	FM 1460 - CR 122	MAU 4	MAD 4	MAD 6		LOW		B		TEX- 79- 3
US 183	Study Boundary - FM 2243	MAU 4		MAD 6		LOW				TEX- 183- 1
National Highway System	FM 2243 - Block House Creek	MAU 4		MAD 6		LOW				TEX- 183- 2
	Block House Creek - New Hope Dr.	MAD 4		MAD 6		LOW				TEX- 183- 3
	New Hope Dr. - FM 1431	MAD 4		MAD 6	MAD 8	LOW				TEX- 183- 4
	FM 1431 - Brushy Creek Rd.	MAD 4		MAD 6	MAD 8	LOW				TEX- 183- 5
	Brushy Creek Rd. - Lakeline Blvd.	MAD 4		MAD 6	MAD 8	LOW				TEX- 183- 6
	Lakeline Blvd. - RM 620	MAD 4	FWY 6	FWY 6/HOV	FWY 8/HOV	LOW				TEX- 183- 7
	RM 620 - Travis County Line	MAD 6	FWY 6	FWY 6/HOV	FWY 8/HOV	LOW				TEX- 183- 8
	Travis County Line - Braker Ln.	MAD 6	FWY 6	FWY 6/HOV	FWY 8/HOV	LOW				TEX- 183- 9
	Braker Ln. - Loop 1	FWY 6	FWY 6	FWY 6/HOV	FWY 8/HOV	LOW				TEX- 183- 10
	Loop 1 - IH 35 (N)	FWY 6	FWY 6	Existing	FWY 8	LOW	✔			TEX- 183- 11
	IH 35 (N) - US 290 (E)	MAD 6	FWY 6	FWY 6	FWY 8	LOW	✔			TEX- 183- 12
	US 290 (E) - E. 7th St.	MAD 6		FWY 6	FWY 8	LOW	✔			TEX- 183- 13
	E. 7th St. - Colorado River	MAD 6	FWY 8	FWY 8		LOW	✔			TEX- 183- 14
	Colorado River - SH 71 (E)	MAD 6	FWY 8	FWY 8		LOW	✔			TEX- 183- 15
	SH 71 (E) - Onion Creek	MAD 4		FWY 6		LOW				TEX- 183- 16
	Onion Creek - FM 812	MAD 4		FWY 6		LOW				TEX- 183- 17

Figure 7.1 2025 Roadway Plan Table				CAMPO 2025 Plan						
Roadway	Segment	Existing 1997	Committed By 2007	Adopted 2025 Plan	2025 Needs	Area Environ Sensitivity	Area Environ Justice Sensitivity	Metro Bike Route System	Remarks	Project ID #
1	2	3	4	5	6	7	8	9	10	11
	FM 812 - FM 973	MAU 4		FWY 6		LOW				TEX- 183- 18
	FM 973 - SH 130 (S)	MAU 4		FWY 6		LOW				TEX- 183- 19
	SH 130 (S) - Study Boundary (SE)	MAU 4		Toll FWY 6		LOW			Continuation of SH 130 subject to final	TEX- 183- 20
									alignment determination	
US 183 (A) (MIS)	US 183 (N) - FM 2243	---	Toll PKY 4	Toll PKY 6		LOW		B	Candidate toll road, non-contiguous	TEX- 183A- 1
	FM 2243 - New Hope Dr.	---	Toll PKY 4	Toll PKY 6		LOW		B	frontage roads where required, ROW for FWY	TEX- 183A- 2
	New Hope Dr. - FM 1431	---	Toll PKY 4	Toll PKY 6		LOW		B	"	TEX- 183A- 3
	FM 1431 - Brushy Creek	---	Toll PKY 4	Toll PKY 6		LOW		B	"	TEX- 183A- 4
	Brushy Creek - US 183 (S)	---	Toll FWY 6	Toll FWY 6		LOW		B	"	TEX- 183A- 5
US 290 (E)	IH 35 (N) - Cameron Rd.	FWY 4	FWY 6	FWY 6	FWY 6/HOV	LOW	✔	B		TEX- 290E- 1
	Cameron Rd. - US 183 (N)	FWY 4	FWY 6	FWY 6	FWY 6/HOV	LOW	✔	B		TEX- 290E- 2
	US 183 (N) - Springdale Rd.	MAD 4		FWY 6		LOW	✔	B		TEX- 290E- 3
	Springdale Rd. - Giles Rd.	MAD 4		FWY 6		LOW	✔	B		TEX- 290E- 4
	Giles Rd. - FM 3177	MAD 4		FWY 6		LOW		B		TEX- 290E- 5
	FM 3177 - FM 973	MAD 4		FWY 6		LOW		B		TEX- 290E- 6
	FM 973 - Study Boundary (E)	MAD 4		EXP 6	FWY 6	LOW		B	Preserve ROW for FWY 6	TEX- 290E- 7
US 290 (W)	Study Boundary (W) - Fitzhugh Rd.	MAU 4		FWY 6		MED		B		TEX- 290 1
	Fitzhugh Rd. - FM 1826	MAU 4		FWY 6		MED		B		TEX- 290 2
	FM 1826 - SH 71 (W)	MAD 4		FWY 6		MED		B		TEX- 290 3
	SH 71 (W) - William Cannon Dr	MAD 4		FWY 6		MED		B	Includes direct connectors at SH 71	TEX- 290 4
	William Cannon Dr. - Loop 1	MAD 4	FWY 6	FWY 6		MED			Includes direct connectors at Loop 1	TEX- 290 5
	Loop 1 - West Gate Blvd.	MAD 6	FWY 6	FWY 6	FWY 8	MED				TEX- 290 6
	West Gate Blvd. - Loop 360	MAD 6	FWY 6	FWY 6	FWY 8	LOW				TEX- 290 7
(Ben White Blvd)	Loop 360 - Manchaca Rd.	MAD 6	FWY 6	FWY 6	FWY 8	LOW				TEX- 290 8
(Ben White Blvd)	Manchaca Rd. - S. Congress Ave.	MAD 6	FWY 6	FWY 6	FWY 8	LOW				TEX- 290 9
(Ben White Blvd)	S. Congress Ave. - IH 35 (S)	MAD 6	FWY 6	FWY 6	FWY 8	LOW				TEX- 290 10
SH 45 (N)	Anderson Mill - US 183 (N)								See RM 620	
	US 183 (N) - RM 620	MAU 4	Toll FWY 6	Toll FWY 6		HIGH			Candidate toll road	TEX- 45N- 1
	RM 620 - FM 1325/Loop 1	---	Toll PKY 6	Toll FWY 6		HIGH			Candidate toll road	TEX- 45N- 2
	FM 1325/Loop 1 - IH 35 (N)	MAU 4	Toll FWY 6	Toll FWY 6		HIGH		B	Candidate toll road, also Loop 1	TEX- 45N- 3
	IH 35 (N) - Greenlawn Blvd.	MAD 4	Toll FWY 6	Toll FWY 6		MED		B	Candidate toll road	TEX- 45N- 4
	Greenlawn Blvd. - Pfluger Ln./Pflugerville Loc	MAD 4	Toll FWY 6	Toll FWY 6		MED		B	Candidate toll road	TEX- 45N- 5
	Pfluger Ln./Pflugerville Loop - SH 130 (N)	MAD 4/0	Toll FWY 6	Toll FWY 6		MED			Candidate toll road	TEX- 45N- 6
(Wilke Ln/Kelly Ln)	SH 130 (N) - FM 685	MNR 2/0	MAD 6	MAD 6		MED			Dependant upon the final alignment chosen	TEX- 45N- 7
(Wilke Ln/Kelly Ln)	FM 685 to Kelly Ln	---	MAD 4	MAD 4		MED			Non state highway	TEX- 45N- 8
SH 45 (S)	FM 1826 - Loop 1	MAD 4		Existing	FWY 6	HIGH		B		TEX- 45S- 1
	Loop 1 - FM 1626	---	MAU 2	PKY 4	PKY 6	HIGH		B		TEX- 45S- 2
	FM 1626 - IH 35	---		Toll PKY 6		MED		B	Evaluate as a candidate toll road, non-contiguous frontage roads where required,	TEX- 45S- 3

Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
	IH 35 - US 183	---		Toll PKY 6		MED		B	subject to alignment study. Avoid FM 1327 and existing development. Preserve ROW for FWY 6	TEX- 45S- 4
SH 71 (E)	IH 35 (S) - Pleasant Valley Rd.	MAD 6	FWY 6	FWY 6	FWY 8	LOW	✔			TEX- 71E- 1
	Pleasant Valley Rd. - Riverside Dr.	MAD 6	FWY 6	FWY 6	FWY 8	LOW	✔			TEX- 71E- 2
	Riverside Dr. - US 183 (S)	MAD 6	FWY 6	FWY 6	FWY 8	LOW	✔	B		TEX- 71E- 3
	US 183 (S) - Ave. F (Bergstrom Airport)	MAD 4	FWY 6	FWY 6	FWY 8	LOW	✔	B		TEX- 71E- 4
	Ave. F (Bergstrom Airport) - FM 973	MAD 4	FWY 6/MAD 4	FWY 6	FWY 8	LOW	✔	B		TEX- 71E- 5
	FM 973 - Study Boundary (E)	MAD 4		FWY 6	FWY 8	LOW		B		TEX- 71E- 6
SH 71 (W)	Study Boundary (W) - FM 3238	MAU 4		Existing	MAD 4	HIGH		B	Preserve ROW for MAD 4	TEX- 71W- 1
	FM 3238 - RM 620	MAD 4		MAD 6	MAD 8	HIGH		B	Preserve ROW for MAD 8	TEX- 71W- 2
	RM 620 - RM 2244	MAU 4	MAD 4	FWY 6		HIGH		B		TEX- 71W- 3
	RM 2244 - US 290 (W)	MAU 4		FWY 6		HIGH		B		TEX- 71W- 4
SH 130	CR 111 - US 79	---	Toll PKY 6	Toll PKY 6		MED			Adopted both alternative alignments as shown on	TEX- 130- 1
National Highway System	US 79 - CR 168/Gattis School Rd.	---	Toll PKY 6	Toll PKY 6		MED			Figure 7.1. See Policy F-17. Subject to final	TEX- 130- 2
	CR 168/Gattis School Rd. - Pfluger Ln.	---	Toll PKY 6	Toll PKY 6		MED			alignment determination. Candidate toll road, frontage	TEX- 130- 3
	Pfluger Ln.- Pflugerville Rd.	---	Toll PKY 6	Toll PKY 6		MED			roads where required, preserve ROW for FWY 6.	TEX- 130- 4
	Pflugerville Rd. - Wells Branch Pkwy./Howard Ln.	---	Toll PKY 6	Toll PKY 6		MED			" " "	TEX- 130- 5
	Wells Branch Pkwy./Howard Ln. - Parmer Ln.	---	Toll PKY 6	Toll PKY 6		MED			" " "	TEX- 130- 6
	Parmer Ln. - Springdale Rd.	---	Toll PKY 6	Toll PKY 6		MED			" " "	TEX- 130- 7
	Springdale Rd. - US 290 (E)	---	Toll PKY 6	Toll PKY 6		MED			" " "	TEX- 130- 8
	US 290 (E) - SH 71 (E)	---	Toll PKY 6	Toll PKY 6		MED	✔		" " "	TEX- 130- 9
	SH 71 (E) - US 183 (S)	---	Toll PKY 6	Toll PKY 6		MED			" " "	TEX- 130- 10
	US 183 (S) - Study Boundary (S)	---	Toll PKY 6	Toll PKY 6		MED			See US 183; candidate toll road,	TEX- 130- 11
									for FWY 6	
Loop 1 (MOPAC Blvd)	SH 45 (N) - Parmer Ln.	MAU 4	Toll FWY 6	TOLL FWY 6/HOV		MED		B	See FM 1325; non-contiguous frontage roads.	TEX- 1- 1
	Parmer Ln. - Burnet Rd.	FWY 6		FWY 6/HOV	FWY 8/HOV	MED		B		TEX- 1- 2
	Burnet Rd. - FM 1325/Braker Ln.	FWY 6		FWY 6/HOV	FWY 8/HOV	MED				TEX- 1- 3
	FM 1325/Braker Ln. - US 183 (N)	FWY 6		FWY 6/HOV	FWY 8/HOV	MED				TEX- 1- 4
	US 183 (N) - Steck Ave.	FWY 6		FWY 6/HOV	FWY 8/HOV	MED			HOV includes four special use lanes.	TEX- 1- 5
	Steck Ave. - Spicewood Springs Rd.	FWY 6		FWY 6/HOV	FWY 8/HOV	MED			"	TEX- 1- 6
	Spicewood Springs Rd. - Far West Blvd.	FWY 6		FWY 6/HOV	FWY 8/HOV	MED			"	TEX- 1- 7
	Far West Blvd. - RM 2222	PKY 6		PWY 6/HOV	FWY 8/HOV	MED			"	TEX- 1- 8
	RM 2222 - Cesar Chavez	PKY 6		PWY 6/HOV	FWY 8/HOV	HIGH			HOV includes four special use lanes; evaluate	TEX- 1- 9
	Cesar Chavez - Town Lake	PKY 6		PWY 6/HOV	FWY 8/HOV	HIGH		B	extension of HOV lanes to central business	TEX- 1- 10
	Town Lake - RM 2244	FWY 6		FWY 6/HOV	FWY 8/HOV	HIGH		B		TEX- 1- 11
	RM 2244 - Loop 360	FWY 4	FWY 6	FWY 6/HOV	FWY 8/HOV	HIGH		B		TEX- 1- 12
	Loop 360 - US 290 (W)	PKY 6		FWY 6/HOV	FWY 8/HOV	HIGH		B	Includes direct connectors to Loop 360	TEX- 1- 13
	US 290 (W) - William Cannon Dr.	MAD 6	FWY 4	FWY 6/HOV		HIGH				TEX- 1- 14
	William Cannon Dr. - Slaughter Ln.	PKY 4		PKY 6/HOV		HIGH			Frontage roads where required, preserve ROW for FWY 6	TEX- 1- 15
	Slaughter Ln. - SH 45 (S)	MAD 4		PKY 6		HIGH			Frontage roads where required, preserve ROW for FWY 6	TEX- 1- 16

CAMPO 2025 Roadway Plan Table

Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
Loop 4	IH 35 (S) - FM 967	MNR 2		Existing	MAD 4	LOW		B	Preserve ROW for MAD 4	TEX- 4- 1
	FM 967 - IH 35 (S)	MNR 2		Existing	MAD 4	LOW		B	Preserve ROW for MAD 4	TEX- 4- 2
Loop 360	Loop 1 - US 183 (N) (Capital of Texas Highway (N))	MAD 6		Existing		MED			Non state highway	TEX- 360- 1
	US 183 (N) - FM 2222	MAD 4		EXP 6	FWY 6	HIGH		B	Preserve ROW for FWY 6	TEX- 360- 2
	FM 2222 - Lake Austin Blvd.	MAD 4		EXP 6	FWY 6	HIGH		B	"	TEX- 360- 3
	Lake Austin Blvd. - FM 2244	MAD 4		EXP 6	FWY 6	HIGH		B	"	TEX- 360- 4
	FM 2244 - Westlake Dr.	MAD 4		EXP 6	FWY 6	HIGH		B	"	TEX- 360- 5
	Westlake Dr. - Walsh Tarlton Ln.	MAD 4		EXP 6	FWY 6	HIGH		B	"	TEX- 360- 6
	Walsh Tarlton Ln. - US 290 (W)	MAD 4		EXP 6	FWY 6	HIGH		B	"	TEX- 360- 7
FM 685	Study boundary - CR 168/Gattis School Rd.	MAU 4		MAD 6		LOW		B		TEX- 685- 1
	CR 168/Gattis School Rd. - SH 45	MAU 4		MAD 6		LOW		B		TEX- 685- 2
	SH 45 - Pflugerville Rd.	MAU 4		MAD 6		LOW		B		TEX- 685- 3
FM 734/Parmer Ln./	Study Boundary - FM 2243	---		MAD 6		HIGH		B		TEX- 734- 1
Boyce Ln.	FM 2243 - CR 272	---		MAD 6		HIGH		B		TEX- 734- 2
	CR 272 - New Hope	---		MAD 6		HIGH		B		TEX- 734- 3
	New Hope - FM 1431	---		MAD 6		HIGH		B		TEX- 734- 4
	FM 1431 - Brushy Creek	MAD 4		EXP 6	FWY 6	HIGH		B		TEX- 734- 5
	Brushy Creek - RM 620	MAD 4		EXP 6	FWY 6	HIGH		B		TEX- 734- 6
(NHS)	RM 620 - Loop 1	MAD 6		EXP 6	FWY 6	HIGH		B		TEX- 734- 7
(NHS)	Loop 1 - IH 35 (N)	MAD 6		MAD 8	FWY 8	MED		B		TEX- 734- 8
	IH 35 (N) - Heatherwilde Blvd.	MAD 4		EXP 6	FWY 6	LOW		B		TEX- 734- 9
	Heatherwilde Blvd. - Dessau Rd.	MAD 4		EXP 6	FWY 6	LOW		B		TEX- 734- 10
	Dessau Rd. - SH 130	MAD 4/MNR 2	MAD 4	EXP 6	FWY 6	LOW		B		TEX- 734- 11
	SH 130 - Harris Branch Pkwy.	MNR 2	MAD 4	EXP 6	FWY 6	LOW		B		TEX- 734- 12
	Harris Branch Pkwy. - US 290 (E)	MNR 2/0	MAD 4	EXP 6	FWY 6	LOW		B		TEX- 734- 13
(Boyce Ln.)	US 290 (E) - FM 973	---		MAD 4		LOW		B	Non state roadway	TEX- 734- 14
FM 812	US 183 (S) - FM 973	MAU 4		Existing	MAD 4	LOW		B	Preserve ROW for MAD 4	TEX- 812- 1
	FM 973 - Study Boundary (SE)	MAU 2		Existing	MAD 4	LOW		B	Preserve ROW for MAD 4	TEX- 812- 2
FM 967	Study Boundary (SW) - Ruby Ranch Rd.	MNR 2		MAU 2	MAD 4	HIGH		B	Preserve ROW for MAD 4	TEX- 967- 1
	Ruby Ranch Rd. - FM 1626	MNR 2		MAU 2	MAD 4	HIGH		B	Preserve ROW for MAD 4	TEX- 967- 2
	FM 1626 - Loop 4	MNR 2		Existing	MAD 4	HIGH		B	Preserve ROW for MAD 4	TEX- 967- 3
FM 969/MLK Blvd.	Lamar Blvd. - Nueces St.	MAU 2		Existing		LOW				TEX- 969- 1
	Nueces St. - Guadalupe St.	MAU 4		Existing		LOW				TEX- 969- 2
	Guadalupe St. - Red River St.	MAU 4		Existing		LOW		B		TEX- 969- 3
	Red River St. - IH 35 (N)	MAU 4		Existing		LOW		B		TEX- 969- 4
	IH 35 (N) - Chicon St.	MAU 4		Existing	MAD 6	LOW	✔	B		TEX- 969- 5
	Chicon St. - Airport Blvd.	MAU 4		Existing	MAD 6	LOW	✔	B		TEX- 969- 6
	Airport Blvd. - Perez St	MAU 4	MAD 4	Existing	MAD 6	LOW	✔	B		TEX- 969- 7
	Perez St - Springdale Rd	MAU 4		Existing	MAD 6	LOW	✔	B		TEX- 969- 8
	Springdale Rd. - Weberville Rd.	MAU 4		Existing	MAD 6	LOW	✔	B		TEX- 969- 9

Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
	Weberville Rd. - US 183 (S)	MAU 4		Existing	MAD 6	LOW	✔	B		TEX- 969- 10
	US 183 (S) - Johnny Morris Rd.	MAU 4	MAD 4	Existing	MAD 8	LOW	✔	B		TEX- 969- 11
	Johnny Morris Rd. - Decker Ln.	MAU 4	MAD 4	MAD 6		LOW	✔	B		TEX- 969- 12
	Decker Ln. - FM 973	MAU 4		MAD 6		LOW	✔	B		TEX- 969- 13
	FM 973 - Taylor Ln.	MAU 2		MAD 4		LOW		B		TEX- 969- 14
	Taylor Ln. - Study Boundary (E)	MAU 2		Existing		LOW		B		TEX- 969- 15
FM 973	Williamson County Line - US 290 (E)	MNR 2	MAU 2	MAD 4		LOW		B		TEX- 973- 1
	US 290 (E) - FM 969	MNR 2		MAD 4		MED	✔	B		TEX- 973- 2
	FM 969 - SH 71 (E)	MNR 2	MAU 2	MAD 6		MED	✔	B		TEX- 973- 3
	SH 71 (E) - Pearce Ln.	MNR 2		MAD 6		MED		B		TEX- 973- 4
	Pearce Ln. - Burleson Rd.	MNR 2		MAD 4	MAD 6	MED		B	Preserve ROW for MAD 6	TEX- 973- 5
	Burleson Rd. - US 183 (S)	MNR 2	MAU 2/MNR 2	MAD 4	MAD 6	MED		B	Preserve ROW for MAD 6	TEX- 973- 6
FM 1325	Loop 1 - Rutland Dr.	MAD 4		MAD 6	MAD 8	MED		B	Preserve ROW for MAD 8	TEX- 1325- 1
(Burnet Road)	Rutland Dr. - US 183 (N)	MAD 4		MAD 6	MAD 8	MED		B	Preserve ROW for MAD 8	TEX- 1325- 2
FM 1327 (NHS)	IH 35 (S) - Pleasant Valley Rd.							B	See SH 45	
(NHS)	Pleasant Valley Rd. - Thaxton Rd.							B	See SH 45	
(NHS)	Thaxton Rd. - US 183 (S)	MAU 2		Existing	MAD 4	LOW		B	Preserve ROW for MAD 4	TEX- 1327- 1
FM 1431	Study Boundary (W) - Lohman Ford Rd.	MNR 2		MAU 2		HIGH		B		TEX- 1431- 1
	Lohman Ford Rd. - Trails Ends Rd.	MNR 4		MNR 4/ MAD 4		HIGH		B		TEX- 1431- 2
	Trails Ends Rd. - Anderson Mill Rd.	MNR 4		MAD 6		HIGH		B		TEX- 1431- 3
	Anderson Mill Rd. - US 183 (N)	MNR 4		MAD 6	MAD 8	HIGH		B	Preserve ROW for MAD 8	TEX- 1431- 4
	US 183 (N) - US 183 (A)	MAU 4	MAD 4	MAD 6	MAD 8	MED		B	Preserve ROW for MAD 8	TEX- 1431- 5
	US 183 (A) - Parmer Lane	MAU 4	MAD 4	MAD 6	MAD 8	MED		B	Preserve ROW for MAD 8	TEX- 1431- 6
	Parmer Lane - Wyoming Springs Rd	MAU 4	MAD 4	MAD 6	MAD 8	MED		B	Preserve ROW for MAD 8	TEX- 1431- 7
	Wyoming Springs Rd - IH 35	MAU 4	MAD 4	MAD 6	MAD 8	MED		B	Preserve ROW for MAD 8	TEX- 1431- 8
FM 1460/	CR 111 - CR 114/Chandler Rd.	MNR 2		MAD 4		MED		B		TEX- 1460- 1
Arterial B (Round Rock)	CR 114/Chandler Rd. - US 79	MNR 2	MAD 4	MAD 4		MED		B		TEX- 1460- 2
Arterial B	US 79 - Gattis School Rd	---	MAD 2	MAD 6		MED		B	Non state road	TEX- 1460- 3
Arterial B	Gattis School Rd - SH 45	---	MAD 2	MAD 6		MED		B	"	TEX- 1460- 4
FM 1625/Williamson Rd.	US 183 (S) - FM 1327	MAU 2		MAD 4		LOW		B		TEX- 1625- 1
	FM 1327 - Maha Creek	MAU 2		Existing		LOW			Non state road	TEX- 1625- 2
	Maha Creek - Study Boundary (S)	MNR 2/0		Existing		LOW			"	TEX- 1625- 3
FM 1626	IH 35 (S) - Manchaca Rd.	MAU/MAD 2	MAD 4	MAD 4	MAD 6	MED		B	Preserve ROW for MAD 6	TEX- 1626- 1
	Manchaca Rd. - Travis County Line	MAU 2	MAD 4	MAD 4	MAD 6	MED		B	Preserve ROW for MAD 6	TEX- 1626- 2
	Travis County Line - FM 967	MAU 2	MAD 4	MAD 4	MAD 6	MED		B	Preserve ROW for MAD 6	TEX- 1626- 3
	FM 967 - FM 2770	MAU 2		Existing	MAD 6	MED		B	Preserve ROW for MAD 6	TEX- 1626- 4
FM 1825	IH 35 (N) - Heatherwilde Blvd.	MAD 4		MAD 6	MAD 8	LOW		B	Preserve ROW for MAD 8	TEX- 1825- 1

CAMPO 2025 Roadway Plan Table

Figure 7.1 2025 Roadway Plan Table				CAMPO 2025 Plan						
Roadway	Segment	Existing 1997	Committed By 2007	Adopted 2025 Plan	2025 Needs	Area Environ Sensitivity	Area Environ Justice Sensitivity	Metro Bike Route System	Remarks	Project ID #
1	2	3	4	5	6	7	8	9	10	11
	Heatherwilde Blvd - 10th St.	MAD 4		Existing		LOW		B		TEX- 1825- 2
	10th St. - FM 685	MAU/MAD 2	MAD 2	MAD 2	MAD 4	LOW		B		TEX- 1825- 3
FM 1825 SPUR (Vision Dr.)	Grand Avenue Pkwy. - FM 1825	MAU 2		MAD 6		LOW				TEX- 1825- 1
FM 1826/Camp Ben	US 290 (W) - Slaughter Ln.	MNR 2	MAD 4	MAD 8		HIGH		B		TEX- 1826- 1
McCullough Rd.	Slaughter Ln. - SH 45 (S)	MNR 2		MAD 4	MAD 6	HIGH		B	Preserve ROW for MAD 6	TEX- 1826- 2
	SH 45 (S) - Study Boundary (SW)	MNR 2		MAD 4		HIGH		B		TEX- 1826- 3
FM 2001	IH 35 (S) - Thaxton Rd.	MNR 2		MAU 2	MAD 4	MED		B		TEX- 2001- 1
FM 2304/Manchaca Rd.	S. Lamar Blvd. - US 290 (W)	MAU 4		Existing		LOW				TEX- 2304- 1
	US 290 (W) - Stassney Ln.	MAU 4		Existing	MAD 6	LOW		B		TEX- 2304- 2
	Stassney Ln. - William Cannon Dr.	MAU 4		Existing	MAD 6	LOW		B		TEX- 2304- 3
	William Cannon Dr. - Slaughter Ln.	MAU 2	MAD 4	MAD 6	MAD 6	HIGH		B		TEX- 2304- 4
	Slaughter Ln. - FM 1626	MAU 2	MAD 4/MAU 2	MAD 4		HIGH		B		TEX- 2304- 5
FM 2769	Lime Creek Rd. - Bullick Hollow Rd.	MNR 2		Existing		MED		B		TEX- 2769- 1
	Bullick Hollow Rd. - Cypress Creek Rd. (Dies Ranch Rd.)	MNR 2		Existing		MED		B		TEX- 2769- 2
	Cypress Creek Rd. (Dies Ranch Rd.) - RM 62	MAU 0/2		MAD 6	MAD 8	HIGH		B	Preserve ROW for MAD 8	TEX- 2769- 3
FM 2770	Loop 4 - Study Boundary (S)	MNR 2		Existing	MAD 4	HIGH		B	Preserve ROW for MAD 4	TEX- 2770- 1
FM 3177	US 290 (E) - FM 969	MAU 4		Existing	MAD 4	LOW	✔	B	Preserve ROW for MAD 4	TEX- 3177- 1
FM 3238/Hamilton Pool Rd	Travis County Line - FM 12	MNR 2		MAD 2		HIGH		B		TEX- 3238- 1
	FM 12 - Cueva Dr	MNR 2		MAD 2		HIGH		B		TEX- 3238- 2
	Cueva Dr - SH 71 (W)	MNR 2	MAD 2	MAD 2		HIGH		B		TEX- 3238- 3
FM 3406	Sam Bass Rd. - IH 35 (N)	MAU 4		MAD 6	MAD 8	LOW		B		TEX- 3406- 1
RM 620	SH 71 (W) - Lohman's Crossing	MAD 4		EXP 6	FWY 6	HIGH		B	Preserve ROW for FWY 6	TEX- 620- 1
	Lohman's Crossing -Quinlan Park Rd.	MAD 4		MAD 6		HIGH		B		TEX- 620- 2
	Quinlan Park Rd. - Anderson Mill Rd.	MAD 4		EXP 6		HIGH		B		TEX- 620- 3
(SH 45) (NHS)	Anderson Mill Rd. - US 183 (N)	MAD 4		TOLL FWY 6		HIGH		B	See SH 45 (N)	TEX- 620- 4
(SH 45) (NHS)	US 183 (N) - SH 45 (N)	MAU 4	TOLL FWY 6	TOLL FWY 6		HIGH		B	See SH 45 (N)	TEX- 620- 5
	SH 45 (N) - O'Connor Dr.	MAU 4		MAD 6	MAD 8	HIGH		B	Preserve ROW for MAD 8	TEX- 620- 6
	O'Connor Dr. - Wyoming Springs Dr.	MAU 4		MAD 6	MAD 8	HIGH		B	Preserve ROW for MAD 8	TEX- 620- 7
	Wyoming Springs Dr. - IH 35 (N)	MAD 4		MAD 6	MAD 8	HIGH		B	Preserve ROW for MAD 8	TEX- 620- 8
RM 2222/	RM 620 - Riverplace Blvd.	MAU 4		MAD 4	MAD 8	HIGH		B	Preserve ROW for MAD 6	TEX- 2222- 1
Koenig Lane/Allandale Rd	Riverplace Blvd. - Tumbleweed	MAU 4		MAD 4	MAD 8	HIGH		B	Preserve ROW for MAD 6	TEX- 2222- 2
	Tumbleweed - Jester Blvd.	MAD 4		MAD 4	MAD 8	HIGH		B	Preserve ROW for MAD 6	TEX- 2222- 3
	Jester Blvd. - Loop 360	MAD 4		MAD 4	MAD 8	HIGH		B	Preserve ROW for MAD 6	TEX- 2222- 4

CAMPO 2025 Roadway Plan Table

Adopted June 12, 2000

Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
(NHS)	Loop 360 - Loop 1	MAU 4	MAU 4/MAD 4	MAD 4	MAD 8	HIGH		B	Preserve ROW for MAD 6	TEX- 2222- 5
(NHS)	Loop 1 - N. Lamar Blvd.	MAD 4/ MAU 4		MAD 4	MAD 6	LOW				TEX- 2222- 6
(Spur 69) (NHS)	N. Lamar Blvd. - Airport Blvd.	MAU 4	MAD 4	MAD 4	MAD 6	LOW				TEX- 2222- 7
(Spur 69) (NHS)	Airport Blvd. - IH 35 (N)	FWY 4		Existing		LOW		B		TEX- 2222- 8
RM 2243	Travis County Line. - CR 268	MAU 2		MAD 4		HIGH				TEX- 2243- 1
	CR 268 - Sam Bass Rd.	MAU 2		Existing		HIGH				TEX- 2243- 2
RM 2244	SH 71 (W) - Cuernavaca Dr.	MAD 4		Existing		HIGH		B		TEX- 2244- 1
	Cuernavaca Dr. - Crystal Creek Dr.	MAD 4		MAD 6	MAD 8	HIGH		B		TEX- 2244- 2
(Bee Cave Rd)	Crystal Creek Dr. - Barton Creek Blvd.	MAD 4		MAD 6	MAD 8	HIGH		B		TEX- 2244- 3
	Barton Creek Blvd. - Loop 360	MAU 4	MAD 4	MAD 6	MAD 8	HIGH		B		TEX- 2244- 4
	Loop 360 - Westlake Dr.	MAU 4	MAD 4	MAD 6	MAD 8	MED		B		TEX- 2244- 5
	Westlake Dr. - Loop 1	MAU 4	MAD 4	MAD 6	MAD 8	HIGH		B		TEX- 2244- 6
CR 105/Turnersville Rd.	IH 35 (S) - US 183 (S)	MNR 2/0		MNR 2		LOW				TCR- 105- 1
CR 110	Westinghouse Rd. - US 79	MNR 2		MAD 4		MED				WCR-110- 1
CR 112	FM 1460 - CR 122	MNR 2		MAU 4		LOW				WCR-112- 1
CR 113	FM 1460 - CR 122	MNR 2/4		MAD 4		LOW		B		WCR-113- 1
CR 114/Chandler Rd.	IH 35 (N) - CR 115/Sunrise Rd.	MAD 4		MAD 4		LOW		B		WCR-114- 1
	CR 115/Sunrise Rd. - FM 1460	MAD 4		MAD 4		LOW		B		WCR-114- 2
	FM 1460 - CR 110	---		MAD 6		LOW		B		WCR-114- 3
	CR 110 - SH 130 (N)	---		MAD 6		LOW		B		WCR-114- 4
CR 115/Sunrise Rd.	CR 114/Chandler Rd. - CR 113/Old Settler's I	MAD 4		Existing		MED		B		WCR-115- 1
	CR 113/Old Settler's Blvd. - US 79	MAU 4		MAD 4		MED		B		WCR-115- 2
CR 122	CR 112 - US 79	MNR 2		MAD 4		LOW		B		WCR-122- 1
	US 79 - CR 168/Gattis School Rd.	MNR 2		MAD 4		LOW		B		WCR-122- 2
	CR 168/Gattis School Rd. - SH 45 (N)	---		MAD 4		LOW			See Heatherwilde Blvd.	WCR-122- 3
CR 168/Gattis School Rd.	BR IH 35 - Greenlawn Blvd.	MAU 4		MAD 6		LOW		B		WCR-168- 1
	Greenlawn Blvd. - Arterial B	MAU 4		MAD 6		LOW		B		WCR-168- 2
	Arterial B - CR 122	MAU 4		MAD 4		LOW		B		WCR-168- 3
	CR 122 - FM 685	MAU 2		MAD 4		LOW		B		WCR-168- 4
CR 172/Quick Hill Rd.	McNeil Rd. - SH 45 (N)	MAU 4		MAD 4		HIGH				WCR-172- 1
CR 177/272/275	FM 1431 - Lakeline Blvd.	MNR 2/0		MNR 4		HIGH				WCR-177- 1
Crystal Falls Pkwy	Lakeline Blvd. - CR 278/Bagdad Rd.	MNR 2		MNR 4		HIGH		B		WCR-177- 2
	CR 278/Bagdad Rd. - US 183 (N)	MAU 2		MAD 4		HIGH		B		WCR-177- 3
	US 183 (N) - US 183 (A)	MAU 2		MAD 4		HIGH		B		WCR-177- 4

CAMPO 2025 Roadway Plan Table

Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
	US 183 (A) - Sam Bass Rd.	MAU 2		MAU 4		HIGH		B		WCR- 177- 5
CR 278/Bagdad Rd.	FM 2243 - Crystal Falls Pkwy	MAU 4		MAD 4		MED				WCR- 278- 1
	Crystal Falls Pkwy - Cedar Park City Limits	MAU 4	MAD 4	MAD 4		MED		B		WCR- 278- 2
	Cedar Park City Limits - New Hope Rd.	MAU 4	MAD 4	MAD 4		MED		B		WCR- 278- 3
	New Hope Rd. - FM 1431	MAU 4	MAD 4	MAD 4		MED		B		WCR- 278- 4
Airport Blvd.	N. Lamar Blvd. - RM 2222	MAD 4		MAD 6		LOW		B		AIR- 01- 1
	RM 2222 - 51st St.	MAD 4		MAD 6		LOW		B		AIR- 01- 2
	51st St. - IH 35 (N)	MAD 4		MAD 6		LOW		B		AIR- 01- 3
(SH 111) (NHS)	IH 35 (N) - Manor Rd.	MAD 6		Existing	MAD 8	LOW	✔	B		AIR- 01- 4
(SH 111) (NHS)	Manor Rd. - MLK Blvd.	MAD 4		MAD 6	MAD 8	LOW	✔	B		AIR- 01- 5
(SH 111) (NHS)	MLK Blvd. - E. 12th St.	MAD 4		MAD 6	MAD 8	LOW	✔	B		AIR- 01- 6
(SH 111) (NHS)	E. 12th St. - Oak Springs Dr.	MAD 4		MAD 6	MAD 8	LOW	✔	B		AIR- 01- 7
(SH 111) (NHS)	Oak Springs Dr. - US 183 (N)	MAD 4		MAD 6	MAD 8	LOW	✔	B		AIR- 01- 8
Anderson Ln.	Loop 1 - Burnet Rd.	MAD 4	MAD 6	MAD 6		LOW				AND- 01- 1
	Burnet Rd. - Woodrow Ave.	MAD 4	MAD 6	MAD 6		LOW				AND- 01- 2
	Woodrow Ave. - N. Lamar Blvd.	MAD 4	MAD 6	MAD 6		LOW				AND- 01- 3
Anderson Mill Rd./	FM 1431 - Lime Creek Rd.	MNR 2	MAD 2	MAD 6		HIGH		B	Optimize roadway geometrics and alignment of road while	AND- 02- 1
	Lime Creek Rd. - Buttercup Creek Blvd.	---	MAD 2	MAD 6		HIGH		B	avoiding a take of proven endangered species habitat unless	AND- 02- 2
	Buttercup Creek Blvd. - Cypress Creek Rd. (Dies Ranch Rd)	---	MAD 2	MAD 6		HIGH		B	permitted by U.S. Fish & Wildlife Service and mitigated thereby.	AND- 02- 3
FM 2769	Cypress Creek Rd. (Dies Ranch Rd.) - RM 620								See FM 2769.	AND- 02- 4
	RM 620 - Spicewood Pkwy.	MAU 2	MAD 2	MAD 4	MAD 6	HIGH		B		AND- 02- 5
	Spicewood Pkwy. - US 183 (N)	MAU 4		MAD 4	MAD 6	HIGH		B		AND- 02- 6
	US 183 (N) - Parmer Ln.	MAU 2/0	MAD 4	MAD 4	MAD 6	HIGH		B		AND- 02- 7
	Parmer Ln. - Howard Ln.	---		MAD 4		HIGH		B		AND- 02- 8
	Howard Ln. - FM 1325 (Loop 1)	---		MAD 4		HIGH		B		AND- 02- 9
/Greenlawn	FM 1325 (Loop 1) - IH 35 (N)	---		MAD 4		HIGH		B		AND- 02- 10
Arterial A (Cedar Park) /	FM 1431- Brushy Creek	---	MAD 4	MAD 4		LOW/MED		B		CP- A- 1
North Lake Creek Parkway	Brushy Creek - SH 45/RM 620	MAD 4		MAD 4		HIGH		B		CP- A- 2
Arterial B (Cedar Park)	FM 1431 - Brushy Creek Road	---	MNR 4	MNR 4		LOW				CP- B- 1
Arterial C (Cedar Park)	Arterial B - Parmer	---	MAD 2	MAD 4		LOW				CP- C- 1
Arterial A (Pflugerville)	Pflugerville Rd East - Rowe Lane	---		MAD 4		LOW				PFL- A- 1
Arterial A (Travis County)	Parmer Lane - US 290(E)								See SH 130. To be determined by SH 130 final alignment (same as western align.)	
Arterial A (Round Rock)	Louis Henna/Meister to Forest Creek								See SH 130. To be determined by SH 130 final alignment (same as western align.)	

CAMPO 2025 Roadway Plan Table

Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
	Forest Creek to N. of US 79								" " "	
	US 79 - Westinghouse Rd								" " "	
Arterial B (Round Rock)									See FM 1460	
Arterial C (Round Rock)	Sam Bass Rd. - RM 620	---		MAD 4		MED		B		RR- C- 1
	RM 620 - SH 45	---		MAD 4		MED		B		RR- C- 2
Arterial G (Round Rock)	Sam Bass Rd - Wyoming Springs Rd	---		MAD 4		MED				RR- G- 1
Arterial H (Round Rock)	Sam Bass Rd - Wyoming Springs Rd	---		MAD 4		MED				RR- H- 1
Arterial 6 (Hays County)	SH 45(S) - FM 967	---		MAD 4		HIGH		B		HC- 6- 1
Barton Springs Rd.	Loop 1 - Robert E. Lee Rd.	MNR 4		MAU 4	MAD 6	MED		B	Add shoulders for bicycling	BAR- 01- 1
	Robert E. Lee Rd. - S. Lamar Blvd.	MNR 4		MAD 4	MAD 6	LOW		B		BAR- 01- 2
	S. Lamar Blvd. - S. 1st. St.	MAD 4		Existing	MAD 6	LOW	✔	B		BAR- 01- 3
	S. 1st St. - S. Congress Ave.	MNR 4		MAU 4	MAD 6	LOW	✔	B		BAR- 01- 4
Beckett Rd.	William Cannon Dr. - Kiva Dr.	MNR 4		Existing		LOW				BEC- 01- 1
	Kiva Dr. - Davis Ln.	MNR 4/0		MNR 4		LOW				BEC- 01- 2
	Davis Ln. - Slaughter Ln.	---		MNR 4		LOW				BEC- 01- 3
Berkman Dr.	St. Johns Ave. - 51st St.	MNR 2		MNR 4	MAU 4	LOW	✔	B		BER- 01- 1
Blake Manor Rd.	FM 973 - Taylor Ln.	MNR 2		MAD 4		LOW		B		BLA- 01- 1
Bluff Springs Rd. /	William Cannon Dr. - Slaughter Ln.	MNR 2		MAD 4		MED		B		BLU- 01- 1
Old Lockhart Hwy	Slaughter Ln. - Onion Creek	MNR 2		MAD 4		MED		B		BLU- 01- 2
	Onion Creek - Pleasant Valley Rd.	MNR 2		MAD 4		MED		B		BLU- 01- 3
	Pleasant Valley Rd. - FM 1625	MNR 2		MAD 4		MED		B		BLU- 01- 4
	FM 1625 - US 183 (S)	---		MAD 4		MED				BLU- 01- 5
Braker Ln./Blue Goose Rd.	Jollyville Rd. - US 183 (N)	MAD 4		MAD 8		MED		B		BRA- 01- 1
	US 183 (N) - FM 1325	MAD 6		Existing		MED		B		BRA- 01- 2
	FM 1325 - Metric Blvd.	MAD 6		Existing	MAD 8	MED		B		BRA- 01- 3
	Metric Blvd. - Parkfield Dr.	MAD 6		Existing		MED		B		BRA- 01- 4
	Parkfield Dr. - N. Lamar Blvd.	MAD 6		Existing		MED		B		BRA- 01- 5
	N. Lamar Blvd. - IH 35 (N)	MAD 4		MAD 6		MED		B		BRA- 01- 6
	IH 35 (N) - Dessau Rd.	MAD 4		MAD 6	MAD 8	MED		B	Move intersection with Dessau to north if	BRA- 01- 7
	Dessau Rd. - SH 130	---		MAD 6	MAD 8	MED		B	feasible to avoid bridging Walnut Creek.	BRA- 01- 8
	SH 130 - Harris Branch Pkwy.	---		MAD 4		MED	✔	B		BRA- 01- 9
	US 290 (E) - Taylor Ln.	MNR 2/0		MAD 4		MED	✔	B		BRA- 01- 10

CAMPO 2025 Roadway Plan Table

Adopted June 12, 2000

Figure 7.1 2025 Roadway Plan Table				CAMPO 2025 Plan						
Roadway	Segment	Existing 1997	Committed By 2007	Adopted 2025 Plan	2025 Needs	Area Environ Sensitivity	Area Environ Justice Sensitivity	Metro Bike Route System	Remarks	Project ID #
1	2	3	4	5	6	7	8	9	10	11
Brazos St.	11th St. - Cesar Chavez	MAU 4		Existing		LOW				BRA- 02- 1
Brodie Ln.	US 290 (W) - William Cannon Dr.	MAD 4		Existing		MED		B		BRO- 01- 1
	William Cannon Dr. - Davis Ln.	MAD 4		MAD 4	MAD 6	LOW		B		BRO- 01- 2
	Davis Ln. - Slaughter Ln.	MAD 4		MAD 4	MAD 6	MED		B		BRO- 01- 3
	Slaughter Ln. - Squirrel Hollow	MNR 2		MAU 2	MAD 4	MED		B		BRO- 01- 4
	Squirrel Hollow - Frate Barker Rd.	MNR 2		MAU 2	MAD 4	MED		B		BRO- 01- 5
	Frate Barker Rd. - FM 1626	MNR 2		MAU 2	MAD 4	MED		B		BRO- 01- 6
Brush Country Rd./Latta Dr	Monterrey Oaks Blvd. - William Cannon Dr.	MNR 0/2		MNR 4		MED				BRU- 01- 1
	William Cannon Dr. - Alta Loma	MNR 2		MNR 4		MED				BRU- 01- 2
	Alta Loma - Davis Ln.	---		MNR 4		MED				BRU- 01- 3
Brushy Creek Rd	Cypress Creek - Parmer Ln.	MNR 2	MNR 4	MAD 4		LOW				BRU- 02- 1
Bullick Hollow Rd./ Long Hollow Tr.	FM 2769 - RM 620	MNR 2		MNR 4	MAD 4	HIGH		B		BUL- 01- 1
Burleson Rd./Elroy Rd./ Fagerquist Rd.	Oltorf St. - SH 71 (E)	MNR 2		Existing	MNR 4	LOW		B		BUR- 01- 1
	SH 71 (E) - Montopolis Dr.	MAD 4		Existing		HIGH		B		BUR- 01- 2
	Montopolis Dr. - McKinney Falls Pkwy.	MAD 4		MAD 6		HIGH		B		BUR- 01- 3
	McKinney Falls Pkwy. - US 183 (S)	MAD 4		MAD 6		HIGH		B		BUR- 01- 4
	US 183 (S) - FM 973	MAU 4		MAD 4		HIGH		B		BUR- 01- 5
	FM 973 - SH-130	MNR 2		MAD 4		HIGH		B		BUR- 01- 6
	SH-130 - Study Boundary (E)	MNR 2		MAU 4		HIGH		B		BUR- 01- 7
Burnet Rd.	US 183 (N) - Anderson Ln.	MAD 4		Existing	MAD 6	LOW		B		BUR- 02- 1
	Anderson Ln. - RM 2222	MAD 4		Existing	MAD 6	LOW				BUR- 02- 2
	RM 2222 - 45th St.	MAU 4		MAD 4	MAD 6	LOW				BUR- 02- 3
Buttercup Creek Blvd.	Lakeline Blvd. - US 183 (N)	MAD 4		Existing		LOW				BUT- 01- 1
Cesar Chavez/W./E. First S	Loop 1 - N. Lamar Blvd.	MAU 4		Existing	MAU 8	MED				CES- 01- 1
	N. Lamar Blvd. - San Antonio St.	MAU 4		Existing		LOW				CES- 01- 2
	San Antonio St. - Trinity St.	MAU 4		Existing		LOW				CES- 01- 3
	Trinity St. - IH 35 (N)	MAU 4		Existing		LOW				CES- 01- 4
	IH 35 (N) - Pleasant Valley Rd.	MNR 2		Existing	MNR 4	LOW	✔			CES- 01- 5
	Pleasant Valley Rd. - E. 7th St.	MNR 2/4		MNR 4		LOW	✔			CES- 01- 6
Chicon St.	E. 26th St. - Rosewood Ave.	MNR 2		Existing	MNR 4	LOW	✔			CHI- 01- 1
	Rosewood Ave. - Haskell St.	MNR 2		Existing		LOW	✔			CHI- 01- 2
Chisholm Trail Rd	FM 1431 - Existing Chisolm Trail	---	MAD 4	MAD 4		LOW				CHI- 02- 1
	Existing Chisolm Trail - Sam Bass Rd	MAU 2	MAD 4	MAD 4		LOW				CHI- 02- 2

CAMPO 2025 Roadway Plan Table

Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
City Park Rd.	Emma Long Metropolitan Park - RM 2222	MNR 2		MNR 4	MAD 4	HIGH		B		CIT- 01- 1
Colorado St.	11th St. - 10th St.	MAU 4		Existing		LOW				COL- 01- 1
	10th St. - Cesar Chavez	MAU 4		Existing		LOW				COL- 01- 2
Congress Ave.	11th St. - Cesar Chavez	MAU 6		Existing		LOW				CON- 01- 1
	Cesar Chavez - Oltorf St.	MAD 6		Existing	MAD 8	LOW		B		CON- 01- 2
	Oltorf St. - US 290 (W)	MAD/MAU 4	MAD 4	MAD 6		LOW		B		CON- 01- 3
(Loop 275)	US 290 (W) - William Cannon Dr.	MAU 4	MAD 4	MAD 6		LOW		B		TEX- 275- 1
(Loop 275)	William Cannon Dr. - Slaughter Ln.	MAU 2/MAD4	MAD 4	MAD 4		LOW		B		TEX- 275- 2
Creek Bend Blvd./	FM 1431 - FM 3406	MAU 0/4	MAD 4	MAD 4		MED				CRE- 01- 1
Bright Water	FM 3406 - Wyoming Springs Dr.	MAU 0/4	MAD 4	MAD 4		MED				CRE- 01- 2
	Wyoming Springs Dr. - Great Oaks Dr.	MAU 0/4	MAD 4	MAD 4		MED				CRE- 01- 3
Cypress Creek Rd./	Anderson Mill Rd. - US 183 (N)	MAU 4	MAU 4	MAD 4		MED		B		CYP- 01- 1
Brushy Creek Rd.	US 183 (N) - Howard Ln.	MNR 2	MAD 4	MAD 4		MED		B		CYP- 01- 2
	Howard Ln. - FM 3406	---		MAD 4		MED		B		CYP- 01- 3
Davis Ln./Deer Ln./	Slaughter Ln. - Beckett Rd.	MAD 4/0		MAD 4		MED				DAV- 01- 1
Dittmar Rd.	Beckett Rd. - Brodie Ln.	---		MAD 4		MED				DAV- 01- 2
	Brodie Ln. - Huebinger Pass	MNR 2/MAD 4		MAD 2		MED				DAV- 01- 3
	Huebinger Pass - S. 1st St.	MNR 2/MAD 4		MAD 2	MAU 4	MED				DAV- 01- 4
	S. Congress Ave. - IH 35 (S)	MNR 2/0		MAD 4	MAU 4	MED				DAV- 01- 5
Davis Springs Rd./	US 183 (N) - US 183 (A)	---		MAD 4		HIGH				DAV- 02- 1
O'Conner Dr.	US 183 (A) - Parmer Ln.	---	MAD 4	MAD 4		HIGH				DAV- 02- 2
	Parmer Ln. - Howard Ln.	---	MAD 4	MAD 4		HIGH		B		DAV- 02- 3
	Howard Ln. - Great Oaks Dr.	---	MAD 4	MAD 4		HIGH		B		DAV- 02- 4
	Great Oaks Dr. - RM 620	MAD 4		MAD 4		HIGH		B		DAV- 02- 5
	RM 620 - Arterial C	MAD 4		MAD 4		HIGH				DAV- 02- 6
Decker Ln.	Study Boundary (NE) - Pflugerville East Rd.	MNR 2		MAD 4		LOW		B		DEC- 01- 1
	Pflugerville East Rd. - Wells Branch Pkwy.	MNR 2		MAD 4		LOW		B		DEC- 01- 2
	Wells Branch Pkwy. - US 290 (E)	MNR 2/0		MAD 4		LOW		B		DEC- 01- 3
Dessau Rd./Cameron Rd.	FM 1825 - Wells Branch Pkwy.	MNR 2	MAD 4	MAD 6		LOW		B		DES- 01- 1
	Wells Branch Pkwy. - Howard Ln.	MNR 2	MAD 4	MAD 6	MAD 8	LOW		B		DES- 01- 2
	Howard Ln. - Parmer Ln.	MAD 4		MAD 6	MAD 8	LOW		B		DES- 01- 3
	Parmer Ln. - Rundberg Ln.	MAD 6		MAD 8		LOW		B		DES- 01- 4
(Cameron Rd.)	Rundberg Ln. - US 183 (N)	MAD 6		MAD 8		LOW		B		CAM- 01- 1
(Cameron Rd.)	US 183 (N) - US 290 (E)	MAD 6		MAD 6		LOW	✔	B		CAM- 01- 2
(Cameron Rd.)	US 290 (E) - 51st St.	MAU 4		MAD 4		LOW	✔	B		CAM- 01- 3
Double Creek Blvd.	SH 45 (N) - Gattis School Rd	MAD 4		MAD 4		LOW		B		DOU- 01- 1
	Gattis School Rd - US 79	---	MAD 2	MAD 4		MED		B		DOU- 01- 2

CAMPO 2025 Roadway Plan Table

Figure 7.1 2025 Roadway Plan Table				CAMPO 2025 Plan						
Roadway	Segment	Existing 1997	Committed By 2007	Adopted 2025 Plan	2025 Needs	Area Environ Sensitivity	Area Environ Justice Sensitivity	Metro Bike Route System	Remarks	Project ID #
1	2	3	4	5	6	7	8	9	10	11
	US 79 - FM 1460	---		MAD 4		MED		B		DOU- 01- 3
Duval Rd.	US 183 (N) - Whispering Valley Dr.	MAU 2		MNR 4	MAU 4	LOW				DUV- 01- 1
	Whispering Valley Dr. - Loop 1	MAD 4		Existing		LOW				DUV- 01- 2
El Salido	RM 620 - Cypress Creek	MNR 2		MNR 4		HIGH				ELS- 01- 1
Enfield Rd./15th St.	Lake Austin Blvd. - Exposition Blvd.	MNR 2		Existing		LOW				ENF- 01- 1
	Exposition Blvd. - Loop 1	MNR 4		Existing		LOW				ENF- 01- 2
	Loop 1 - N. Lamar Blvd.	MNR 4		Existing	MAD 6	LOW				ENF- 01- 3
	N. Lamar Blvd. - West Ave.	MAD 6		Existing		LOW				ENF- 01- 4
	West Ave. - Red River St.	MAD 6		Existing		LOW				ENF- 01- 5
	Red River St. - IH 35 (N)	MAD 6		Existing		LOW				ENF- 01- 6
Escarpment Blvd.	William Cannon Dr. - Davis Ln.	MAD 6		Existing		HIGH		B		ESC- 01- 1
	Davis Ln. - SH 45 (S)	MAD 0/4		MAD 4		HIGH		B		ESC- 01- 2
	SH-45(S) - FM 967	---		MAU 2	MAD 4	HIGH		B	Preserve ROW for A MAD 4.	ESC- 01- 3
Exposition Blvd.	W. 35th St. - Westover Rd.	MNR 4		Existing		LOW		B		EXP- 01- 1
	Westover Rd. - Enfield Rd.	MNR 2		Existing	MNR 4	LOW		B		EXP- 01- 2
	Enfield Rd. - Lake Austin Blvd.	MNR 2		Existing		LOW		B		EXP- 01- 3
Far West Blvd.	Mesa Dr. - Hart Ln.	MNR 4		Existing		HIGH		B		FAR- 01- 1
	Hart Ln. - Loop 1	MAD 6		Existing		MED		B		FAR- 01- 2
Fitzhugh Rd.	US 290 W - Travis County Line	MNR 2		MAD 4		HIGH				FIT- 01- 1
Forest Creek	Double Creek Blvd - Arterial A	---	MAD 2	MAD 4		LOW				FOR- 01- 1
	Arterial A - CR 122	0/MAD 4		MAD 4		LOW				FOR- 01- 2
Frate Barker Rd.	SH 45 (S) - Manchaca Rd.	MNR 0/2		MAD 4		HIGH		B		FRA- 01- 1
Giles Rd.	US 290 (E) - Harris Branch Pkwy.	MNR 2		Existing		LOW				GIL- 01- 1
Grand Avenue Pkwy./	Greenlawn Blvd.. - IH 35	0/MAD 4		MAD 4		LOW				GRA- 01- 1
CR 170	IH 35 (N) - Ivy Bridge	MAD 4		Existing		LOW				GRA- 01- 2
	Ivy Bridge - Pfluger Ln./Pflugerville Loop Rd.	MNR 2		MAD 4		LOW			Realign intersection with Pflugerville Loop	GRA- 01- 3
	Pfluger Ln./Pflugerville Loop Rd. - SH 45 (E)	MNR 2		MAD 4		LOW				GRA- 01- 4
Great Hills Tr.	Loop 360 - US 183 (N)	MAD 4		Existing		MED				GRE- 01- 1
	US 183 (N) - Stonelake Blvd.	MAD 4		Existing		MED				GRE- 01- 2
Great Oaks Dr.	Brushy Creek Rd. - RM 620	MAD 4		Existing		LOW				GRE- 02- 1
	RM 620 - Arterial C	---		MAD 4		LOW				GRE- 02- 2
Greenlawn Blvd.	CR 168/Gattis School Rd. - SH 45 (N)	MAD 4		MAD 6		LOW		B		GRE- 03- 1

Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
	SH 45 (N) - IH 35 (N)	---	MAD 4	MAD 6		LOW		B		GRE- 03- 2
	IH 35 (N) - Loop 1	---		MAD 4	MAD 6	LOW		B		GRE- 03- 3
Gregg Manor Rd.	Fuchs Grove Rd. - US 290(E)	MNR 2		MAD 4		LOW		B		GRE- 04- 1
Grove Blvd.	US 183 (S) - Fairway St.	MNR 0/4		Existing		MED	✔	B		GRO- 01- 1
	Fairway St. - Montopolis Dr.	MAD 4		Existing		MED	✔	B	See Montopolis Dr.	GRO- 01- 2
Guadalupe St.	N. Lamar Blvd. - 45th St.	MAU 4		Existing		LOW				GUA- 01- 1
	45th St. - 38th St.	MAD 4		Existing		LOW				GUA- 01- 2
	38th St. - 29th St.	MAD 4		Existing	MAU 6	LOW				GUA- 01- 3
	29th St. - 26th St.	MAU 4		Existing	MAU 6	LOW				GUA- 01- 4
	26th St. - 24th St.	MAU 4		Existing	MAU 6	LOW				GUA- 01- 5
	24th St. - MLK Blvd.	MAU 4		Existing	MAU 6	LOW				GUA- 01- 6
	MLK Blvd. - Cesar Chavez	MAU 2/4		Existing		LOW				GUA- 01- 7
Harris Branch Pkwy./	Study Boundary (NE) - Kelly Ln.	---		MAD 4		LOW		B		HAR- 01- 1
Cameron Rd.	Kelly Ln. - Pflugerville Rd.	MNR 2		MAD 6		LOW		B		HAR- 01- 2
	Pflugerville Rd. - Wells Branch Pkwy.	MNR 2		MAD 6		LOW		B		HAR- 01- 3
	Wells Branch Pkwy. - Braker Ln.	MNR 2		MAD 6		LOW		B		HAR- 01- 4
	Braker Ln. - US 290 (E)	MAD 4		MAD 6		LOW		B		HAR- 01- 5
Harris Ridge Blvd.	Howard Ln. - IH 35 (N)	---		MAD 6		HIGH				HAR- 02- 1
Heatherwilde Blvd./	CR 168/Gattis School Rd. - SH 130 (N)	---		MAD 4		LOW		B		HEA- 01- 1
Arterial #14	SH 130 (N) - Pfluger Ln.	---		MAD 4		LOW		B		HEA- 01- 2
	Pfluger Ln. - FM 1825	MAD 0/4		MAD 4		LOW		B		HEA- 01- 3
	FM 1825 - Wells Branch Pkwy.	MAD 4/MNR 2		MAD 4		LOW		B		HEA- 01- 4
	Wells Branch Pkwy. - Parmer Ln.	---	MAD 4	MAD 4	MAD 6	LOW		B		HEA- 01- 5
Howard Ln./CR 175	Parmer Ln. - Brushy Creek Rd.	---		MAD 4		HIGH		B		HOW 01- 1
	Brushy Creek Rd. - Davis Springs Rd.	---		MAD 4		HIGH		B		HOW 01- 2
	Davis Springs Rd. - RM 620	---		MAD 4		LOW		B		HOW 01- 3
	RM 620 - McNeil Rd.	---		MAD 4		LOW		B		HOW 01- 4
	McNeil Rd. - FM 1325	MNR 2		MAD 6		MED		B		HOW 01- 5
	FM 1325 - IH 35 (N)								See Scofield Ridge Pkwy.	
	IH 35 (N) - Dessau Rd.	MAU 2		MAD 4	MAD 6	LOW		B		HOW 01- 6
	Dessau Rd. - SH 130								See Scofield Ridge Pkwy.	
	SH 130 - Harris Branch								See Scofield Ridge Pkwy.	
Johnny Morris Rd.	US 290 (E) - Loyola Ln.	MNR 4/MNR 2		MAD 4		LOW	✔			JOH- 01- 1
	Loyola Ln. - FM 969	MNR 2		MAU 4		LOW	✔			JOH- 01- 2
Jollyville Rd./	US 183 (N) - McNeil Rd.	MNR 2		Existing	MAU 4	LOW		B		JOL- 01- 1
Pond Springs Rd.	McNeil Rd. - Great Hills Tr.	MAD 4		Existing	MAD 6	LOW		B		JOL- 01- 2

CAMPO 2025 Roadway Plan Table

Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
Justin Ln.	Burnet Rd. - Woodrow Ave.	MNR 2		MNR 4		LOW				JUS- 01- 1
	Woodrow Ave. - N. Lamar Blvd.	MNR 2		MNR 4		LOW				JUS- 01- 2
Lake Austin Blvd.	Enfield Rd. - Red Bud Tr.	MNR 2		MNR 4		MED				LAK- 01- 1
	Red Bud Tr. - Exposition Blvd.	MNR 4		Existing		MED		B		LAK- 01- 2
	Exposition Blvd. - Loop 1	MNR 4		Existing		MED		B	Add ramp for northbound access to Loop 1	LAK- 01- 3
Lakeline Blvd./	FM 2243 - CR 275	---		MAD 4		HIGH		B		LAK- 02- 1
Neenah Ave.	CR 275 - New Hope Rd.	---		MAD 4		HIGH		B		LAK- 02- 2
	New Hope Dr. - FM 1431	MAD 4		MAD 4		HIGH		B		LAK- 02- 3
	FM 1431 - Buttercup Creek Blvd.	---	MAD 4	MAD 4		MED		B		LAK- 02- 4
	Buttercup Creek Blvd. - US 183 (N)	MAD 4		MAD 4		MED		B		LAK- 02- 5
	US 183 (N) - Howard Ln.	MAD 0/4		MAD 4		LOW		B		LAK- 02- 6
	Howard Ln. - Great Oaks Dr.	---		MAU 4		LOW				LAK- 02- 7
Lakeline Mall Dr.	Pecan Park Blvd. - Lake Creek Parkway	MAD 6		MAD 6		LOW				LAK- 03- 1
	Lake Creek Parkway - Parmer Lane	MAD 0/4		MAD 4		MED				LAK- 03- 2
S. Lakeshore Blvd.	Riverside Dr. - Pleasant Valley Rd.	MNR 2		MNR 4		LOW	✔			LAK- 04- 1
Lakeway Blvd.	Lakeway City Limits (W) - Lohman's Crossing Rd.	MAD 4		Existing		MED				LAK- 05- 1
	Lohman's Crossing Rd. - RM 620	MAD 4		Existing		MED				LAK- 05- 2
Lamar Blvd./Loop 275	IH 35 (N) - Parmer Ln.	MAD 4		Existing		LOW				TEX- 275- 1
(Loop 275)	Parmer Ln. - Rundberg Ln.	MAD 4		MAD 6	MAD 8	LOW			Preserve ROW for MAD 8	TEX- 275- 2
(Loop 275)	Rundberg Ln. - US 183 (N)	MAD 4		Existing	MAD 8	LOW			Preserve ROW for MAD 6	TEX- 275- 3
	US 183 (N) - Airport Blvd.	MAD 4		MAD 6	MAD 8	LOW				TEX- 275- 4
	Airport Blvd. - Justin Ln.	MAD 4		MAD 6	MAD 8	LOW				TEX- 275- 5
	Justin Ln. - Guadalupe St.	MAD 4		MAD 6	MAD 8	LOW				TEX- 275- 6
	Guadalupe St. - 34th St.	MAD 4		Existing	MAD 6	LOW				TEX- 275- 7
	34th St. - 29th St.	MAD 4		Existing		LOW				TEX- 275- 8
	29th St. - MLK Blvd.	MAU 4		Existing		LOW				TEX- 275- 9
	MLK Blvd. - Enfield Rd.	MAD 4		Existing		LOW				TEX- 275- 10
	Enfield Rd. - W. 5th St.	MAD 4		Existing		LOW				TEX- 275- 11
	W. 5th St. - Riverside Dr.	MAD 4		MAD 6		LOW				TEX- 275- 12
	Riverside Dr. - Barton Springs Rd.	MAD 4		MAD 6		LOW				TEX- 275- 13
	Barton Springs Rd. - Manchaca Rd.	MAD 4		MAD 6		LOW				TEX- 275- 14
	Manchaca Rd. - US 290 (W)	MAD 4		MAD 6		LOW				TEX- 275- 15
Lavaca St.	MLK Blvd. - 11th St.	MAU 4		Existing		LOW				LAV- 01- 1
	11th St. - Cesar Chavez	MAU 4		Existing		LOW				LAV- 01- 2
Lexington St.	Blake Manor - FM 973 (new)	MNR 2		MNR 2		LOW	✔	B		LEX- 01- 1
Lime Creek Rd.	Anderson Mill Rd. - FM 2769	MNR 2		Existing		HIGH		B		LIM- 01- 1

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Adopted June 12, 2000

Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
Littig Road	FM 973 - Kimbro Road	MNR 2		MAD 4		LOW	✔	B		LIT- 01- 1
Little Elm Trail	Arterial A - US 183 (A)	---		MAD 4		LOW				LIT- 02- 1
	US 183 (A) - US 183	---		MAD 4		LOW				LIT- 02- 2
	U.S. 183 - Lakeline	---		MAD 4		LOW				LIT- 02- 3
Lohman's Crossing Rd.	Hurst Creek Rd. - RM 620	MNR 2	MAD 4	MAD 4		MED		B		LOH- 01- 1
Lohman Ford Rd.	FM 1431 - Sylvester Ford Rd.	MNR 2		MAD 4		MED		B		LOH- 02- 1
	Sylvester Ford Rd. - Lake Travis	MNR 2		MNR 4		MED		B		LOH- 02- 2
Loyola Ln./	Springdale Rd. - US 183 (N)	MAU 4		Existing		LOW	✔			LOY- 01- 1
Decker Lake Rd.	US 183 (N) - Johnny Morris Rd.	MNR 2		MAD 4	MAD 6	LOW	✔			LOY- 01- 2
	Johnny Morris Rd. - FM 3177	MNR 2		MAD 4		LOW	✔			LOY- 01- 3
	FM 3177 - FM 973	MNR 2		MAD 4		LOW	✔			LOY- 01- 4
	FM 973 - Gilbert Rd.	---		MAD 4		LOW	✔			LOY- 01- 5
	Gilbert Rd. - Taylor Ln.	MNR 2		MAD 4		LOW	✔			LOY- 01- 6
Manor Rd.	IH 35 (N) - Cherrywood Rd.	MNR 2		MAU 4		LOW	✔	B		MAN- 01- 1
	Cherrywood Rd. - Airport Rd.	MAU 4		Existing		LOW	✔	B		MAN- 01- 2
	Airport Rd. - 51st St.	MAU 4		MAD 6		LOW	✔	B		MAN- 01- 3
	51st St. - Springdale Rd.	MAU 4		Existing	MAD 6	LOW	✔	B		MAN- 01- 4
McKinney Falls Pkwy./	US 183 (S) - Burleson Rd.	MAD 4		Existing		MED				MCK- 01- 1
Thaxton Rd./Scenic Loop	Burleson Rd. - Onion Creek	MAD 4		Existing		MED		B		MCK- 01- 2
	Onion Creek - William Cannon Dr.	MAD 4		Existing		MED		B		MCK- 01- 3
	William Cannon Dr. - Colton Bluff Springs Rd	---		MAD 4		MED		B		MCK- 01- 4
	Colton Bluff Springs Rd. - Slaughter Ln.	---		MAD 4		MED		B		MCK- 01- 5
	Slaughter Ln. - FM 1327	MNR 2		MAD 4		MED		B		MCK- 01- 6
	FM 1327 - CR 105	---		MAD 4		MED		B		MCK- 01- 7
	CR 105 - Study Boundary (S)	---		MAD 4		MED		B		MCK- 01- 8
McNeil Rd./McNeil Cutoff	Old Lampassas Tr. - Yaupon Dr.	MAD 4		MAD 6		HIGH				MCN- 01- 1
(Spicewood Springs Rd.)	Yaupon Dr. - US 183 (N)	MAD 4		MAD 6		HIGH		B		MCN- 01- 2
	US 183 (N) - Parmer Ln.	MAD 4		MAD 6	EXP 6	HIGH		B		MCN- 01- 3
	Parmer Ln. - Howard Ln.	MAD 4		MAD 6	EXP 8	HIGH		B		MCN- 01- 4
	Howard Ln. - CR 172/Quick Hill Rd.	MAU 2		MAD 6	EXP 8	HIGH		B		MCN- 01- 5
	CR 172/Quick Hill Rd. - IH 35 (N)	MAU 4		MAD 6		HIGH		B		MCN- 01- 6
	IH 35 (N) - BR IH 35	MAU 4/MAU 2		MAD 4		HIGH		B		MCN- 01- 7
Metric Blvd./Thermal Dr.	Wells Branch Pkwy. - Scofield Ridge Pkwy.	MAU 4		MAD 6	MAD 8	LOW		B		MET- 01- 1
	Scofield Ridge Pkwy. - FM 734/Parmer Ln.	MAD 4		MAD 6	MAD 8	LOW		B		MET- 01- 2
	FM 734/Parmer Ln. - Braker Ln.	MAD 4		MAD 6	MAD 8	LOW		B		MET- 01- 3

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Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
	Braker Ln. - Rutland Dr.	MNR 4		MAD 6		LOW		B		MET- 01- 4
	Rutland Dr. - Rundberg Ln.	---		MAD 4		LOW		B		MET- 01- 5
	Rundberg Ln. - US 183 (N)	MAD 4		Existing		LOW				MET- 01- 6
Monterrey Oaks Blvd.	US 290 (W) - Loop 1	MAD 4		MAD 4		HIGH				MON- 01- 1
Montopolis Dr.	Grove Blvd. - SH 71 (E)	MAD 4		Existing		MED	✔	B	See Grove Blvd.	MON- 02- 1
	SH 71 (E) - Burleson Rd.	MAD 4		Existing	MAD 6	MED	✔	B		MON- 02- 2
New Hope Dr./CR 181/	FM 1431 - E. Gann Hill Dr.	---	MAD 4	MAD 4		HIGH		B		NEW- 01- 1
CR 276/CR 277	E. Gann Hill Dr. - CR 278/Bagdad Rd.	MNR 2	MAD 4	MAD 4		HIGH		B		NEW- 01- 2
	CR 278/Bagdad Rd. - US 183 (N)	MNR 2	MAD 4	MAD 4		HIGH		B		NEW- 01- 3
	US 183 (N) - US 183 (A)	MNR 2	MAD 6	MAD 6		HIGH		B		NEW- 01- 4
	US 183 (A) - CR 185	MNR 2	MAD 4	MAD 4		HIGH		B		NEW- 01- 5
	CR 185 - Parmer Ln.	MNR 2		MAD 4		HIGH		B		NEW- 01- 6
	Parmer Ln. - Sam Bass Rd.	MNR 2		MAD 4		HIGH		B		NEW- 01- 7
	Sam Bass Rd. - Wyoming Springs Dr.	---		MNR 2		HIGH		B		NEW- 01- 8
North Loop Blvd./	Loop 1 - Burnet Rd.	MNR 4		Existing		LOW		B		NOR- 01- 1
Hancock Dr./E. 53rd St.	Burnet Rd. - N. Lamar Blvd.	MNR 4		Existing		LOW		B		NOR- 01- 2
	N. Lamar Blvd. - Airport Blvd.	MNR 4		Existing		LOW		B		NOR- 01- 3
Northeast Dr.	US 290 (E) - Manor Rd.	MNR 2		Existing		LOW	✔	B		NOR- 02- 1
Nutty Brown Rd	US 290 W - FM 1826	MNR 2		MNR 2		HIGH				NUT- 01- 1
O'Conner Dr.	Howard Ln. - Great Oaks Dr.	MAD 4		MAD 6		MED		B		OCO- 01- 1
	RM 620 - Arterial C	MAD 4		MAD 4		MED		B		OCO- 01- 2
Old Settlers Blvd	IH 35 - Greenhill Dr. East	MAD 4		MAD 6		LOW		B		OLD- 01- 1
	Greenhill Dr. East - FM 1460	MAD 4		MAD 4		LOW				OLD- 01- 2
Oltorf St.	S. Lamar Blvd. - IH 35 (S)	MAU 4		Existing		LOW	✔			OLT- 01- 1
	IH 35 (S) - Pleasant Valley Rd.	MAU/MAD 4		Existing	MAD 6	LOW	✔			OLT- 01- 2
	Pleasant Valley Rd. - Montopolis Dr.	MAD 4		Existing	MAD 6	LOW	✔			OLT- 01- 3
Park St.	Lakeline Blvd. - US 183 (N)	MNR 2	MAU 4	MAU 4		HIGH		B		PAR- 01- 1
	US 183 (N) - US 183 (A)	MNR 2	MAU 4	MAU 4		HIGH		B		PAR- 01- 2
	US 183 (A) - Arterial A	---	MAD 2	MAD 2		LOW		B		PAR- 01- 3
	Arterial A - Arterial B	---		MAD 2		LOW		B		PAR- 01- 4
Parkfield Dr.	Braker Ln. - Rundberg Ln.	MNR 2/4		MAD 4		LOW		B		PAR- 02- 1
	Rundberg Ln. - Peyton Gin Rd.	MNR 4		MAD 4		LOW		B		PAR- 02- 2
Pearce Ln.	FM 973 - Ross Rd.	MNR 2		MAD 4		LOW				PEA- 01- 1

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Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
	Ross Rd. - Study Boundary	MNR 2		MAD 4		LOW				PEA- 01- 2
Peyton Gin Rd.	US 183 (N) - N. Lamar Blvd.	MNR 4		Existing		LOW				PEY- 01- 1
Pfluger Ln./	Greenlawn Blvd. - FM 685	MNR 0/2		MAD 4		LOW		B		PFL- 01- 1
Pflugerville Loop	FM 685 - Harris Branch Pkwy.	MNR 2		MAD 4		LOW		B		PFL- 01- 2
	Harris Branch Pkwy. - FM 973	MNR 0/2		MAD 4		LOW		B		PFL- 01- 3
Pflugerville East Rd.	FM 685 - SH 130 (N)	MNR 2		MAD 6		LOW		B		PFL- 02- 1
	SH 130 (N) - Cameron Rd	MNR 2		MAD 6		LOW		B		PFL- 02- 2
	Cameron Rd. - Decker Lane	MNR 2		MAD 6		LOW		B		PFL- 02- 3
	Decker Lane - FM 973	MNR 2/0		MAD 6		LOW		B		PFL- 02- 4
							✔			
Pleasant Valley Rd./	7th St. - Cesar Chavez	MAU 4		Existing		LOW	✔	B		PLE- 01- 1
Todd Ln.	Cesar Chavez - Colorado River	MAU 4		Existing		LOW	✔	B		PLE- 01- 2
	Colorado River - Riverside Dr.	MAU 4		MAD 4		LOW	✔	B		PLE- 01- 3
	Riverside Dr. - Oltorf St.	MAD 4		Existing		LOW	✔	B		PLE- 01- 4
	Oltorf St. - SH 71 (E)	---		MAD 4		MED	✔	B		PLE- 01- 5
	SH 71 (E) - St. Elmo Rd.	MAD 0/4		MAD 4		MED		B		PLE- 01- 6
	St. Elmo Rd. - William Cannon Dr.	MAD 0/4		MAD 4		MED		B		PLE- 01- 7
	William Cannon Dr. - Onion Creek Dr.	MAD 4		MAD 4		MED		B		PLE- 01- 8
	Onion Creek Dr. - Slaughter Ln.	---		MAD 4		MED		B		PLE- 01- 9
	Slaughter Ln. - FM 1327	---		MAD 4		MED		B		PLE- 01- 10
Quinlan Park Rd.	RM 620 - Selma Hughes Rd.	MNR 2		MAD 4		HIGH		B		QUI- 01- 1
	Selma Hughes Rd. - Lakeline Pk.	MNR 2		MAD 4		HIGH		B		QUI- 01- 2
Red Bud Tr.	FM 2244 - Westlake Dr.	MNR 2		Existing		HIGH		B		RED- 01- 1
	Westlake Dr. - Lake Austin Blvd.	MNR 2		Existing	MAU 4	HIGH		B		RED- 01- 2
Red River St.	45th St. - MLK Blvd.	MAU 2/4		Existing		LOW				RED- 02- 1
	MLK Blvd. - E. 5th St.	MAU 2/4		Existing		LOW				RED- 02- 2
	E. 5th St. - Cesar Chavez	MAU 3/4		Existing		LOW				RED- 02- 3
Riverplace Blvd.	Four Points Dr. - RM 2222	MAU 2		MAD 4		HIGH		B		RIV- 01- 1
	RM 2222 - Lovebird Ln.	MAD 4		MAD 4		HIGH		B		RIV- 01- 2
Riverside Dr.	S. Lamar Blvd. - S. 1st St.	MAD 4		Existing	MAD 6	LOW	✔	B		RIV- 02- 1
	S. 1st St. - S. Congress Ave.	MAU 4		Existing	MAD 6	LOW	✔	B		RIV- 02- 2
	S. Congress Ave. - Newning Ave.	MAD 4		Existing	MAD 6	LOW		B		RIV- 02- 3
	Newning Ave. - IH 35 (S)	MAD 4		Existing	MAD 6	LOW		B		RIV- 02- 4
	IH 35 (S) - Lakeshore Dr.	MAD 6		MAD 8		LOW	✔	B		RIV- 02- 5
	Lakeshore Dr. - SH 71 (E)	MAD 6		MAD 8		LOW	✔	B		RIV- 02- 6

CAMPO 2025 Roadway Plan Table

Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
Rosewood Ave./	IH 35 (N) - Airport Blvd.	MNR 2		Existing		LOW	✔			ROS- 01- 1
Oak Springs/11th St.	Airport Blvd. - Springdale Rd.	MNR 2		Existing		LOW	✔			ROS- 01- 2
Ross Rd.	SH 71 - Pearce Ln.	MNR 2		MAD 4		LOW		B		ROS- 02- 1
Rowe Ln.	FM 685 - Arterial A	MNR 2		MAD 4		LOW		B		ROW 01- 1
	Arterial A - Decker Ln.	MNR 2		MAD 4		LOW		B		ROW 01- 2
Rundberg Ln./	FM 1325 - Metric Blvd.	---		MAD 4		LOW		B		RUN- 01- 1
Ferguson Ln.	Metric Blvd. - N. Lamar Blvd.	MAD 4		Existing		LOW		B		RUN- 01- 2
	N. Lamar Blvd. - IH 35 (N)	MAD 4		Existing	MAD 6	LOW		B		RUN- 01- 3
	IH 35 (N) - Cameron Rd./Dessau Rd.	MAD 4		MAD 4	MAD 6	LOW		B		RUN- 01- 4
	Cameron Rd./Dessau Rd. - SH 130 (N)/Art. A(T.C.)	MNR 2/0		MAD 4		LOW		B	City of Austin and Travis County to work out alignment.	RUN- 01- 5
Sam Bass Rd.	FM 2243 - New Hope Dr.	MNR 2/0		MAD 4		LOW		B		SAM- 01- 1
	New Hope Dr. - FM 1431	MNR 2/0		MAD 4		LOW		B		SAM- 01- 2
	FM 1431 - FM 3406	MAU 2		MAD 6		MED		B		SAM- 01- 3
	FM 3406 - IH 35 (N)	MAU 4		MAD 6		MED		B		SAM- 01- 4
San Jacinto Blvd.	MLK Blvd. - Cesar Chavez	MAD 3/4		Existing		LOW		B		SAN- 01- 1
Scofield Ridge Pkwy./	FM 1325 - IH 35 (N)	MAU 2		MAD 4	MAD 6	LOW		B		SCO- 01- 1
Gregg Ln.	IH 35 (N) - Dessau Rd.								See Howard Lane	
	Dessau Rd. - SH 130 (N)	MAU 2		MAD 4		LOW		B		SCO- 01- 2
	SH 130 (N) - Harris Branch Pkwy.	MAU 2		MAD 4		LOW		B		SCO- 01- 3
	Harris Branch Pkwy. - FM 973	0/MNR 2		MAD 4		LOW		B		SCO- 01- 4
Schultz Ln.	SH 45 N - Pfluger Ln.	MNR 2		Existing		LOW				SCH- 01- 1
Slaughter Ln./Riddle Rd.	FM 1826 - Brodie Ln.	MAD 4		Existing	MAD 6	HIGH		B		SLA- 01- 1
	Brodie Ln. - Manchaca Rd.	MAD 4		Existing		HIGH		B		SLA- 01- 2
	Manchaca Rd. - IH 35 (S)	MAD 6		Existing		LOW		B		SLA- 01- 3
	IH 35 (S) - Onion Creek	MAD 6		MAD 6		HIGH		B		SLA- 01- 4
	Onion Creek - Bluff Springs Rd.	MAD 4		MAD 6		MED		B		SLA- 01- 5
	Bluff Springs Rd. - US 183 (S)	---		MAD 6		MED		B		SLA- 01- 6
	US 183 (S) - FM 973	---		MAD 6		MED		B		SLA- 01- 7
	FM 973 - SH 130	---		MAD 6		MED		B		SLA- 01- 8
Southwest Pkwy.	SH 71(W) - William Cannon	MAD 6		Existing		HIGH		B		SOU- 01- 1
(Boston Lane)	William Cannon - US 290 (W)	MAD 6		Existing		HIGH		B		SOU- 01- 2
Spicewood Springs Rd.	US 183 (N) - Old Lampassas Tr.								See McNeil Road	
(Forsythia Dr.)	Loop 360 - Neeley Dr.	MAU 2	MAD 4	MAD 4		HIGH		B		SPI- 01- 1
	Neeley Dr. - Mesa Dr.	MAD 4		MAD 4		HIGH		B		SPI- 01- 2
	Mesa Dr. - Hart Ln.	MAD 4		MAD 6		HIGH		B		SPI- 01- 3
	Hart Ln. - Loop 1	MAD 4		MAD 6		HIGH		B		SPI- 01- 4

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Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
Springdale Rd.	US 290 (E) - US 183 (N)	MAD 4		Existing	MAD 6	LOW	✔	B		SPR- 01- 1
	US 183 (N) - Manor Rd.	MAU 4		MAD 4		LOW	✔	B		SPR- 01- 2
	Manor Rd. - Cesar Chavez	MAU 4		Existing		LOW	✔	B		SPR- 01- 3
St. Johns Ave.	N. Lamar Blvd. - IH 35 (N)	MNR 4		Existing		LOW		B		STJ- 01- 1
	IH 35 (N) - Cameron Rd.	MNR 4		Existing		LOW	✔	B		STJ- 01- 2
	Cameron Rd. - Berkman Dr.	MNR 2		MNR 4	MAU 4	LOW	✔	B		STJ- 01- 3
Stassney Ln.	West Gate Blvd. - S. Congress Ave.	MAD 4		Existing		LOW	✔	B		STA- 01- 1
	S. Congress Ave. - IH 35 (S)	MAD 6		Existing	MAD 8	LOW	✔	B		STA- 01- 2
	IH 35 (S) - Pleasant Valley Rd.	MAD 4		Existing		LOW		B		STA- 01- 3
	Pleasant Valley Rd. - Nuckols Crossing Rd.	MAD 6		Existing		LOW		B		STA- 01- 4
	Nuckols Crossing Rd. - Burleson Rd.	---		MAD 4		LOW		B		STA- 01- 5
Steck Ave.	Mesa Dr. - Loop 1	MNR 4		MAD 4		LOW		B		STE- 01- 1
	Loop 1 - Burnet Rd.	MNR 4		MAD 4		LOW		B		STE- 01- 2
Taylor Ln./Old Kimbro Rd.	US 290 (E) - Littig Rd.	MNR 2		MAD 4		LOW				TAY- 01- 1
	Littig Rd. - Blake Manor Rd.	MNR 2		MAD 4		LOW				TAY- 01- 2
	Blake Manor Rd. - FM 969	MNR 2		MAD 4		LOW				TAY- 01- 3
Thomas Springs Rd./Old Bee	Southwest Pkwy. - Circle Dr.	MNR 2		MAD 4		HIGH				THO- 01- 1
Cave Rd./Travis Cook Rd.										
Toro Canyon Rd.	Westlake Dr. (N) - Westlake Dr. (S)	MNR 2		Existing		MED				TOR- 01- 1
Tuscany Way	Rundberg Rd. to Springdale Rd./Ferguson	0/MNR 2		MAD 4		LOW		B		TUS- 01- 1
Von Quintus Rd./	SH 71 - Moore Rd.	MNR 2/0		MNR 2		LOW		B		VON- 01- 1
Blocker Ln.	Moore Rd. - US 183 (S)	MNR 2		Existing		LOW		B		VON- 01- 2
Walsh Tarlton Ln.	RM 2244 - Tamarron Blvd.	MNR 4		Existing		MED		B		WAL- 01- 1
	Tamarron Blvd. - Loop 360	MAD 4		Existing		MED		B		WAL- 01- 2
Wells Branch Pkwy./	FM 1325 - IH 35 (N)	MAD 4		Existing	MAD 8	LOW		B		WEL- 01- 1
Northtown Pkwy.	IH 35 (N) - Heatherwilde Blvd.	MAD 4/MAU 2	MAD 4	MAD 6		LOW		B		WEL- 01- 2
	Heatherwilde Blvd. - Dessau Rd.	---		MAD 6		LOW		B		WEL- 01- 3
	Dessau Rd. - SH 130 (N)	---		MAD 6		LOW		B		WEL- 01- 4
	SH 130 (N) - Cameron Rd.	MNR 2/0		MAD 6		LOW		B		WEL- 01- 5
	Cameron Rd. - Decker Lane	MNR 2/0		MAD 6		LOW		B		WEL- 01- 6
	Decker Lane - FM 973	---		MAD 6		LOW		B		WEL- 01- 7
West Gate Blvd.	Loop 360 - US 290 (W)	MAD 0/4		MAD 4		HIGH				WES- 01- 1
	US 290 (W) - Stassney Ln.	MAU 4		MAD 4		LOW				WES- 01- 2

Figure 7.1 2025 Roadway Plan Table				CAMPO 2025 Plan						
Roadway	Segment	Existing 1997	Committed By 2007	Adopted 2025 Plan	2025 Needs	Area Environ Sensitivity	Area Environ Justice Sensitivity	Metro Bike Route System	Remarks	Project ID #
1	2	3	4	5	6	7	8	9	10	11
	Stassney Ln. - Cameron Loop	MAD 0/4		MAD 4		LOW				WES- 01- 3
	Cameron Loop - Slaughter Ln.	---		MAD 4		LOW				WES- 01- 4
Westlake Dr./	Loop 360 - Toro Canyon Rd.	MAD/MNR 4		Existing		HIGH				WES- 02- 1
West Lake High Dr.	Toro Canyon Rd. - Red Bud Tr.	MNR 2		Existing		HIGH				WES- 02- 2
	Red Bud Tr. - FM 2244	MNR 2		Existing		HIGH				WES- 02- 3
	FM 2244 - Camp Craft	MAU 2		MAD 4		LOW				WES- 02- 4
	Camp Craft - Loop 360	MAU 2	MAD 2	MAD 4		LOW				WES- 02- 5
Wilke Ln./Kelly Ln.	SH 45S - FM 973	MNR 2		MAD 4		LOW		B		WIL- 01- 1
William Cannon Dr./	Southwest Pkwy. - US 290 (W)	MAD 6		Existing		HIGH		B		WIL- 02- 1
North Bluff Dr.	US 290 (W) - Brodie Ln.	MAD 6		Existing	MAD 8	LOW		B		WIL- 02- 2
	Brodie Ln. - Manchaca Rd.	MAD 4		MAD 6		LOW		B		WIL- 02- 3
	Manchaca Rd. - Pleasant Valley Rd.	MAD 6		Existing		LOW		B		WIL- 02- 4
	Pleasant Valley Rd.- Running Water Dr.	MAD 6/MAU 2	MAD 6	MAD 6		LOW		B		WIL- 02- 5
	Running Water Dr. - McKinney Falls Pkwy.	---		MAD 6		LOW		B		WIL- 02- 6
	McKinney Falls Pkwy. - FM 812	---		MAD 6		LOW		B	Realignment to be set by Austin & Travis Co.	WIL- 02- 7
Windsor Rd./W. 24th St.	Exposition Blvd. - Loop 1	MNR 4		Existing		LOW				WIN- 01- 1
	Loop 1 - N. Lamar Blvd.	MNR 4		Existing	MAD 6	LOW				WIN- 01- 2
	N. Lamar Blvd. - Guadalupe St.	MNR 4		Existing		LOW				WIN- 01- 3
Woodward St./Lightsey Rd.	S. Congress Ave. - IH 35 (S)	MNR 2		Existing	MNR 4	LOW		B		WO 01- 1
	IH 35 (S) - SH 71 (E)	MNR 4		Existing	MAD 4	LOW		B		WO 01- 2
Wyoming Springs Dr.	Arterial G - FM 1431	---		MAD 4		HIGH				WYO- 01- 1
	FM 1431 - FM 3406	---		MAD 4		HIGH				WYO- 01- 2
	FM 3406 - RM 620	MAD 4/0		MAD 4		HIGH				WYO- 01- 3
	RM 620 - Arterial C	---		MAD 4		HIGH				WYO- 01- 4
S. First St.	Cesar Chavez - Barton Springs Rd.	MAU 4/6		Existing		LOW				SFI- 01- 1
	Barton Springs Rd. - US 290 (W)	MNR 4		MAD 4	MAD 6	LOW	✔			SFI- 01- 2
	US 290 (W) - Stassney Ln.	MNR 4		MAD 4	MAD 6	LOW	✔			SFI- 01- 3
	Stassney Ln. - William Cannon Dr.	MNR 4		Existing		LOW	✔			SFI- 01- 4
	William Cannon Dr. - Slaughter Ln.	MNR 4		Existing		LOW				SFI- 01- 5
	Slaughter Ln. - FM 1626	---		MNR 4		HIGH				SFI- 01- 6
Fifth St.	Loop 1 - N. Lamar Blvd.	MAU 4		Existing	MAU 8	LOW		B		FIF- 01- 1
	N. Lamar Blvd. - Trinity St.	MAU 4		Existing		LOW		B		FIF- 01- 2
	Trinity St. - IH 35 (N)	MAU 4		Existing		LOW		B		FIF- 01- 3
	IH 35 (N) - Chicon St.	MNR 2		MAU 2		LOW		B	Cross section subject to design determination.	FIF- 01- 4
									direct connection to IH 35. Include sidewalks,	
									angle parking, and bikeways.	
Sixth St.	Loop 1 - N. Lamar Blvd.	MAU 4		Existing		LOW		B		SIX- 01- 1

CAMPO 2025 Roadway Plan Table

Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11
	N. Lamar Blvd. - Colorado St.	MAU 4		Existing		LOW		B		SIX- 01- 2
	Colorado St. - IH 35 (N)	MAU 4		Existing		LOW		B		SIX- 01- 3
Seventh St.	Guadalupe St. - IH 35 (N)	MAU 4		Existing		LOW		B		SEV- 01- 1
	IH 35 (N) - Pleasant Valley Rd.	MAD/MAU 4		MAD 4		LOW	✔	B		SEV- 01- 2
	Pleasant Valley Rd. - Airport Blvd.	MAU 4		MAD 4		LOW	✔	B		SEV- 01- 3
Eighth St.	Guadalupe St. - IH 35 (N)	MAU 4		Existing		LOW				EIG- 01- 1
Eleventh St.	Guadalupe St. - IH 35 (N)	MAU 4		Existing		LOW				ELE- 01- 1
Twelfth St.	N. Lamar Blvd. - West Ave.	MNR 4		Existing		LOW				TWE- 01- 1
	West Ave. - Colorado St.	MAD 4		Existing		LOW				TWE- 01- 2
	San Jacinto Blvd. - IH 35 (N)	MAD 4		Existing		LOW		B		TWE- 01- 3
	IH 35 (N) - Springdale Rd.	MNR 4		Existing		LOW	✔	B		TWE- 01- 4
Twenty-sixth St.	Guadalupe St. - Whitis Ave.	MAD 4		Existing		LOW				TWE- 02- 1
	Whitis Ave. - San Jacinto Blvd.	MAU 4		Existing	MAD 6	LOW				TWE- 02- 2
	San Jacinto Blvd. - IH 35 (N)	MAD 6		Existing		LOW				TWE- 02- 3
	IH 35 (N) - Lafayette Ave.	MAD 4		Existing	MAD 6	LOW	✔			TWE- 02- 4
	Lafayette Ave. - Manor Rd.	MAD 4		Existing	MAD 6	LOW	✔			TWE- 02- 5
Thirty-fifth St./	Balcones Dr. - Exposition Blvd.	MNR 4		Existing		LOW				THI- 01- 1
Thirty-eighth St./	Exposition Blvd. - Loop 1	MAU 4		Existing		LOW		B		THI- 01- 2
Thirty-eighth 1/2 St./	Loop 1 - Jefferson St.	MAU 4		Existing	MAD 6	LOW		B		THI- 01- 3
Anchor Ln.	Jefferson St. - N. Lamar Blvd.	MAD 4		Existing	MAD 6	LOW		B		THI- 01- 4
	N. Lamar Blvd. - Guadalupe St.	MAD 4		Existing		LOW		B		THI- 01- 5
	Guadalupe St. - Duval St.	MNR 2		Existing		LOW		B		THI- 01- 6
	Duval St. - Red River St.	MNR 2/3		Existing		LOW		B		THI- 01- 7
	Red River St. - IH 35 (N)	MNR 2		Existing		LOW		B		THI- 01- 8
	IH 35 (N) - Manor Rd.	MNR 2/4		Existing	MAD 6	LOW		B		THI- 01- 9
Forty-fifth St.	Loop 1 - Burnet Rd.	MNR 4		Existing		LOW				FOR- 01- 1
	Burnet Rd. - N. Lamar Blvd.	MNR 4		Existing		LOW				FOR- 01- 2
	N. Lamar Blvd. - Guadalupe St.	MAD 4		Existing		LOW				FOR- 01- 3
	Guadalupe St. - Airport Blvd.	MNR 4		Existing		LOW				FOR- 01- 4
Fifty-first St.	N. Lamar Blvd. - Airport Blvd.	MNR 2/3		MNR 4		LOW		B		FIF- 02- 1
	Airport Blvd. - IH 35 (N)	MNR 4		Existing		LOW	✔	B		FIF- 02- 2
	IH 35 (N) - Manor Rd.	MNR 4		Existing		LOW	✔	B		FIF- 02- 3
	Manor Rd. - Springdale Rd.	MNR 4		Existing		LOW	✔			FIF- 02- 4
	Springdale Rd. - US 183 (N)	MAD 4		Existing		LOW	✔			FIF- 02- 5

Key To Roadway Classifications

CAMPO 2025 Roadway Plan Table

Adopted June 12, 2000

Figure 7.1 2025 Roadway Plan Table Roadway 1	Segment 2	Existing 1997 3	Committed By 2007 4	CAMPO 2025 Plan Adopted 2025 Plan 5	2025 Needs 6	Area Environ Sensitivity 7	Area Environ Justice Sensitivity 8	Metro Bike Route System 9	Remarks 10	Project ID # 11

FWY	Freeway	The number after the roadway classification indicates the number of lanes. A "MAD"
PKWY	Parkway	designates a roadway divided either by a raised median, flush center left turn lane,
EXPY	Expressway	or a central drainage ditch. The choice of one or the other is to be made in the
MAD	Major Arterial Divided	roadway design and construction process.
MAU	Major Arterial Undivided	
MNR	Minor Arterial	

Column 3 indicates the existing condition of the roadway in 1997.
Column 4 shows projects commited by 2007.
Column 5 shows the adopted 2025 Plan.
Column 6 2025 Needs, shows roadway size needed based on demand analysis, without regard to feasibility. This is shown for information only.
Column 7 indicates the natural environmental sensitivity of the area through which each roadway passes. Criteria for high, medium and low sensitivity and potential mitigation actions are described in Figure 3.5.
Column 8 indicates with a " ✔ " that the roadway segment is adjacent to or traverses a census tract that contains a majority population (50% +) of minority and/or low-income persons (according to the 1990 Census), as further explained in Chapter 3.
Column 9 indicates with a " B " that the roadway segment is part of Metropolitan Bike Route System.

(MIS)	Major Investment Study - the recommended cross section is subject to the results of a major investment study.
(NHS)	National Highway System - Roadway is included in the National Highway System.
IH / BR IH	Interstate Highway / Business Route Interstate Highway
SH	State Highway
FM	Farm to Market Road
RM	Ranch to Market Road
CR	County Road

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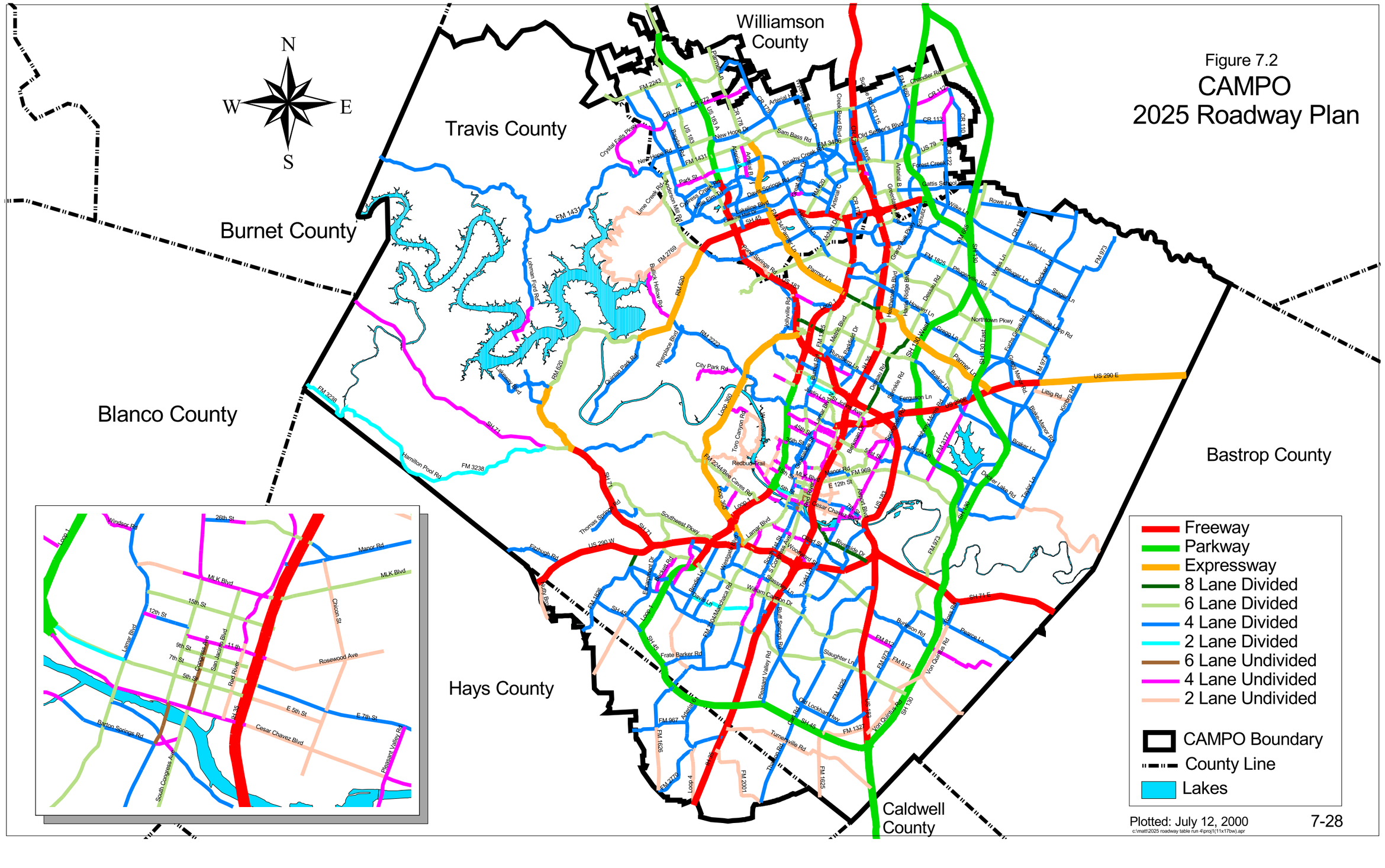
Figure 7.2

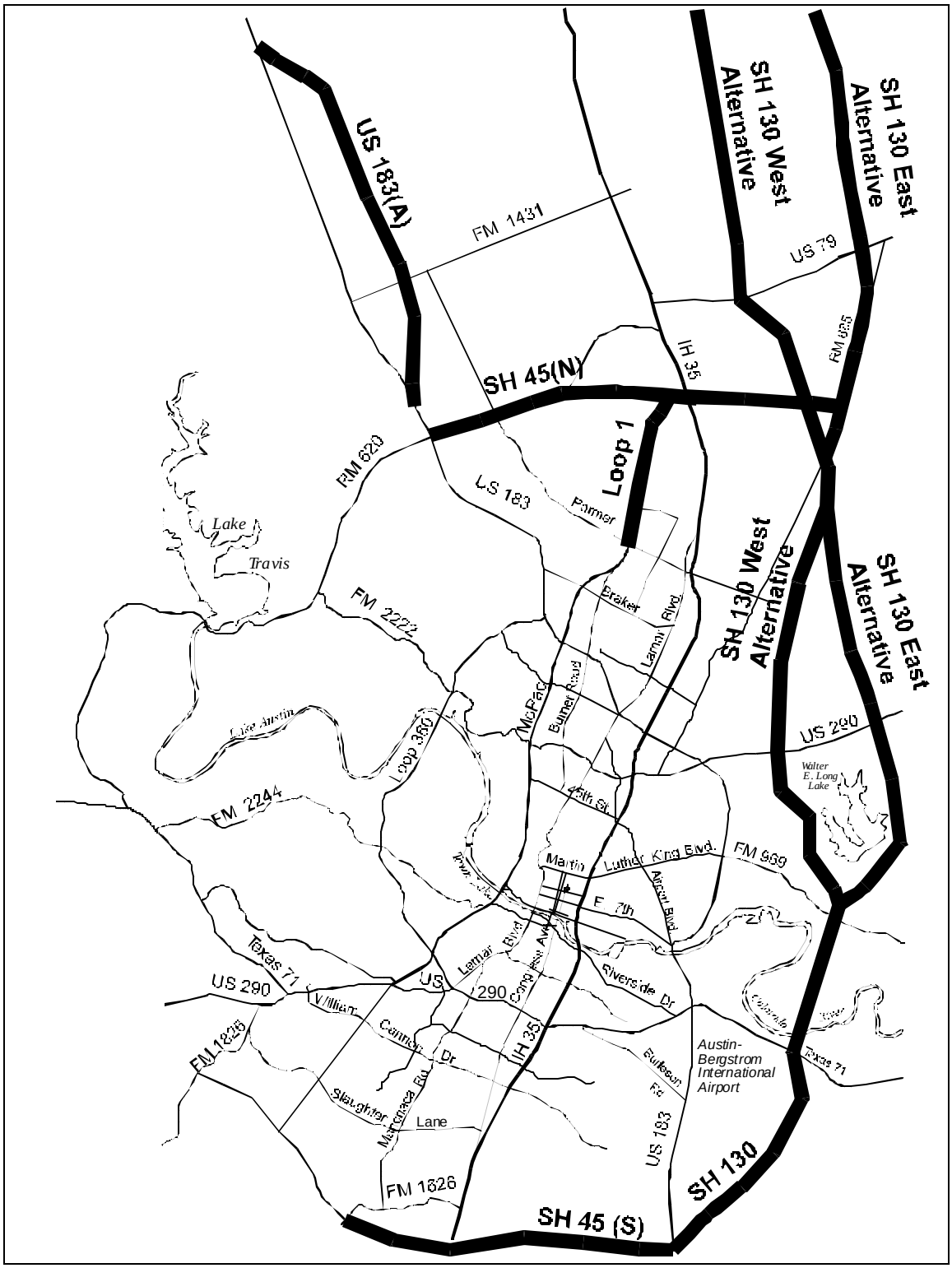
CAMPO 2025 Roadway Plan



Plotted: July 12, 2000

c:\matt\2025 roadway table run 4\proj1(11x17bw).apr

Figure 7.3
Candidate Toll Road System Map



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8 Freight Facilities

Introduction

The efficient movement of freight is especially significant for the Austin metropolitan area, where freight transporters and passenger vehicles utilize many of the same transportation corridors. The Freight Movement Element addresses the federal requirements (TEA-21), and significant aspects of roadway freight, rail freight, and air freight in the Austin metropolitan area. A summary of the Commercial Vehicle Survey and the External Travel Survey (part of the 1998-1999 Travel Survey) are included as well as impacts of the North American Free Trade Agreement (NAFTA). Policies to enhance the movement of freight are contained in Chapter 10G.

TEA-21 Requirements

The Transportation Equity Act for the 21st Century (TEA-21) of 1998 requires Metropolitan Planning Organizations (MPOs) to consider methods to enhance the efficient movement of freight. Therefore, CAMPO staff supports funding for a comprehensive regional intermodal Freight Movement Study to: 1) investigate the economic impact of traffic delays on businesses that provide or require freight transport and shipping services, and 2) outline objectives and strategies for improving the movement of goods throughout the region.

Roadway Freight

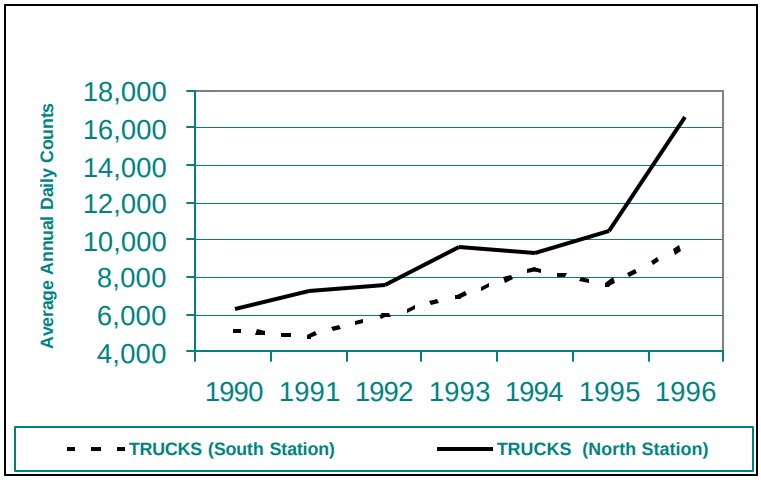
In the Austin metropolitan area the majority of freight is moved by truck (roadway freight). Roadway freight is addressed in this document as being either through (non-stop), or local.

Through (non-stop) Roadway Freight. Through roadway freight pertains to trucks traveling through the Austin metropolitan area, having no origin or destination there. Through roadway freight movement on IH-35 causes traffic congestion during both non-peak and peak hour periods, additional vehicle accidents, passenger injuries and fatalities, and hazardous material emergencies. Interstates in many major cities include bypasses around the CBD, and trucks hauling through freight on these Interstates can be diverted around urban traffic congestion. This is not the case for Austin, where IH-35 passes through the CBD. Approximately 50% to 60% of the total truck traffic on IH 35 in the Austin metropolitan area were through trips, according to TxDOT 1996 traffic count data. Through roadway freight traffic is expected to continue to increase steadily over the next five to ten years. TxDOT estimates that there were 6,000 through trucks on IH 35 in 1996 with 12,000 forecasted by the year 2020.

Local Roadway Freight. Local roadway freight pertains to any trucks having an origin or destination(s) inside the Austin metropolitan area. Austin has a higher volume of inbound roadway freight than outbound freight. This is explained by the nature of Austin business. The Austin metropolitan area is unique in that its businesses produce a lower-than-average volume of outgoing freight. A large portion of the work force is characterized by young, affluent households which are large consumers of sports and entertainment products, electronic equipment, clothes, furniture, disposable paper products, building materials, automobiles, and food and beverages. This level of consumption generates a high volume of incoming freight trips in the Austin area.

Previous findings indicated that a majority of consumable goods, especially food products, enter Austin from the south (San Antonio), while durable goods tend to come from the north (Dallas/Fort Worth). Almost all of this freight is transported on IH-35. Figure 8.1 illustrates truck traffic increases on IH 35 from 1990 to 1996. Many of these trucks had an Austin destination east of IH-35 since most commercial distribution centers (warehouses), as well as UPS, Federal Express, the U.S. General Mail Facility, and all five (5) landfills are located east of IH-35.

Figure 8.1
Truck Traffic on IH 35: 1990 – 1996



Source: The 1990-1996 truck volume data was taken from the Vehicle Classification Reports provided by the Texas Department of Transportation. Only commercial trucks with 2-7 axles were considered for this category. Numbers were taken from the MS-4 south station and the MS-190 north station, for 1990-1995, and the HP 878 north station for 1996 since information from the MS-190 was no longer available.

Commercial Vehicle Survey

CAMPO, in cooperation with TxDOT and the Federal Highway Administration (FHWA), selected Parsons Brinckerhoff Quade & Douglas, Inc. (PB) to collect and summarize data related to current travel characteristics in the expanded Austin metropolitan area (described more fully in Chapter 2). One of the surveys was a Commercial Vehicle Survey to address the need to develop more accurate and complete information on area trucking patterns.

The primary intention of the Austin area commercial vehicle study was to collect data that quantified specific aspects or characteristics of the local truck population. This resulted in a commercial truck survey with multiple purposes, which were to:

- Collect a small sample survey for the purpose of estimating proportions of commercial vehicles operating in the study area by vehicle weight, fuel type, and more traditional vehicle classification data.
- Survey commercial vehicles and quantify the number of trips made on a daily basis as a means of developing local truck trip rates by vehicle classification.
- Estimate proportions of commercial truck trips occurring by time of day.
- Develop origin-destination data for creating a truck trip table and determining the likely routing of commercial vehicles on the roadway network.
- Determine type of cargo transported.

For the survey, only trucks used for commercial or public agency purposes with six or more wheels on the ground and weighing 6,000 pounds or more were classified as commercial vehicles. A total of 1,364 survey forms were sent to approximately 970 businesses that agreed to participate, and 502 survey forms, or about 37 percent, were returned. Of the 500 usable forms, 63 percent were from public agencies. Figure 8.2 illustrates the commercial vehicle trip purposes which shows that deliveries accounted for the majority (44.5%) of commercial vehicle trips, followed by pick ups (17.2%). Figure 8.3 lists the type of activity at truck trip destinations. Industrial type activities showed the highest percentage (23.2%) of truck trips followed by "other" types of activities (17.5%) and retail activities (15.1%).

Figure 8.2
Commercial Vehicle Trip Purposes

Trip Purpose	No. of Trips	Percent
Base Location/ Return to Base Location	448	11.8
Delivery	1,689	44.5
Pick up	656	17.2
Vehicle Maintenance	92	2.4
Driver Needs	38	1.0
To Home	11	0.3
Other	360	9.5
No Response	499	13.2

Source: Draft Austin Area Travel Survey, Executive Summary. Parsons Brinckerhoff Quade & Douglas, Inc., December 1999.

Figure 8.3
Type of Activity at Truck Trip Destination

Activity Type	No. of Trips	Percent
Office	195	5.1
Retail	575	15.1
Industrial	878	23.2
Medical	33	0.9
Educational	21	0.5
Higher Educational	40	1.0
Government	177	4.7
Residential	446	11.8
Other	663	17.5
Refused/Don't Know	269	7.1
Data not provided	496	13.1

Source: Draft Austin Area Travel Survey, Executive Summary. Parsons Brinckerhoff Quade & Douglas, Inc., December 1999.

External Travel Survey

External surveys were also conducted to collect data on the number and characteristics of person and vehicle trips, including trucks, through the study area (external-through trips)

and from local study area to outside the study area (external-local trips). CAMPO and TxDOT established 27 survey sites for the study in the three-county area. The survey focused on outbound trips from Hays, Travis, and Williamson counties since inbound and outbound daily traffic volumes are generally balanced for the majority of roadway facilities serving the study area. The data collected will be used primarily to update the next travel demand model for the Austin metropolitan area, but will also be used for regional air quality planning and modeling.

A total of 8,819 vehicles were surveyed; 8,206 were passenger vehicles and 613 were commercial vehicles. The number of all vehicles surveyed represents an overall percentage of 17.5% of the total outbound vehicles. Commercial vehicles surveyed account for 1.2% of the total outbound vehicles. By individual station the percent of outbound total vehicles surveyed ranged from 8.6% to 50.0% and 0.2% to 6.6% for outbound commercial vehicles.

Truck Traffic and the Effects of NAFTA

TxDOT's December 1998 report titled *Effect of the North American Free Trade Agreement on the Texas Highway System* includes many important statistics on NAFTA freight movement and its impacts on Texas highways and the IH-35 corridor, including the following:

- The majority of NAFTA truck freight between the U.S. and Mexico is carried on Texas highways (page 3).
- 67% of U.S.-bound trucks that were surveyed at 12 locations at or near the Texas-Mexico border had destinations in Texas (page A-IX, Exhibit A-IX-2).
- NAFTA truck traffic comprised 16.5% of all truck traffic on Texas highways in 1996 (p.3).
- TxDOT's estimate of their optimal yearly highway needs for pavement and bridge maintenance, vehicle mobility, and traffic safety due to NAFTA truck traffic alone was $350 million for 1997, or 3.75% of the total estimated need of $9.32 billion (pages 6 and 27).
- Approximately 32% of statewide NAFTA truck traffic in 1996 occurred on IH-35 (p.4), which is the most heavily traveled international freight corridor in Texas (page 29).
- On an average day in 1996, the 589 mile stretch of IH-35 within Texas carried 4.48 million vehicle-miles of truck traffic, and of that amount, 1.65 million vehicle miles (37%) were due to NAFTA truck traffic (page 20).
- In 1996, the estimated model volumes for all traffic count locations along the stretch of IH-35 from San Antonio to Georgetown were at least 10,000 trucks per day (page A-II:4).

Rail Freight

A high level of rail freight traffic moves by train *through* Austin non-stop. These trains must decrease speed because of restrictive grades, slow speed curves, and the single-track Colorado River bridge. The Union Pacific Railroad (UPRR) currently operates about 20-25 *through* trains per day and is operating at about 90% capacity (including the Amtrak runs). Improvements to the current Austin rail configuration may require building a modern double-track bridge, or possibly rerouting the main tracks to enhance the movement of rail freight.

The level of *local* rail freight traffic (stopping) in Austin is relatively light compared to the total volume of rail freight moving through the city. Goods carried into Austin by rail include beer, lumber, paper, plastics, and some chemicals. Goods carried out of Austin are primarily stone aggregates from mines and quarries in Georgetown, Austin and Marble Falls.

There are currently no facilities in the CAMPO service area for transferring freight between trucks and trains. An important objective of the Freight Movement Study (see Introduction) would be to determine the feasibility and impact (social, economic, and environmental) of locating an intermodal freight operations facility in the Austin metropolitan area for transferring freight between trains and trucks.

Air Freight

Austin serves as a regional air freight hub. The Austin metropolitan area sustains a very high per capita volume of air freight, due largely to its business climate (high-tech and academic). The demand for air freight movement is expected to continue to grow rapidly, and current demand nearly exceeds the freight handling capacity of the newly-opened Austin-Bergstrom International Airport.

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9 Financial Plan

Introduction

The CAMPO 2025 Plan must be structured to provide resources for the transportation projects which can be accommodated within the limits of reasonably available funding. CAMPO, along with many other growing urbanized areas in Texas, faces a difficult dilemma: the demand for roadway and highway capacity and intermodal transportation system linkages far outpaces the growth of available funds from standard, traditional sources to meet those demands. When combined with the other issues of growth management, environmental protection and preservation, North American Free Trade Agreement (NAFTA) and local and regional economic development initiatives, the willingness and ability to plan and construct the necessary facilities will depend more and more on local creativity and innovation and less on reliance on the Texas Department of Transportation (TxDOT) to solve the area's transportation needs. Many other urbanized areas in the country which have previously experienced these same types of situations have begun to address the gap between demand and available traditional funds by identifying and by implementing non-traditional sources and pursuing transportation privatization programs.

TEA-21 Requirements

The *CAMPO 2025* Financial Plan must meet the requirements of the Transportation Equity Act for the 21st Century (TEA-21), which requires that the long range plan (*CAMPO 2025*):

> "Include a financial plan that demonstrates how the long-range plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any innovative financing techniques to finance needed projects and programs, including such techniques as value capture, tolls and congestion pricing."

Metropolitan Planning Rules issued by the U.S. Department of Transportation in 1999 to amplify the TEA-21 requirements state:

> "The (long range) plan shall ... (11) include a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue. The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system, over the period of the plan. The estimated revenue by existing revenue source (local, State, and Federal and private) available for transportation projects shall be determined and any shortfalls identified. Proposed new revenues and/or revenue sources to cover shortfalls shall be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenue shall cover all forecasted capital, operating, and maintenance costs. All cost and revenue projections shall be based on the data reflecting the existing situation and historical trends."

This chapter includes financial analysis for the Texas Department of Transportation, the Texas Turnpike Authority, and the Capital Metropolitan Transportation Authority. Additional information is needed for cities and county capital project funding and for transportation system maintenance by all agencies.

Current Planning Considerations of CAMPO Member Jurisdictions

A review of CAMPO area jurisdictions with transportation responsibilities reveals a lack of consistency in the development and utilization of long term revenue forecasting for both capital projects and maintenance. While all agencies and jurisdictions have some form of needs assessment, it is generally not directly tied to a dedicated revenue source. The exception is Capital Metro, which has a dedicated sales tax base and has prepared a 25-year revenue forecast.

Other agencies and jurisdictions which have prepared a needs assessment do not have the same planning horizon. While TxDOT may forecast its needs for 10 years, the City of Austin looks at a 6-year planning horizon for their Capital Improvements Program. Because of the lack of a dedicated revenue source or even a guaranteed annual budget allocation, all of the agencies and jurisdictions are unable to develop and sustain long-term capital and maintenance programs. In cities and counties major funding for transportation is provided by irregular bond elections, with widely varying amounts. Significant new county and city bond elections are being scheduled or have been proposed.

Major financial planning issues facing many of the implementing agencies in the Austin metropolitan area include:

- No major dedicated transportation funding source.
- Dependence on traditional funding sources (e.g., ad valorem taxes) for maintenance programs.
- Competing interest for limited local dollars (e.g., crime versus roads).
- Inability to accurately project revenues and budget allocations for capital and maintenance programs.
- An underuse of alternative transportation funding mechanisms to supplement and leverage TxDOT funds.
- Inability to "catch up" on backlog of maintenance needs, further exacerbating the long-term maintenance and viability of the roadway system.
- Competing interest and demand by Texas cities for limited state (TxDOT) dollars delays and defers high priority state highway projects.

The success of implementation of the CAMPO long range plan is dependent upon the development of a comprehensive financing program for major multi-jurisdictional projects, identifying costs by agency or jurisdiction, the time frames in which funds are required, and identified sources of revenue to fund those requirements. The CAMPO long range plan requires the implementation of a series of traditional and non-traditional funding sources in order to provide a dedicated and consistent revenue stream over the next 25 years. The region's transportation needs can not be met if only traditional funding sources are available.

No one can argue with the condition of the region's streets and the needs to improve Austin's transportation system. The shortfall will only continue to increase as the transportation system competes with other needed state and local services. The financial

plan must identify a package of funding sources that, if implemented over a period of time, would close the transportation funding gap.

Successful implementation of the CAMPO long range plan must also take into account other issues, some of which may be specific to the CAMPO area and others which may result from statewide, national and international issues. Some of these issues which should be integrated into the financial planning process include:

- Impacts of local, state and federal environmental policies and ordinances.
- Technology that could promote more efficient utilization of maintenance funds.
- Impacts of potential future clean air non-attainment status.
- Americans with Disabilities Act requirements.
- Impacts of federal "information highway" with relation to access to rights-of-way, requirements for hard-wire and fiber optic systems, etc.
- Impacts of statutory recycling of construction materials.
- Alternative fuels policies and regulations.
- Existing private toll road corporations that have statutory power to develop toll roads.
- TxDOT maintenance agreement renewals with municipal and county entities.
- Use of operational characteristics in prioritizing roadway system maintenance.
- Inconsistency of ROW dedication requirements between local municipal and county entities.
- Urban and suburban funding resources versus urban and suburban travel demand, in the CAMPO area.

These and other issues will cause the financial plan to be a dynamic rather than static document requiring periodic review and updates and statutory program changes or local initiatives to be enacted.

Policy Initiatives and Strategy

General

Over the next 25 years, the population of the three counties that encompass CAMPO is expected to reach almost 2.3 million, increasing dramatically the traffic volume and demand for transportation facilities throughout the region. Public monies are limited for the improvements that will be needed and under the provisions of the Clean Air Act, CAMPO and TxDOT will be limited in the types of new highway capacity that can be built to handle increased traffic.

Broad public resistance to general tax increases and increasing demands on limited federal and state budgets have left local governments with little choice but to find alternate sources of revenue to pay for capital and maintenance improvements. A regional and statewide effort will be required to meet this funding challenge, not only in terms of integrated transportation modal planning, but also in project identification and implementation and perhaps most importantly, the allocation of funds.

A new framework may be necessary which depends on an unprecedented level of cooperation among state and local units of government, and partnerships with the private sector to take advantage of capital availability and operating efficiencies. The philosophy which underpins the regional framework is composed of the following five elements:

- A regional financial plan which addresses identified project funding gaps at five-year intervals from 2000 through 2025, with revenue initiatives and expenditure reductions that over time may become progressively severe.
- Institutional actions which will expand the region's ability to finance transportation projects with public and private capital, contributing to the availability of resources and financial self sufficiency.
- Utilization of joint private sector / public agency organizations in highway and transit infrastructure development in order to leverage private capital with scarce public funds for new projects.
- Highway development that is essentially funded by user fees (tolls). New construction will be HOV-oriented to help achieve the region's air quality goals and congestion priced to discourage single occupant vehicles.
- Participation in statewide efforts to increase federal and state transportation funding.

Toll Roads

In 1997 the Texas Legislature and Governor created the Texas Turnpike Authority, a division within TxDOT. Since then the proposed SH 45(N), SH 130, US 183A and Loop 1(N) extension have advanced through project development as candidate toll roads. To extend available funds as far as possible, leveraging opportunities through the Texas Transportation Commission should be pursued. The use of toll roads provides a significant leveraging opportunity. Innovative and new funding sources such as the Transportation Innovative Financing Infrastructure Act (TIFIA) funds should also be evaluated and applied where appropriate.

Structure of the Financial Plan

CAMPO's long-term financial plan should emphasize a careful assessment of transportation needs and available funding resources over the period 2000-2025. The following principles and assumptions apply to these analyses:

- Capital, operating and maintenance requirements are to be projected on a cash flow basis based on current year dollars.
- Specific revenues from traditional federal, state and local sources should be matched to long-term project funding needs.
- The gap in available revenues to meet these needs should be identified at five-year increments by project category (i.e., street rehabilitation and repair, highway construction, bus capital, etc.).
- Availability of non-traditional funding sources (user fees, private sector financing) should be projected and matched to project requirements over the life of the plan.

One of the basic purposes of the long-range plan is to expand the region's ability to leverage public funds with private capital, utilizing innovative methods of revenue-based debt financing without pledging the credit of the public sector.

The identified funding gap should also be matched with potential solutions to address the shortfall. For example, in the near-term it may be necessary for Austin, Round Rock, Cedar Park or Leander to impose special assessment districts to fund street, arterial and collector infrastructure in new neighborhoods. As the gap widens in future years, capital program cutbacks, deferrals and stern revenue measures may be necessary, even to the point that mechanisms such as a head tax and sales tax surcharge would be needed to fund the budget deficit.

The strategy for financial planning contains near-term measures to help prevent a long-term funding crisis. For example, benefit assessment districts, if properly timed, could set the stage for other programs such as a dedicated local sales tax or motor fuels tax in the future or a city/county supported road concessions program in the future.

Use of Public/Private Partnerships

Private capital, when raised through user fees and other non-traditional sources, and combined with public monies, will expand the region's capacity to fund and complete highway and transit projects. Public/private partnerships can take several forms, as follows:

- Provision of right-of-way and engineering design and other project services in exchange for development rights near a major highway project, for example.
- Development of concession roads and bridges, with debt/equity financing, construction and operation of the facility by a private entity.
- Payment of impact fees through a Benefit Assessment or Special Districts to finance special purpose infrastructure connected to residential or commercial developments.

Public/private partnerships can be complex business arrangements in which the mixed use of public and private funds; allocation of risk and return on equity capital are not well understood by the public. Among government agencies, the use of federal and state grants, general obligation bond authority and direct government revenues is typically not controversial. However, when this base is expanded to include private capital supported by tolls, tariffs, and assessments affecting specific users or groups, the politics become more difficult.

Project Financing and Implementation

The level of regional interagency cooperation needed to effectively implement the long-range plan could be strengthened by establishment of a Special Infrastructure Development Unit. The unit would consist of a cadre of planning, engineering and financial specialists whose mission would be to identify and manage to implementation a limited number of major transportation projects with public and private sector funding.

The Infrastructure Development Unit could be implemented through a Joint Powers Resolution among local agencies, such as the TxDOT Austin District and a city and/or county transportation department. The Unit would be governed by these agencies and on their behalf would manage a single public/private sector projects pipeline for the region. Project implementation, however, would remain with the relevant state and local agencies. The Unit would finance its operations through fees payable at a financial closing, with the following responsibilities:

- Identification of revenue-producing infrastructure project opportunities for joint funding by public and private sectors. Highway and transit facilities would be a priority for the Unit.
- Coordination and prioritization of public/private projects among state and local agencies

in the region, including allocation of funds.

- Information clearinghouse and point of contact for private firms with an investment interest in the region's infrastructure.
- Assistance to line agencies in developing a solicitation and bid evaluation process for public/private projects.
- Internal role for local agencies in helping them structure and execute financing for infrastructure projects.

The Infrastructure Development Unit would be augmented by a Private Sector Infrastructure Development Fund (PSIDF), funded by local governments as a revolving subordinated debt facility for privately-funded projects. The fund would be capitalized by local governments with federal grants or tax exempt bond proceeds. Borrowers with revenue-producing projects would be eligible for the subordinated debt fund at taxable rates in order to attract commitments for senior debt from commercial lenders or the capital markets. Timely debt service payments would replenish the PSIDF for other borrowers.

The Unit could also coordinate the establishment and utilization of an Infrastructure Development Trust Fund to leverage the off-balance sheet financing potential of public and non-public revenue sources. The fund would issue revenue and project finance bonds to support public/private transportation projects in Austin and could be supported by taxes and grants on the public side and fees and assessments from private sources. It would be under the management of a public agency issuer, but without the credit of state or local governments.

Financial Strategy

The Financial Plan includes an estimate of future revenue and capital costs for TxDOT, the TTA, Capital Metro (light rail transit), and local roadways. It also shows the capital cost of the proposed Georgetown-San Antonio commuter rail system. Please see Figures 9.1 - 9.5. Figure 9.6 provides a summary of the 2025 Transportation Plan total cost. For more detailed information, refer to the Financial Plan Documentation Report.

TxDOT revenues between 2000 and 2025 total $2.408 billion. It is assumed that bicycle and pedestrian projects would receive $46.8 million over the 26-year period of the 2025 Plan based on a 15% annual allocation from STP 4(C) funds. It is also assumed that Congestion Reduction Projects would receive $500,000 a year ($13 million) for 26 years. This leaves $2.348 billion available for construction of TxDOT projects over the 26 years of the 2025 Plan. The preliminary estimated cost for all TxDOT projects planned through the year 2025 and fiscally constrained totals $2.024 billion including $244.5 million for right-of-way.

New revenue sources have been recommended for agencies to pursue in order to eliminate any shortfalls. These new revenue sources are described in Chapter 10H of the CAMPO 2025 Transportation Plan. The following is the strategy for new revenue sources as part of the *CAMPO 2025* Financial Plan to ensure that the shortfalls are eliminated:

1. CAMPO will transmit the adopted *CAMPO 2025* with the financial analysis and recommended new revenue sources to each of the CAMPO member jurisdictions with a request that they each agree to investigate and pursue the implementation of the new revenue sources, or else suggest deleting transportation projects from the *CAMPO 2025*.

2. CAMPO staff will review the progress of new revenue source implementation by each jurisdiction and report to the Committee, as appropriate.

Figure 9.1
Federal/State TxDOT Revenue History and Forecast For Construction Funds In the CAMPO Metropolitan Area (million $/year)

Category	Historic Construction Funds							Forecasted
	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	**FY 2000-2025**
National Highway Syst.	$50.4	$48.0	$13.0	$43.3	$14.9	$5.8	$115.6	**$41.2**
Cat. 12 - TTC Discretionary	$23.7	$26.6	$8.8	$4.1	$0	$0	$27.6	**$11.2**
STP 4(C)	$7.8	$7.8	$7.8	$7.8	$9.7	$9.7	$11.3	**$24.0**
Other	$14.5	$5.2	$9.3	$15.1	$9.6	$5.6	$33.3	**$12.0**
CMAQ (Starting in 2004, 22 years total)								**$5.0**
TOTAL	**$96.4**	**$87.6**	**$38.9**	**$70.3**	**$34.2**	**$21.1**	**$187.8**	**$93.4**

Source: Texas Department of Transportation, 2000.

Figure 9.2
Candidate Toll Road Projects Revenues and Costs

Candidate Toll Roads (Toll Revenue/Category 18 Funds)	**Construction Cost**	**Preliminary ROW Est.**	**Toll Revenue**	**Category 18 (Toll Funds)**
SH 130 (60%/40%)	$575	$170.0	$345	$230
US 183A (64%/36%)	$196	$70.0	$125	$71
Loop 1(N) (FM 734 to SH 45N) (80%/20%)	$125	$60.0	$100	$25
SH 45(N) (68%/32%)	$472	$190.0	$321	$151
SH 45(S) (FM 1626 to US 183(S) (60%/40%)	$112	$22.4	$67	$45
TOTAL	**$1,480**	**$512.4**	**$958**	**$522**

Source: Texas Department of Transportation, Texas Turnpike Authority Division, 2000.

Figure 9.3
Capital Metro Revenue Forecast
($ Millions)

Funding Category	2000 to 2025 Total	Yearly Average
Sales Taxes	$5,334.3	$205.2
Federal Grants	$959.6	$36.9
Passenger Fares	$765.1	$29.4
Other Revenue	$448.9	$17.3
TOTAL	**$7,507.9**	**$288.8**

Source: Capital Metropolitan Transportation Authority, December 1999.
Notes**:**

(1) Revenue service of the initial phase of the light rail transit system could begin as early as 2007 or 2008 depending on available funding.

(2) Assumes that Section 5307 capital grants would be primarily dedicated to the light rail transit project during the construction period.

(3) Short-term debt can be utilized to meet cash flow needs in the event that annual grant funds are capped in any given year during construction. Capital Metro may issue short-term debt (limited to a maturity of five-years) if the voters have previously approved the development of a light rail transit system.

Figure 9.4
Fixed Guideway System
Preliminary Phasing & Capital Costs: Initial Phase

Line	*Segment*	*Length (miles)*	*Stations*	*Total Capital Cost (1999 $ millions)*	*Capital Cost per Mile (1999 $ millions)*	*Projected 2007 Weekday Ridership*
Phase 1A						
Red/Green	McNeil to CBD	14.6	16	$ 596.5	$ 40.9	32,100
	Maintenance Facility	--	--	$ 46.2	--	--
Phase 1A Total		**14.6**	**16**	**$ 642.7**	**$ 44.0**	**32,100**
Phase 1B						
Red/Green	CBD to Ben White	3.4	5	$ 204.1	$ 60.0	8,500
Orange	Seaholm to Pleasant Valley	2.0	5	$ 72.8	$ 36.4	2,600
Phase 1B Total		**5.4**	**10**	**$ 276.9**	**$ 51.3**	**11,100**

Source: Capital Metropolitan Transportation Authority, Nov. 1999

Figure 9.5

Fixed Guideway System

Preliminary Phasing & Capital Costs: Subsequent Phases

(timing and sequence to be determined)

Line	*Segment*	*Length (miles)*	*Stations*	*Total Capital Cost (1999 $ millions)*	*Capital Cost per Mile (1999 $ millions)*	*Projected 2007 Weekday Ridership*
Red/Green[1]	Ben White to Slaughter	4.1	3	$ 172.6	$ 42.1	5,400
Red[1]	Lamar/Airport to East Connector	5.9	4	$ 133.5	$ 22.6	6,000
Red[1]	Leander to McNeil	15.3	2	$ 291.9	$ 19.1	2,400
Orange[1]	Pleasant Valley to ABIA	7.0	6	$ 401.5	$ 57.4	3,400
Blue[2]	Austin-San Antonio Commuter Rail[2]	110	12	$ 475.0	$ 4.3	8,000

Sources: [1] Capital Metropolitan Transportation Authority, Nov. 1999
[2] *Austin-San Antonio Commuter Rail Study, Final Report*, Carter-Burgess, July 1999

Note: Commuter rail capital costs are 1998 dollars; projected ridership is for opening year (2000). Cost within the CAMPO study area is $171.5 million.

Figure 9.6

Summary of CAMPO 2025 Transportation Plan Capital Cost Estimates (in Millions $)

Transit	$2,595
Austin-San Antonio Commuter Rail (CAMPO area only)	172
State Roads	2,024
Toll Roads	1,992
Local Roads	1,387
TOTAL	**$8,170**

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10 Transportation Plan Policies

A. Plan Integration, Implementation and Intermodalism

Integration and Implementation

Policy A-1: CAMPO will work with member jurisdictions to achieve compatibility of the *CAMPO 2025 Transportation Plan* (*CAMPO 2025 Plan*) with local plans and TxDOT's functional classification system. Adoption of *CAMPO 2025 Plan* by member jurisdictions is a necessary condition to be eligible for CAMPO approval of federal funds to that jurisdiction.

Policy A-2: CAMPO will prepare and revise population and employment forecasts which are consistent with member jurisdiction growth policies and a growth monitoring program.

Policy A-3: CAMPO will coordinate transportation planning activities with land use and other infrastructure planning activities in cooperation with affected agencies and jurisdictions.

Policy A-4: CAMPO will monitor changes in the transportation system, transportation behavior, and land use development in the metropolitan area.

Policy A-5: CAMPO will monitor project implementation schedules and agency responsibility for major transportation projects.

Intermodalism

Policy A-6: CAMPO will work to build public support for the completion of an integrated regional fixed guideway/rail system that supports compact mixed-use communities around transit stations.

Policy A-7: CAMPO encourages member jurisdictions and agencies to create Park/Bike-and-Ride facilities to provide better access for transit and carpools.

Policy A-8: CAMPO supports the reduction in travel and the high proportion of drive-alone travel, and an increase in telecommuting and the proportion of transit ridership, ridesharing, bicycling and walking trips, especially during peak periods.

B. Environmental and Community Impacts

Air Quality, Water Quality, Noise

Policy B-1: CAMPO is committed to a transportation system that strongly promotes air and water quality and noise control and meets all federal, state and local standards.

Policy B-2: CAMPO staff shall perform two evaluations before recommending adoption of new capacity increasing projects greater than $1 million in the Transportation Improvement Program. CAMPO staff shall identify any alternative project or projects which would provide a) the same or approximately the same level of

mobility improvement, while providing a greater emission reduction and b) a greater improvement in total mobility regardless of emission reduction.

Policy B-3: CAMPO staff shall immediately begin the analysis to determine whether this Transportation Plan will meet vehicle emissions limits consistent with the 1990 inventory of mobile source emission base-line in a timely manner, so as to avoid any possible transportation conformity lapse that would prolong or delay federal highway funding, should EPA designate the region as non-attainment under the new ozone standard.

Policy B-4: Should our area be classified by the Environmental Protection Agency as non-attainment for ozone, CAMPO, member jurisdictions and agencies shall follow the appropriate laws, rules and regulations of the Clean Air Act Amendments and TEA 21 regarding air quality compliance.

Environmental Justice, Equity Distribution, Access to Jobs

Policy B-5: CAMPO encourages minority and low-income populations to participate in transportation planning and project development to assure that any project planned in their neighborhoods will not be detrimental to their health or well-being.

Policy B-6: CAMPO promotes the equitable distribution of transportation improvements and services throughout the metropolitan area.

Policy B-7: CAMPO promotes transportation planning and funding for Access to Jobs programs to ensure that the transportation system serves the entire workforce.

Land Use

Policy B-8: CAMPO will continue to coordinate with member jurisdictions to encourage development that is pedestrian and transit friendly and to lessen the dependence of the automobile.

Policy B-9: CAMPO encourages the adoption of land development guidelines by member jurisdictions that focus growth within the corporate limits of CAMPO member cities.

C. Public Transportation System

Integrated Transit System

Policy C-1: CAMPO supports the development of an integrated, seamless transit system through establishment of a transit federation that enhances regional mobility.

- Work with local jurisdictions and transportation agencies to develop a regional transit network that includes a combination of travel modes such as buses, light rail, regional rail, bus rapid transit, and high-occupancy vehicle (HOV) lanes.
- Support the creation of intermodal transfer centers that provide efficient, convenient and easy transfer from one mode to another and facilitate the development of a seamless transportation network.

- Designate 3rd Street-4th Street right-of-way in downtown Austin as an east-west passenger rail corridor that would accommodate a variety of rail vehicles.

Transit-Oriented Development

Policy C-2: CAMPO supports the designation of transit-based land use corridors that support higher levels of land use and should become primary corridors for residential and employment growth.

Policy C-3: CAMPO encourages the adoption of land development regulations that allow compact and mixed-use development in transit corridors.

- Mixed-use development invites a higher proportion of walking, bicycling, and transit trips and diminishes the need for single-occupant vehicle trips.

Policy C-4: CAMPO encourages collaboration between Capital Metro and other public agencies in the land use planning and development review process to enhance the connection between transit and land use.

- Site design criteria should include easy pedestrian and bicycle access to transit routes and stations, building orientation that invites pedestrian activity, and parking priority for vanpools/carpools and corresponding reductions in off-road parking requirements.
- Roadway design criteria should include bus turnouts on major arterials and shopping facilities; bus stop pads; street geometrics for buses, especially at intersections; and a comprehensive integration of bicycle routes into the roadway system.

Accessible Public Transportation

Policy C-5: CAMPO supports public transportation systems that serve all segments of the region.

- Support the continuation of special transit services for persons with disabilities who are not able to use mainline transit services.
- Support the continuation of public transportation services for rural citizens.
- Encourage all jurisdictions in the CAMPO area to provide public transit services.

Regional Passenger Rail

Policy C-6: CAMPO supports the creation of a commuter rail district to develop, manage, and operate a regional passenger rail system in the Austin-San Antonio corridor.

- Promote shared station facilities that make it easy and convenient to transfer from one mode to another.
- Support the development of a regional transit federation that would coordinate scheduling, advertising, marketing, and seamless fare and transfer operations. Membership in the transit federation would include the commuter rail district, Capital Metro, San Antonio's VIA Transit, local and rural transportation providers in the Austin-San Antonio corridor, local governments, and major colleges and universities.

D. Congestion Management System

CAMPO, TxDOT, Capital Metro, the City of Austin, and other member jurisdictions will use the CAMPO Congestion Management System as a guide to develop and implement congestion management projects for the CAMPO area.

Policy D-1: CAMPO encourages its member jurisdictions to adhere to the "CAMPO Congestion Management System (CMS) Process Guidelines" to monitor and evaluate the performance of the multimodal transportation system, identify the causes of congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the efficiency and effectiveness of implemented actions.

Policy D-2: CAMPO supports the use of the CMS as a guide to develop and implement Travel Demand Management (TDM) and Transportation System Management (TSM) projects to relieve traffic congestion in the Capital metropolitan area.

Policy D-3: CAMPO will coordinate the CMS process and make federal funds available to transportation providers to help them develop and implement congestion management projects.

CAMPO supports the implementation of Travel Demand Management (TDM) strategies.

Policy D-4: CAMPO supports the Commute Solutions / Ozone Action Day Program to help member jurisdictions, public agencies, and major private sector employers establish voluntary trip reduction programs for their employees, and to discourage single-occupant-vehicle travel and other ozone producing activities during "Ozone Action" days.

Policy D-5: CAMPO supports the development and implementation of a regional public education program to encourage motorists to use alternative modes of transportation other than the single occupant vehicle, and to promote the Ozone Action Day Program.

Policy D-6: CAMPO encourages all member jurisdictions to adopt trip reduction measures requiring proposed subdivisions and office buildings to implement congestion management techniques. CAMPO also encourages multi-use activity centers, parking management, and access management to minimize traffic volumes to and from a site.

Policy D-7: CAMPO encourages the City of Austin and other member jurisdictions to adopt parking management policies with financial incentives that encourage the use of public transportation, carpooling, bicycling and walking; and with financial disincentives to discourage free parking for single occupant vehicles.

CAMPO supports Incident Management and Transportation System Management (TSM)

Policy D-8: CAMPO supports the establishment of an effective integrated metropolitan incident management program that provides unified guidance to police, fire, rescue, and transportation officials and personnel for effectively assisting

motorists in disabled vehicles, cleaning up spills and debris, rescuing accident victims, and removing wreckage quickly.

Policy D-9: CAMPO encourages TxDOT, the Capital Metro, the City of Austin, and other member jurisdictions to provide a safe and efficiently managed and operated transportation network by improving incident management activities, installing intelligent transportation systems (ITS), synchronizing traffic signals, effectively using changeable lane assignment signs, improving exit and entrance ramp operations, installing reversible travel lanes where appropriate, removing roadway bottlenecks, improving transit operations, and making effective use of other (TSM) techniques.

Policy D-10: CAMPO supports High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT) lanes to increase the person-carrying capacity of major arterials and freeways.

- CAMPO encourages public and private transportation agencies to plan and provide Park-and-Ride facilities along HOV corridors to ensure that such facilities are accessible and useable by pedestrians, bicyclists and persons with disabilities.
- CAMPO encourages and will consider jointly funding Park-and-Ride, Kiss-and-Ride and other related facilities to reduce SOV travel throughout the region.

Policy D-11: Where feasible, CAMPO encourages all member jurisdictions to: 1) locate utilities such as water, wastewater, and telephone lines outside the pavement area of major and minor arterial roadways to minimize the impact of future utility work on traffic flow, and 2) locate utility lines to minimize the need to relocate or reinstall sidewalks, signs, and traffic signal poles/equipment as a result of future utility work.

Policy D-12: CAMPO will work with local jurisdictions to develop a coordinated, comprehensive and multi-modal phasing program for transportation construction projects in priority order based on need and greatest benefit and to minimize overall congestion.

E. Bicycle & Pedestrian System

CAMPO supports a balanced, continuous and interconnected system of bicycle and pedestrian facilities.

Policy E-1: Provide a coordinated and contiguous system of regional bicycle and pedestrian facilities that offer a viable alternative to automobile travel.

Policy E-2: Provide bicycle and pedestrian accommodations, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use is not permitted.

Policy E-3: Remove barriers to continuous bicycle and pedestrian travel to encourage bicycling and walking as modes of transportation.

CAMPO encourages a comprehensive approach to planning bicycle and pedestrian facilities.

Policy E-4 Create an interconnected, two-level bikeway system to accommodate all bicyclists in the CAMPO planning area, one level for Group A and a second level for Group B/C cyclists.

Policy E-5: Integrate bicycling, walking and public transit to increase the efficiency of the transportation system.

- Provide sidewalk connections to all transit stops, park-and-ride lots, and other transportation facilities to support transit/walking trips.
- Provide bike racks on all buses, rail cars and routes to the extent possible, and provide bikeways to transit stops and park-and-ride lots.

Policy E-6 Support continued development of a pedestrian-friendly transportation network.

- Create a network of sidewalks that allow pedestrians to reach important destinations easily.
- Encourage compact and mixed land uses that create a pedestrian-friendly environment and facilitate walking.

Policy E-7: Support continued development of a regional off-road trails system that connects trails to activity centers such as schools, workplaces, shopping centers and parks. Integrate the network of off-road facilities with the on-street system.

CAMPO supports the creation and preservation of a safe, convenient and attractive bicycling and walking environment.

Policy E-8: Encourage member jurisdictions to adopt AASHTO design standards to create safe and convenient facilities that encourage bicycling and walking.

Policy E-9: Encourage member jurisdictions to use uniform signing and marking of bikeways and walkways.

Policy E-10: Encourage member jurisdictions to adopt maintenance practices to preserve bikeways and walkways in a smooth, clean and safe condition.

F. Roadway System

Regionally Significant Roadways

Policy F-1: Establish a system of regionally significant arterials and freeways for the CAMPO study area.

Policy F-2: Give priority to roadway improvements which will increase a roadway's person-carrying capacity, such as transit lanes and HOV lanes, as opposed to the vehicle-carrying capacity. CAMPO supports preferential roadway treatment for transit and other high occupancy vehicles (HOV) such as vanpools and carpools.

Policy F-3: CAMPO supports building SH 45(N), SH 130, Loop 1(N) and US 183A and the newly recommended portion of SH 45(S) as new toll roads, as well as other appropriate roads to be identified.

Policy F-4: Where appropriate, establish access management strategies for major regional arterials and thoroughfares to improve safety and facilitate traffic

flow. Such management should include limiting the number of curb cuts, installing raised medians where appropriate, ramp metering and many other accepted transportation engineering practices.

Policy F-5: Balancing the need for roadway maintenance with the need for new roads shall be carefully considered when allocating funds.

Policy F-6: The design and construction of new regional transportation facilities shall minimize disruption and negative impacts to neighborhoods.

Policy F-7: The existing and future regionally significant arterials shall provide a sufficient level of mobility in order to minimize neighborhood infiltration (cut through traffic).

Policy F-8: Implement the entire arterial network by CAMPO and member agencies so that the region's motorists have alternate routes to travel in order to avoid congestion incidents.

Policy F-9: Establish a system for capital projects that coordinates advance planning processes and right-of-way acquisition to more efficiently manage the implementation of the projects.

Overall Roadway Network

Policy F-10: Establish a classification of collector streets and larger according to the character of the service they provide to through traffic and local access based upon the federal Functional Street Classification System.

Policy F-11: Development of the roadway system should be compatible with the needs of other modes such as pedestrian, transit and bicycle transport.

Policy F-12: Work with member jurisdictions to ensure that new roadways in undeveloped areas are funded by and constructed by private developers.

Policy F-13: Preserve future major street alignments by preventing development within corridors designated as right-of-way for future roads. There should be coordination between government entities and land developers in order to preserve this right-of-way.

Policy F-14: When allowing new land development, local governments should ensure that the connecting and adjacent street system is able to handle the type, intensity and traffic generation characteristics of the new development.

Policy F-15: Safety issues shall be considered a high priority when comparing alternative projects for inclusion in the Transportation Improvement Program.

Policy F-16: It is the vision of the CAMPO Policy Advisory Committee (PAC) that SH 130 be a true intermodal facility, with a freight and passenger rail element. To protect the concerned neighborhoods of East Austin, the portion of SH 130 which stretches from US 290 to SH 71 is adopted as a parkway and must have limited access points.

Policy F-17: The CAMPO PAC approves both alternative alignments of SH 130 in the 2025 Plan with the following planning parameters for the project:

- The project’s main purpose is to serve as a bypass for through traffic around urban areas in Central Texas.
- The project must avoid environmental justice issues in East Austin as required by FHWA Order 6640.23.

- The project must not have unacceptable noise impacts on neighborhoods.
- The project must not have unacceptable impacts on parks and park acquisition plans.
- The project must not have unacceptable impacts on watersheds with a high resource value.

G. Freight System

Roadway and Rail Expansion Policies

Policy G-1: Support the development of SH-130 as an express freight route.

Policy G-2: Support the relocation of the UPRR to the east for through-rail freight movement in conjunction with the development of SH-130, if feasible.

Policy G-3: Support the development of alternative roadway freight routes in order to bypass traffic congestion and construction activities on IH-35.

Policy G-4: Support the concept of Special Use Lanes for commercial vehicles.

Policy G-5: Improve roadways in high freight-volume activity areas by smoothing horizontal curves, relocating telephone poles, strengthening pavement for supporting heavy trucks, modifying medians, and improving intersections to enable easier truck movements.

Operational Regulations Policies

Policy G-6: Support state laws and local ordinances to restrict large commercial trucks to the right two lanes of controlled-access facilities having three or more main lanes in each direction to facilitate more efficient traffic flow.

Policy G-7: Support the establishment of an adequate supply of designated delivery parking spaces for commercial vehicles, especially in central business districts.

Policy G-8: Support the development and designation of hazardous materials routes for trucks.

Policy G-9: Support the use of discount rates and commercial credit accounts as an incentive for trucks to use tollroad facilities with electronic tolling systems during non peak-hour periods.

Land Use

Policy G-10: Provide incentives to freight transportation companies to: 1) locate near the Austin Bergstrom International Airport and future intermodal freight operations facilities, and 2) relocate their existing facilities away from residential and high-traffic volume areas.

Regional Freight Study

Policy G-11: CAMPO supports funding for a comprehensive Regional Intermodal Freight Movement Study to identify the economic impact of congestion and to evaluate methods to enhance freight movement including consideration of a train/truck intermodal facility.

H. Financial Plan

Member Agency and Jurisdiction Financial Planning Policies

Policy H-1: CAMPO supports the use of Capital Metro funds for a portion of the planning, development, and operation of HOV lanes.

Policy H-2: CAMPO, TxDOT, and other member jurisdictions will cooperatively prioritize National Highway system projects to maximize eligibility for federal transportation funding.

Policy H-3: CAMPO, TxDOT, and other member jurisdictions will coordinate and cooperate in the passage of local Capital Improvement Program bond issues to fund local segments of the CAMPO 2025 Plan.

Policy H-4: The CAMPO Policy Advisory Committee strongly supports the Transportation Enhancement Program and will approve federal funds in the Transportation Improvement Program to implement selected enhancement projects.

Policy H-5: CAMPO encourages all member jurisdictions to proactively support and cooperate with TxDOT Austin District in the implementation of regional Interstate, National Highway System, U.S. Highway, State Highway, and Farm-to-Market projects as identified in the *CAMPO 2025 Plan* and the Transportation Improvement Program.

Policy H-6: CAMPO recommends the establishment of a Special Infrastructure Development Unit to coordinate the activities of member agencies and jurisdictions and the private sector in the programming, financing and construction of regional transportation projects, augmented by a Private Sector Infrastructure Development Fund and Infrastructure Development Trust Fund.

Policy H-7: CAMPO encourages all member jurisdictions to create and fund dedicated revenue accounts using traditional and non-traditional sources for necessary roadway pavement reconstruction and rehabilitation work, and adequate transportation system maintenance.

Non-Traditional Sources of Revenue Policies

Policy H-8: CAMPO encourages and supports the evaluation and application, where appropriate and viable, of user-fee mechanisms such as tolls, congestion pricing, and tax exempt revenue bonds to finance transportation system improvements.

Policy H-9: CAMPO encourages and supports the evaluation and application, where appropriate and viable, of value capture techniques such as Special Districts, Tax Increment Financing, Developer Impact Fees, and Sale of Development Rights to finance transportation system improvements.

Policy H-10: CAMPO encourages and supports the evaluation and application, where appropriate and viable, of dedicated revenue source funds such as a Dedicated Sales Tax, Local Option Gas Tax, and Auto/Bicycle Licensing Fees for transportation system improvements.

Policy H-11: CAMPO encourages and supports the evaluation and application, where

appropriate and viable, of additional governmental or institutional mechanisms such as Revolving Loan Funds, Subordinated Debt Financing, and Sale/Leaseback Agreements to provide capital for transportation system improvements:

Policy H-12: CAMPO strongly encourages and supports the evaluation and development, where appropriate and financially feasible, of private sector funding sources such as Taxable Bonds, Public/Private Partnerships, and Concessions Agreements.

Policy H-13: CAMPO supports the establishment of a new funding source for the implementation of the proposed Georgetown to San Antonio commuter rail system.

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11 Transportation Glossary & Acronym List

Access management: A process that provides or manages access for roadway users entering or exiting adjacent developed land without significantly impacting safety conditions, traffic capacity, and vehicle speeds for other roadway users. Access management strategies, including design and control of driveways, curb cuts, turn lanes, parking lot circulation, public street connections, and intersections, are most often applied to highways or major urban and suburban arterial streets.

American Association of State Highway & Transportation Officials (AASHTO): A non-profit, non-partisan association that represents the member highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico and whose primary goal is to foster the development, operation and maintenance of an integrated national transportation system.

Americans with Disabilities Act (ADA): Federal law which requires that public facilities and transportation services accommodate the disabled.

Austin Metropolitan Area Transportation Plan (2020 Plan): The CAMPO 2020 Long-Range Transportation Plan, adopted in 1994, that identifies existing and future transportation deficiencies and needs, as well as network improvements needed to meet mobility requirements over at least a twenty-year time period.

Austin Metropolitan Trails & Greenways (AMATG): A coalition of public, private and non-profit organizations, local advocacy groups, neighborhood associations and individuals working on developing a comprehensive system of greenways and trails in the greater Austin area.

Bike Lane: A portion of a roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicycles.

Bike Path: A bikeway physically separated from motorized vehicle traffic by an open space or barrier within the highway right-of-way or within an independent right-of-way.

Bike Route: A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without specific bicycle route number.

Bikeway: Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Bus-Only Lane: A traffic lane on a street that is reserved for transit vehicles and designated by special signage and striping.

Capital Area Metropolitan Planning Organization (CAMPO) (formerly ATS): The official Metropolitan Planning Organization (MPO) for the Austin metropolitan area whose purpose is to coordinate regional transportation planning with the State of Texas, three counties, nineteen cities, and the Capital Metropolitan Transportation Authority, and other transportation providers and to approve the use of federal transportation funds within the Austin metropolitan area.

Capital Area Planning Council (CAPCO): An association of cities, counties and special districts consisting of the 10 county area (Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays,

Lee, Llano, Travis and Williamson) surrounding Austin whose primary purpose is to plan for the development of the area.

Capital Area Rural Transportation System (CARTS): A bus company that provides transit services for residents of Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, and Lee Counties and those portions of Travis and Williamson Counties not in the City of Austin's bounds.

Capital Improvement Program (CIP): A local government program that has the objective of completing numerous public infrastructure and facility projects within a specified time frame.

Capital Metropolitan Transportation Authority (CMTA): An agency established to operate transportation programs for the Austin metropolitan service area's residents, including public transit systems, special transportation for the disabled and information dissemination on alternative transportation modes.

Central Business District (CBD): The downtown retail trade and commercial area of a city or an area having high land values, traffic flow and concentration of retail business offices, entertainment, lodging and services.

Center for Transportation Research (CTR): A nationally recognized research center at the University of Texas which undertakes relevant transportation research, provides significant educational opportunities for University of Texas students, and provides a public service by conducting research that responds to the transportation needs of Texas and other U.S. travelers. In partnership with the Texas Department of Transportation and other sponsors, CTR undertakes investigations that seek practical solutions to various state mobility problems.

Census Transportation Planning Package (CTPP): Travel related data collected during the 1990 Census.

Changeable lane assignment signs: Signs that automatically adjust for time-of day variations in turning movement volumes (e.g., change from "straight only" to "straight and left-turn").

Circulator Service: Local-stop, high-frequency transit service for high-density, pedestrian-oriented districts. The service may include a shuttle or park-and-ride function from some periphery parking area to the high-density activity area.

Clean Air Act (CAA): Federal legislation that requires each state with areas that have not met federal air quality standards to prepare a State Implementation Plan, or SIP.

Clean Air Act Amendments (CAAA): Amendments made in 1990 to the Clean Air Act which aim to substantially reduce air pollutants by specified target dates.

CLEAN AIR Force of Central Texas (CAF): An independent, non-profit organization of government agencies, environmental and business organizations, and interested individuals in Travis, Williamson, and Hays Counties whose purpose is to create programs consisting of educational and voluntary actions that can be taken to reduce air pollution. The goal of CAF is to develop programs that keep the Central Texas region in compliance with the federal standard for ozone.

Commercial Vehicle Only lanes (CVO): A traffic lane that can be used only by commercial vehicles such as trucks and vans transporting products, mail, building materials or other forms of freight for business purposes.

Commuter Rail (CR): Railroad local and regional passenger train operations between a central city, its suburbs and/or another central city. It may be either locomotive-hauled or self-propelled, and is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices and usually only one or two stations in the central business district. Also known as "suburban rail".

Concession agreement: By using techniques such as “Build-Own-Transfer” and “Build-Own-Operate” agreements, governments can partner with the private sector to develop or expand facilities. Without public liability, the government can award a concession in a particular corridor for a fixed period of time to private firms, who build or expand the facility using funds from investors and lenders.

Congestion Management System (CMS): A systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods. A CMS includes methods to monitor and evaluate performance; identify alternative action; access and implement cost-effective action; and evaluate the effectiveness of implemented actions.

Congestion Management Team (CMT): A team of representatives from public agencies that plan, develop, implement, monitor, and evaluate projects and programs for managing traffic congestion. CMTs play an important role in the CAMPO Congestion Management System.

Congestion Mitigation and Air Quality Improvement Program (CMAQ): A funding program that helps implement projects designed to reduce emissions in non-attainment areas.

Congestion Pricing: Charging fees to users of transportation facilities. Fees can vary depending on time day to enable increased level of control over traffic volumes.

Congestion Reduction Program (CRP): An important element of the CAMPO Congestion Management System (CMS). The program provides STP 4C funds for implementing low cost, near-term congestion reduction projects and initiatives such as the CAMPO Commute Solutions/Ozone Action Day Program, traffic signal synchronization projects, freeway operations studies, and traffic count stations.

Corridor Mobility Plan: CAMPO Congestion Management System document showing proposed projects and programs specifically aimed at reducing traffic congestion.

Council of Governments (COG): Voluntary associations of local governments formed under Texas law that deal with problems and planning needs that cross the boundaries of individual local governments or that require regional attention.

Dedicated sales tax: An increasingly popular financing method that allows local governments to use tax revenue income to match or leverage federal transportation funds for implementing transportation improvements. In high-growth areas, earmarked sales taxes can produce a secure revenue stream with which to support bond financing for certain kinds of projects, for example, highway and transit infrastructure projects that may not generate sufficient operating income to cover construction costs. Dedication of sales tax for transportation purposes requires voter approval.

Department of Transportation (USDOT): Federal cabinet-level agency headed by the Secretary of Transportation with responsibility for highways, mass transit, aviation and ports. The DOT includes the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Developer impact fees: Occurs after a highway has been built and is applied to the value (income potential) of adjacent land that becomes developable as a result of the improvements. These fees can be fixed on the value of the land or the completed development. Useful for development of transit centers near planned office buildings or highway interchanges constructed in the vicinity of land which is zoned for malls or shopping centers.

Disadvantaged Business Enterprise (DBE): A business with gross receipts of less than $15,370,000 over the previous three years and is at least 51% owned by one or more persons who are minorities or women.

Electronic tolling system: Allows vehicle operators to pay a toll without bringing the vehicle to a complete stop. This requires attaching a special device to the vehicle that can be scanned by an electronic reader at the toll collection facility. Vehicle operators are billed later via the postal system.

Environmental Assessment (EA): A document that assesses an action that is not a categorical exclusion and does not clearly require the preparation of an environmental impact statement.

Environmental Impact Statement (EIS): A document required by the National Environment Policy Act that addresses any adverse economic, social and/or environmental effects of a proposed transportation project for which federal funding is being sought.

Environmental Protection Agency (EPA): A federal agency charged with protecting the natural resources of the nation.

Express Service: Non-stop service between two distant points, usually from a suburb or fringe area, coupled with park-and-ride lots, to the central core. Express service may also operate between suburban activity centers. Operating speeds should be, at a minimum, 2 to 3 times that of local service.

Expressway (EXPY): A divided highway usually having two or more traffic lanes in each direction. Traffic can enter or exit an expressway only at ramped interchanges or at signalized intersections with major streets. Few private access points are allowed.

Extraterritorial Jurisdiction (ETJ): The area in which a city enforces its subdivision and water quality ordinances, but not its planning, zoning, and health/safety ordinances. The ETJ extends from the city limits to a certain distance (for larger cities, 5 miles) and its residents do not pay city taxes and may vote only in certain city elections dealing with issues that affect them.

Farm to Market (FM): An identifier for a roadway designated by the Texas Transportation Commission to be part of the statewide highway system. Normally associated as a 2-lane roadway in rural areas, but are located in urban areas and can be a 4 or 6 lane divided roadway. The FM roadway designation is typically given to roads that are located east of IH 35.

Federal Highway Administration (FHWA): The component of USDOT that administers, plans, funds and regulates the federal highway system.

Federal Transit Administration (FTA): The component of USDOT that operates under the authority of the Federal Transit Act and provides financial and technical assistance to local transit systems.

Fixed Guideway: Busways or light rail transit service that can accommodate up to 4,000 passengers/hour in the peak hour direction with 7.5-minute headways along a corridor. Although local service may exist, the primary function of the corridor is that of line haul. It operates as a limited-express to express type service. Given the nature of continually evolving guideway technology, the specific type of service is generic to allow flexibility. As a corridor develops, higher capacity transit service can be gradually introduced.

Freeway (FWY): A divided highway usually having two or more traffic lanes in each direction. Traffic can enter or exit a freeway only at ramped interchanges so that "through" traffic is not interrupted. Freeways often include frontage roads that allow access to and from the freeway and permit drivers to safely make turns onto cross streets or into driveways. Frontage roads are usually separated from the freeway's main lanes by wide medians.

Freight Rail: A railway dedicated to transporting cargo as opposed to passengers.

Geographic Information System (GIS): A computer system for storing, analyzing and mapping geographic data.

Grade separated intersection: An intersection that is designed to vertically separate two or more potentially conflicting traffic streams by providing a bridge structure(s) that allows traffic flowing on different roadways to flow concurrently, and reduces or eliminates the need for traffic signals.

Growth management: The partial control of land use, transportation, and other public infrastructure planning decisions by state or local governments in order to restrict or redirect the growth of population and employment to specific areas or to predetermined levels.

High Occupancy Toll (HOT): A fee that allows solo drivers to use HOV lanes.

High Occupancy Vehicle (HOV): Vehicles having two or more occupants.

Highway Capacity Manual (HCM): A guide to the design and operational analysis of highway facilities.

Historically Underutilized Business (HUB): A business certified by the General Services Commission as a sole proprietorship, partnership or joint venture corporation and is at least 51% owned by one or more persons who are minorities or women.

Incident Management: An incident is a non-recurrent event that causes reduction of roadway capacity or abnormal increase in demand. Incident management involves six major tasks: detection, verification, response, removal/restoration of capacity, traffic management, and information to motorists. An incident such as a serious freeway traffic accident will generally require a coordinated effort by many different organizations involving police, fire, emergency, and transportation personnel.

Infrastructure Development Trust Fund: Leverages the off-balance sheet financing potential of public and non-public revenue sources. The Fund would issue revenue and project finance bonds to support public/private transportation projects in the Capital area and could be supported by taxes and grants on the public side and fees and assessments from private sources. A public agency issuer would manage the Fund, but without the credit of state or local governments.

Intelligent Transportation System (ITS): A system that enables people and goods to move more safely and efficiently through a state-of-the-art, intermodal transportation system that includes information processing, communications, control, and electronics. Automatic

vehicle location systems, advanced signal timing, and other new and emerging advanced technology can be used with public transportation systems.

Intermodal freight operations facility: A facility where freight is transferred from one mode of transportation to another, such as from a train to a truck.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA): A bill providing authorizations for highways, highway safety, and mass transportation for Fiscal Years 1992-1997. The purpose of the Act is to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner. Metropolitan Planning Organizations, in cooperation with the State and key transportation providers, must develop transportation plans and programs for metropolitan areas.

Level of Service (LOS): A description of the quality of service that can be expected by users of transportation facilities. For highways "A" means traffic is flowing freely and "E" or "F" means the highway is very congested. Highway LOS can be determined based on "Density" (average number of passenger cars located in a single lane within a one mile section), "Speed" (the average attainable speed in miles per hour), or "Maximum Service Flow" (average number of passenger cars that pass by every hour in one lane).

Light Rail: An electric railway with a "light volume" of traffic capacity compared to heavy rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading and multi-car trains or single cars. Also know as "streetcar", "trolley car" and "tramway".

Local option fuel tax: With State Legislature approval, municipalities can tax fuel purchases along with the State and Federal governments. Fuel taxes are a natural revenue source for transportation improvements but they are typically opposed by the trucking industry, the American Automobile Association, and educators in Texas, whose portion of the state's gasoline levy could be affected by a reduction in fuel usage.

Local Service: Transit service, usually by bus, that accommodates boardings and alightings roughly every 300 to 1,000 feet, depending on density levels. The average operating speed is usually between 10 and 25 miles per hour.

Long-Range Plan (LRP): A plan referring to transportation planning for a time span of more than twenty years.

Major Arterial Divided (MAD): High volume surface roadways with high priority at intersections with all lower level facilities. Typically, signalization is provided at significant crossings.

Major Arterial Undivided (MAU): Similar to Major Divided Arterial, but with no center median, normally due to right-of-way limitations.

Major Investment Study (MIS): A study, required under ISTEA, done on major transportation improvement projects such as fixed guideway transit projects and controlled access highways that would involve the use of federal funds. The study includes factors that would justify a proposed project, such as its cost effectiveness and overall effectiveness, and evaluates various modes of travel to solve a transportation problem.

Major Transfer Center: A multimodal transportation node that connects two or more transit routes with pedestrian, bicycle or automobile modes of travel. The transfer distance

between different modes of transport should be no more than 300 feet wherever possible, with an absolute maximum of 600 feet.

Metropolitan Planning Organization (MPO): The organizational entity established by law to provide a forum for cooperative transportation decision making for the metropolitan area containing a population of 50,000 people or more. Major responsibilities include the development of transportation plans and programs and authorization of the use of federal transportation dollars.

Metropolitan Transportation Plan (MTP): Another name for the Long-Range Plan in metropolitan areas.

Minor Arterial (MNR): A secondary facility to meet local access and circulation requirements. Low priority is given at significant intersections.

Minority-owned Business Enterprise (MBE): A business whose ownership is comprised of at least 51% minorities.

Municipal Utility District (MUD): Political entities created by the State of Texas having the authority to construct and maintain improvements, incur debt and tax the land within its boundaries to pay operating expenses and repay debts. A board of directors elected by MUD property owners governs MUDs.

National Highway System (NHS): A system developed by the Department of Transportation in cooperation with the states, local officials and metropolitan planning organizations (MPOs) that identifies major intermodal highways that connect to major intermodal facilities (ports, airports, rail transit, etc.) and are important to the Nation's economy, defense and mobility.

Nitrogen Oxides (NOx): A pollutant produced during fossil fuel combustion that contributes to ground-level ozone.

North American Free Trade Agreement (NAFTA): An agreement between the United States, Canada and Mexico which promotes means for improved and increased free trade between these three countries.

Ozone (O_3): Ozone is a secondary air pollutant and a photochemical oxidant. The production of ozone, which occurs when sunlight triggers chemical reactions involving nitrous oxides (NOx) and atmospheric oxygen, is highly dependent on the ratio of hydrocarbons to N0x in the atmosphere. Therefore, hydrocarbon emissions caused by the operation of trucks, automobiles, lawn mowers, and other gasoline powered equipment, can contribute to the production of ozone. Ozone can travel long distances or can accumulate over an area for long periods of time depending on wind circulation patterns and topographic conditions.

Park-and-Ride Lot: Any designated parking lot that is serviced with express or limited-express transit service.

Parking management: Most often implemented by a parking management system which routes travelers directly to facilities with available parking. Parking management systems reduce the amount of travel by motorists searching for available parking spaces, make parking more convenient for the traveler, reduce fuel consumption and emissions, and reduce the potential for accidents. These systems also improve the marketing and exposure of parking facilities and the businesses served by them. They can also be designed to encourage ridesharing and transit use, primarily through pricing incentives.

Parkway (PKY): Through travel lanes similar in characteristics to freeways but typically without parallel frontage roads.

Policy Advisory Committee (PAC): The governing body of CAMPO consisting of locally elected officials and representatives from the Texas Department of Transportation and Capital Metro.

Private Sector Infrastructure Development Fund: A revolving subordinated debt facility for privately funded projects. Local governments would capitalize the Fund with federal grants or tax exempt bond proceeds. Borrowers with revenue-producing projects would be eligible for the subordinated debt Fund at taxable rates in order to attract commitments for senior debt from commercial lenders or the capital markets. Timely debt service payments would replenish the Fund for other borrowers.

Public Involvement Program (PIP): Established guidelines developed to disseminate information to all metropolitan area citizens, groups, agencies, and transportation providers to assure their input in the decision making process of transportation programs, projects, etc. for the Austin metropolitan area.

Railhead: The end of a rail spur where trains are serviced, stored, or loaded and unloaded.

Ranch to Market (RM): Identifier for a roadway designated by the Texas Transportation Commission to be part of the statewide highway system. Normally associated as a 2-lane roadway in rural areas, but are located in urban areas and can be a 4 or 6 lane divided roadway. The RM roadway designation is typically given to roads that are located west of IH35.

Reversible travel lane: A traffic lane which is used to carry traffic in one direction during a specific period of the day, and carries traffic in the opposite direction, or is restricted to turning movements, during another period of the day. Changeable electronic signs are used to inform motorists of how the lane can be used.

Reformulated Gasoline (RFG): Unleaded gasoline with a special additive designed to lower emissions upon combustion by providing more oxygen to the fuel during combustion.

Reid Vapor Pressure (RVP): An indicator of the volatility of gasoline and is measured in pounds per square inch (psi).

Revolving loan fund: Financing tool that recycles funds by providing loans, receiving loan repayments, and then providing further loans. Austin could capitalize its own revolving fund with grants or bond proceeds secured by independent revenue sources.

Right of Way (ROW): Public land reserved for locating infrastructure such as a roadway or a utility line.

Sale/leaseback agreement: Used by public agencies as a cash flow management technique. Government owned facilities, such as bus maintenance facilities, can be sold to private investors, who will expand or rehabilitate the facility and then lease it back to the public agency over a fixed period of time.

Sale of development rights: Used by the public sector to capture the potential value of real estate at highway interchanges and along arterials, without giving up ownership of the land.

Shared Roadway: A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.

Single Occupant Vehicle (SOV): Any vehicle that contains just one person, the driver.

Special districts: Special Assessment Districts, Benefit Assessment Districts, and Road Utility Districts are used to help recover the capital costs of street or roads or to capture part of the potential value of these improvements for adjoining landowners or commercial businesses. As public entities, these districts can issue bonds secured only by fee income. This affects or benefits specific constituents and can be politically sensitive. Revenues derived from special districts are potentially a good source of funds for maintenance reserve accounts.

Special Infrastructure Development Unit: A working group of planning, engineering and financial specialists which oversees a limited number of major transportation projects that are financed with public and private sector funds. Through a Joint Powers Resolution the Unit's governance could be shared among local agencies such as the TxDOT Austin District and a city and/or county transportation department, and the Unit would manage a single pipeline of public/private sector projects for the region. Project implementation would remain with the relevant state and local agencies. The Unit would finance its operations through fees payable at a financial closing.

Special Transit Service (STS): A program operated by Capital Metro to serve citizens with disabilities by providing them with door-to-door, shared ride, or accessible public transportation.

Standard Metropolitan Statistical Area (SMSA): A Census Bureau delineation for major metropolitan areas in the U.S.

State Data Center (SDC): The official repository of census data and demographic data for the State of Texas.

State Highway (SH): Roads, streets and highways maintained by the State.

State Implementation Plan (SIP): A plan required by the 1977 Clean Air Act Amendments which describes how the State of Texas will meet air quality standards.

State Transportation Improvement Program (STIP): A staged, multi-year statewide, intermodal program of transportation projects which is consistent with the Statewide Transportation Plan and planning processes and metropolitan plans, TIPs and processes.

Statewide Transportation Plan (STP): The official statewide, intermodal transportation plan that is developed through the statewide transportation planning process.

Subordinated debt financing: Longer term financing, which is subordinated to the primary debt in a project, can improve the credit quality of a project and its chances for financial closure. Subordinated lenders can be investors looking for higher returns, or government agencies with an interest in a project financed primarily by commercial lenders or the capital markets. If a Private Sector Infrastructure Development Fund is capitalized with grants, or from independent revenue sources, a city or a county may be able to participate as an indirect lender for eligible projects. Authorization may be needed from the State Legislature.

Surface Transportation Program (STP) (part of ISTEA and TEA 21): A federal program designed to create flexible funding for transit and highway construction.

Surface Transportation Program Category 4B for Transportation Enhancement (STP4B): A funding category used to address projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system.

Surface Transportation Program Category 4C for "Metropolitan Mobility/Rehabilitation" (STP4C): A funding category used to address transportation needs within the metropolitan area boundaries of MPOs having urbanized areas with populations of 200,000 or greater.

Tax exempt revenue bonds: Widely used by state and local governments to finance revenue producing facilities such as airports, toll roads, sports complexes, hospitals, and wastewater plants. It is generally secured only by project revenues, without a back-up pledge, and is regarded as off balance sheet financing for the public agency issuing the bonds. Under appropriate arrangements, revenue bonds can also be used for street rehabilitation and maintenance.

Tax increment financing: Utilized where property values and ad valorem assessments may increase as the result of transportation improvements. The local government agrees to apply the tax proceeds of any increased assessment to support the financing for a specified period of time, thereafter claiming the tax revenues for itself. Useful in urban areas for rail transit development, but limited potential for highways.

Teleride: Demand response service, usually provided with cabs, in an area where density levels do not warrant fixed route service. The three existing teleride zones are planned to be replaced with fixed route service during the coming years. New teleride zones may be established in other sparsely developed areas.

Texas Department of Transportation (TxDOT): The State agency responsible for construction and maintenance of all interstate, U.S, state highways, ranch-to-market (RM) and farm-to-market (FM) roads within the state.

Texas Natural Resource Conservation Commission (TNRCC): A state agency charged with protecting water and air resources, including regulation of hazardous material sites.

Texas Transportation Institute (TTI): A state agency that is a member of the Texas A&M University system and engages in research pertaining to all forms of transportation, including all phases of activities concerned with the movement of people, goods, and services, and identifies and helps to solve major state and national transportation problems.

Toll Road: A road in which one must pay a toll or a fee to use.

Traffic Serial Zone (TSZ): The smallest geographically designated area used for analysis of transportation activity such as data collection and travel movements within, into, and out of the urban area.

Transit-Oriented Development (TOD): Types of development that enhance or support public transit use.

Transportation Control Measure (TCM) (for air quality): Any measure designed to reduce traffic congestion, pollution emissions and other traffic problems.

Transportation Demand Management (TDM): An effort to reduce the number of people traveling by single-occupant vehicles (SOV) by promoting non-SOV modes of transportation (e.g., carpools, vanpools, transit). TDM efforts may also discourage the use of SOVs by imposing tolls or taxes.

Transportation Enhancement Program (TEP): A federal program that provides funds for non-traditional improvements adjacent to or within the right of way of a transportation facility. Some examples of improvements are preserving an historic structure, installing bicycle and pedestrian facilities, landscaping, and incorporating environmental protection systems.

Transportation Equity Act for the 21st Century (TEA 21): A law authorizing highway, highway safety, transit and other surface transportation programs for FY1998 – 2003. This new law combines the continuation and improvement of current ISTEA programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

Transportation Improvement Program (TIP): A document prepared by an MPO that identifies funding for specific transportation projects and studies to be implemented in an area over a three-year period.

Transportation Management Area (TMA): Term for all urbanized areas with a population of over 200,000.

Transportation Systems Management (TSM): A program to reduce congestion and improve traffic flow through traffic signal synchronization, freeway operations improvements (e.g., changeable message signs and ramp metering), incident management (clearing accidents and breakdowns quickly). Other methods can include bus pullouts, intersection improvements and queue jumper lanes where appropriate.

Unified Planning Work Program (UPWP): An annual work plan prepared by the MPOs describing transportation planning activities and funding sources that will occur within their specific jurisdiction.

Unified Transportation Program (UTP): A ten-year planning document that guides and controls project development for TxDOT in a feasible and economical manner.

Union Pacific Railroad (UPRR)

Volatile Organic Compounds (VOC): Toxic residual chemicals from fossil fuel combustion, solvents, paints, glues and some dry cleaning processes which contribute to ozone formation.

Woman-owned Business Enterprise (WBE): A business whose ownership is comprised of at least 51% women.

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