



TECHNICAL ADVISORY COMMITTEE MEETING

Monday, June 21, 2021
2:00 p.m.

Livestream at: www.campotexas.org

AGENDA

1. Certification of Quorum – Quorum requirement is 13 members
..... Ms. Laurie Moyer, P.E., Chair

ACTION:

2. [Approval of May 17, 2021 Meeting Summary](#)..... Mr. Chad McKeown, CAMPO
Mr. McKeown will seek TAC approval of the May 17, 2021 meeting summary.

INFORMATION:

3. [Update on Regional Transportation Statistics and Metrics Dashboard](#)
..... Mr. Nirav Ved, CAMPO
Mr. Ved will provide an update on the status of the Regional Transportation Statistics and Metrics Dashboard.
4. [Briefing and Discussion on CAMPO Assistance with Project Readiness for Regional Corridor Improvement Projects](#) Mr. Chad McKeown, CAMPO
Mr. McKeown will brief the TAC on the project-development oriented concept and ask for technical input.
5. Report on Transportation Planning Activities
6. TAC Chair Announcements
 - Next TPB Meeting – August 9, 2021
 - Next TAC Meeting – August 23, 2021
7. Adjournment

Persons with Disabilities:

Upon request, reasonable accommodations are provided. Please call 512-215-8225 at least three (3) business days prior to the meeting to arrange for assistance.



**Capital Area Metropolitan Planning Organization
Technical Advisory Committee Meeting**

**Held remotely online and by phone in accordance with local and state Stay at Home Orders
Livestream at: www.campotexas.org**

**Meeting Minutes
May 17, 2021**

1. Certification of Quorum.....Ms. Laurie Moyer, P.E., Chair

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:00 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Robert Spillar	City of Austin	N	Eric Bollich
4.	Tom Gdala	City of Cedar Park	Y	
5.	Will Parrish	City of Georgetown	Y	
6.	Ross Blackketter	City of Leander	Y	
7.	Emily Barron	City of Pflugerville	Y	
8.	Gary Hudder, Vice Chair	City of Round Rock	Y	
9.	Laurie Moyer, Chair	City of San Marcos	Y	
10.	Bastrop County	Bastrop County	Y	Carolyn Dill
11.	David Harrell	Bastrop County (Smaller Cities)	N	
12.	Greg Haley	Burnet County	Y	
13.	Mike Hodge	Burnet County (Smaller Cities)	Y	
14.	Will Conley	Caldwell County	Y	

15.	Dan Gibson	Caldwell County (Smaller Cities)	Y	
16.	Jerry Borcharding	Hays County	N	Winton Porterfield
17.	John Nett	Hays County (Smaller Cities)	Y	
18.	Charlie Watts	Travis County	Y	
19.	Amy Pattillo	Travis County (Smaller Cities)	Y	
20.	Bob Daigh	Williamson County	Y	
21.	Samuel Ray	Williamson County (Smaller Cities)	N	
22.	David Marsh	CARTS	N	Ed Collins
23.	Mike Sexton	CTRMA	Y	
24.	Sharmila Mukherjee	Capital Metro	Y	
25.	Heather Ashley-Nguyen	TxDOT	Y	

2. Approval of the April 19, 2021 Meeting Summary Ms. Laurie Moyer, P.E., Chair

The Chair opened the floor for comments or revisions to the April 19, 2021 meeting summary.

Hearing none, the Chair entertained a motion for approval of the meeting summary for the April 19, 2021 meeting, as presented.

Mr. Mike Hodge moved for approval of the meeting summary for the April 19, 2021 meeting, as presented.

Mr. Ed Collins seconded the motion.

The Committee voted and the motion prevailed unanimously.

3. Recommendation on 2022-2023 Unified Planning Work Program (UPWP)Ms. Theresa Hernandez, CAMPO

Ms. Theresa Hernandez, Finance & Administration Manager informed the Committee that final revisions have been incorporated into the draft UPWP for FYs 2022-2023. Ms. Hernandez provided a summary of the final revisions and highlighted the timeline for recommendation and approvals. A question and answer with comments concluded the presentation.

Mr. Ashby Johnson, Executive Director and Mr. Chad McKeown briefly discussed the role of the TAC and its focus areas included in the UPWP for FYs 2022-2023.

The Chair entertained a motion for a recommendation for approval of the 2022-2023 UPWP.

Mr. Mike Hodge moved for a recommendation for approval of the 2022-2023 UPWP.

Mr. Gary Hudder seconded the motion.

The Committee voted and the motion prevailed unanimously.

4. Recommendation on Amendments to Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP)Mr. Ryan Collins, CAMPO

Mr. Ryan Collins, Short-Range Planning Manager informed the Committee that the spring amendment cycle is a regularly scheduled opportunity to make changes to the TIP and RTP. Mr. Collins reported that amendment cycles ensure that the approved TIP and RTP include current information. A summary of the TIP amendments received for Roadway projects with recent changes and TIP amendments received for Transit projects was provided. Mr. Collins reported that the spring amendment cycle is currently in the community outreach phase and a public hearing was held at the May 10, 2021 Transportation Policy Board meeting. The fall amendment cycle is anticipated in September 2021.

Ms. Doise Miers, Community Outreach Manager was invited to discuss the public outreach efforts for the spring amendment cycle for the TIP and RTP. Ms. Miers informed the Committee that the public comment period opened on May 3, 2021 and will close on June 3, 2021. Ms. Miers added that the online open house is live and includes a project list, map, project sponsor contact information, and a link to submit comments. Information for upcoming live presentations was also provided. Additional options to submit public comments were identified and discussed. The presentation was concluded by a brief question and answer with comments.

The Chair entertained a motion for a recommendation for approval of amendments to the TIP and RTP.

Mr. Mike Hodge moved for a recommendation for approval of amendments to the TIP and RTP.

Mr. Tom Gdala seconded the motion.

The motion prevailed unanimously.

The Committee voted and the motion prevailed unanimously.

5. Update on Oak Hill Parkway Project Ms. Christiana Astarita, P.E., TxDOT

Ms. Christiana Astarita, P.E., Project Manager for the Oak Hill Parkway Project informed the Committee that the Oak Hill Parkway Project is located in Austin, Travis County and included in the RTP. Ms. Astarita provided an overview of the project history from 1988 to date and informed the Committee that construction for the Oak Hill Parkway Project will begin this year and end in 2026.

The Committee received a summary of the project details, project cost, an anticipated project schedule, and public involvement effort and engagement. Ms. Astarita presented comparisons of existing and proposed improvements for the Oak Hill Parkway Project and a summary of what to expect and encounter during construction. Ms. Astarita also identified and discussed the communication methods that will be used during project construction. A question and answer with comments concluded the presentation.

6. Update on I-35 Capital Express Program

Ms. Heather Ashley-Nguyen, P.E., Advance Project Development Director provided a brief overview of the Mobility35 Program goals and objectives. Ms. Ashley-Nguyen informed the Committee that the I-35 Capital Express Program is under the Mobility35 Program umbrella and discussed the I-35 Capital Express Program's project cost. The Committee received a detailed summary of proposed improvements for the North, Central, and South segments.

Ms. Ashley-Nguyen, P.E. presented and discussed renderings of a proposed roadway at Yager Lane/Tech Ridge Blvd. and a proposed diverging diamond intersection at Wells Branch Pkwy. Visualizations of all build alternatives for I-35 at 6th St. and I-35 at 32nd St. were also presented and discussed. An overview of agency and community engagement for the I-35 Capital Express Program, which highlighted agency coordination with the City of Austin and the Downtown Austin Alliance, was provided to the Committee. TxDOT's initiatives to address homelessness and pedestrian safety were also highlighted. The presentation was concluded by a question and answer with comments.

7. Discussion on Regional Transportation Statistics and Metrics Dashboard

Mr. Nirav Ved, Data & Operations Manager provided an overview of CAMPO's Transportation Statistics and Metrics Dashboard. Mr. Ved discussed the procurement process of the consultant contract for development of the dashboard which was awarded by the Transportation Policy Board on May 10, 2021. Mr. Ved also discussed the goals of the dashboard and presented a conceptual mock-up of what the dashboard could look like. The Committee was asked to provide feedback on the preferred types of data sources or features for the dashboard prior to the next TAC meeting. The Committee was advised that the dashboard will be a discussion item for multiple future TAC meetings. A question and answer with comments concluded the presentation.

8. Discussion on Formation of Transportation Demand Management (TDM) Subcommittee

Mr. Ashby Johnson, Executive Director informed the Committee that the TDM Plan was completed in 2019. Mr. Johnson added that the formation of a TDM Subcommittee of the TAC was identified as a recommendation of the plan to assist with the implementation of recommendations included in the report. Mr. Johnson reported that the proposed TDM Subcommittee will be comprised of seven (7) members with no more than one (1) nomination from each jurisdiction. The Committee was advised to submit nominations for membership to Mr. Nirav Ved by June 18, 2021. Mr. Johnson informed the Committee that subcommittee membership recommendations will be presented for Transportation Policy Board approval at its August meeting. A question and answer with comments concluded the presentation.

9. Report on Transportation Planning Activities

There was nothing to report.

10. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on June 14, 2021 and the next TAC meeting will be held on June 21, 2021.

11. Adjournment

The Chair entertained a motion to adjourn the May 17, 2021 meeting of the Technical Advisory Committee.

Mr. Gary Hudder moved to adjourn the May 17, 2021 meeting of the Technical Advisory Committee.

Mr. Ed Collins seconded the motion.

The May 17, 2021 meeting of the Technical Advisory Committee was adjourned at 4:00 p.m.



Date: June 21, 2021
Continued From: May 17, 2021
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Nirav Ved, Data and Operations Manager
Agenda Item: 3
Subject: Update on Regional Transportation Statistics and Metrics Dashboard

RECOMMENDATION

None. This item is for informational purposes only.

PURPOSE AND EXECUTIVE SUMMARY

On May 10, 2021, the Transportation Policy Board authorized the CAMPO Executive Director to begin negotiations with Kimley-Horn to develop the Regional Transportation Statistics and Metrics Dashboard. The dashboard will provide a user-friendly web platform that will provide policy makers, practitioners, and the public with data that details the region's progress and status on transportation metrics such as congestion, fatalities, mode split, and more.

The purpose of this discussion is to gather input regarding potential data sources and metrics that staff should consider including in the dashboard.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

As the region increasingly engages in performance-based planning, a centralized location to track the various metrics directed by law, policy, and plans is essential towards making progress in meeting those goals. Additionally, a platform that can provide information to policy makers, practitioners, and the public on the state of the region's surface transportation system in an informative and intuitive manner is crucial. The Regional Transportation Statistics and Metrics Dashboard aims to achieve both of those goals.

On February 5, 2021, CAMPO issued a Request for Proposals (RFP) to solicit planning services to develop the Regional Transportation Statistics and Metrics Dashboard. CAMPO received five responses to the RFP. A review committee evaluated the submissions according to established CAMPO criteria. Based on the scores of the written submittals, the committee invited two firms to participate in interviews, provide an oral presentation, and answer project-related questions. On May 10, 2021, the Transportation Policy Board authorized the CAMPO Executive Director to begin negotiations with Kimley-Horn, the top-ranked firm, to develop the dashboard.

SUPPORTING DOCUMENTS

None.



Date: June 21, 2021
Continued From: N/A
Action Requested: Information

To: Technical Advisory Committee
From: Mr. Chad McKeown, Deputy Executive Director
Agenda Item: 4
Subject: Briefing and Discussion on CAMPO Assistance with Project Readiness for Regional Corridor Improvement Projects

RECOMMENDATION

None. Information only.

PURPOSE AND EXECUTIVE SUMMARY

The purpose of this item is to discuss the allocation of CAMPO funds to help advance project readiness on several regionally significant corridors. As part of the establishment of the SH 130 Concession Company, TxDOT has allocated \$7 million in funds to CAMPO to be used on regional priorities (Attachment A – Texas Transportation Commission Minute Order 113487).

CAMPO is proposing to apply this allocation to fund the planning, design, public outreach, and environmental studies for several corridors of regional significance, identified in **Table 1** and in the **Attachment B** map. The primary purpose of this initiative is to assist the TxDOT – Austin District and local governments to get projects on the shelf and ready to go. Doing so would make our Central Texas region competitive with San Antonio, Houston, and Dallas/Fort Worth for Categories 2, 4, and 12 funding and also make us more competitive with other communities across the country for federal grants.

CAMPO has been conducting planning studies (corridor, regional, and subregional) since 2015. The studies were funded, in part, through a TPB allocation of \$4 million in 2014 for the CAMPO Executive Director. The studies are as follows:

- Regional Active Transportation Plan (October 2017)
- Regional Incident Management Study (December 2018)
- Georgetown Williams Drive Study (June 2017)
- Bergstrom Spur Study (November 2020)
- Regional Transit Study (March 2020)
- Regional Transportation Demand Management Plan (August 2019)
- Regional Arterials Concept Inventory (November 2019)
- Luling Transportation Study (July 2019)
- MoKan/Northeast Subregional Study (September 2019)
- 2045 Regional Transportation Plan (May 2020)
- Western Caldwell County Transportation Study (ongoing)
- San Marcos Transportation Corridors Study (ongoing)

This initiative would begin and/or accelerate the recommended project implementation phases of these planning documents.

The Federal Highway Administration (FHWA) defines a project of regional significance as “a transportation project that is on a facility which serves regional transportation needs.” The allocation and use of these funds does not impact CAMPO’s priority of allocating Category 7 funds to advance previously-deferred projects from the 2019-2022 Transportation Improvement Program.

Table 1. Corridor Locations

Corridor	County	Limits		Length (miles)
		From	To	
FM 734 (Parmer Lane)	Travis/Williamson	RM 2243	SH 130	22.5
FM 973	Travis/Williamson	US 79	US 290	16.3
SH 80	Hays/Caldwell	FM 110	IH 10	26.3
FM 969	Bastrop/Travis	SH 71	SH 130	22.1
US 290	Hays	RM 12	US 281	18.3
SH 29	Burnet	CR 258	Williamson Co. Line	6.8
US 79	Williamson	FM 1460	FM 619	18.6
SH 21	Bastrop/Caldwell	SH 71	SH 130	17.3

FINANCIAL IMPACT

The funding for this effort would come from an estimated \$7 million allocated to CAMPO by TxDOT upon the establishment of the SH 130 Concession Company (**Attachment A**). These funds could be supplemented in the future by contributions from state and local agencies to further progress project development.

BACKGROUND AND DISCUSSION

As part of the establishment of the SH 130 Concession Company, TxDOT has allocated \$7 million in funds to CAMPO to be applied to regional priorities. CAMPO is suggesting that these funds be used to advance the development of improvement projects for several on-system corridors of regional significance. CAMPO is seeking to partner with state and local agencies to lead the planning, design, public outreach, and environmental studies for these corridors.

Corridor Identification – CAMPO identified seven regionally significant, on-system corridors with consideration of the growing activity centers in the region, the active transportation plan vision network, existing crash rates, and consideration to future multi-modal expansion projects. The corridors are defined in **Table 1** and mapped in **Attachment B**. The seven corridors have the following general characteristics:

- Connect significant and growing activity centers throughout the region.
- Have been identified with higher than average crash rates and/or “hot spot” intersections.
- Have been evaluated for multi-modal considerations, part of the freight network, or are a part of the vision for the Regional Active Transportation Plan (RATP)
- Fourteen projects across seven corridors anticipated over the next twenty-five years in the RTP, totaling over \$2.6 billion in total project costs. A table with project listings is provided in **Attachment C**.
- Ten projects across six corridors included in the Transportation Improvement Program (TIP-2021-2024) totaling over \$220 million in project costs.

Profiles of the eight corridors and reference materials from the 2045 RTP and the 2021-2024 TIP are provided in **Attachment C**. CAMPO will work with state and local agencies to determine which portions of each corridor should be prioritized for further project development, which will supplement planned and ongoing projects.

The Project Development Process – The TxDOT project development process (found in **Attachment D**) consists of six general phases – (1) planning / programming; (2) environmental; (3) preliminary engineering / schematic; (4) right of way & utilities; (5) detailed design; and (6) letting / construction. A project that has been included in both the RTP and the TxDOT Unified Transportation Program has completed the planning / programming phase of the process and can then proceed into the environmental and preliminary engineering phases, which are typically performed simultaneously. Environmental clearance and schematic approval are then necessary to advance into right-of-way acquisition and detailed design. However, funds allocated to this program would not be utilized for the purchase of right-of-way or utility relocation.

Cost Considerations and Next Steps – CAMPO will work with partner agencies closely to prioritize and identify specific segments of the eight corridors totaling 148 miles to identify which areas should be advanced into the initial engineering phases of project development. CAMPO would not proceed with this work for any corridor without an agreement from the state and/or local partner(s). Costs for development of these corridors will vary greatly depending upon a variety of factors such as existing/planned development, traffic conditions, and rate of growth in the area, but approximate costs for corridor development are expected to be:

- Planning/Pre-NEPA
 - Urban/Suburban: \$150k - \$250k per mile
 - Rural: \$100k - \$200k per mile
- NEPA (Schematic and Environmental Clearance)
 - Urban/Suburban: \$250k - \$350k per mile
 - Rural: \$150k - \$250k per mile

SUPPORTING DOCUMENTATION

Attachment A – *Texas Transportation Commission Minute Order 113487*

Attachment B – *Corridor Locations Map*

Attachment C – *Corridor Profiles and Supporting Data from the 2045 Regional Transportation Plan*

Attachment D – *TxDOT Project Development Process*

Attachment A - TTC Minute Order 113487

TEXAS TRANSPORTATION COMMISSION

VARIOUS County

MINUTE ORDER

Page 1 of 1

VARIOUS District

Transportation Code, §228.012 requires the Texas Department of Transportation (department) to create a separate account in the state highway fund to hold payments received by the department under a comprehensive development agreement and the surplus revenue of a department toll project or system.

The department is required to create subaccounts in the account for each project, system, or region, and to hold money in a subaccount in trust for the benefit of the region in which a project or system is located. Interest earned on money in a subaccount shall be deposited to the credit of that subaccount. The department may assign the responsibility for allocating money in a subaccount to a metropolitan planning organization in which the region is located for projects approved by the department.

The department has created subaccounts in the state highway fund to hold the payments received from the SH 130 Concession Company, LLC under the SH 130, Segments 5&6 Facility Concession Agreement for the right to develop, finance, design, construct, operate, and maintain the SH 130, Segments 5&6 toll project from US 183 in Travis County to IH 10 in Guadalupe County (SH 130 payments).

The Texas Transportation Commission (commission) previously approved projects to be funded with the SH 130 payments and approved the placement of those projects in work programs established for the Austin and San Antonio Districts. The department has established additional programs to account for and track projects in the Austin and San Antonio Districts that are to be funded with the SH 130 payments. Exhibit A to this order contains funding allocations from the SH 130 payments for those programs and additional projects to be funded with the SH 130 payments.

IT IS THEREFORE ORDERED by the commission that funds from payments received from SH 130 Concession Company, LLC for the right to develop, finance, design, construct, operate, and maintain the SH 130 toll project from US 183 in Travis County to I-10 in Guadalupe County shall be allocated to the programs and in the amounts shown in Exhibit A. Projects to be funded from those allocations or changes in the distribution of the allocations will be approved by the commission through updates to the department's Unified Transportation Program.

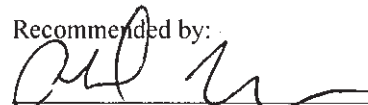
IT IS FURTHER ORDERED that the use of payments received from SH 130 Concession Company, LLC for the projects shown in Exhibit A, and the placement of those projects in work programs established for those payments, is approved.

Submitted and reviewed by:



Director of Planning and Environment

Recommended by:



Executive Director

113487 FEB 20 13

Minute
Number

Date
Passed

EXHIBIT A

Programs and Projects to be funded with SH 130 Concession Payments

AUSTIN DISTRICT

SH 71	SH 183 to SH 130 (Express Lanes)	\$59,000,000
Caldwell County		\$10,000,000
CAMPO Region Priorities		\$7,000,000

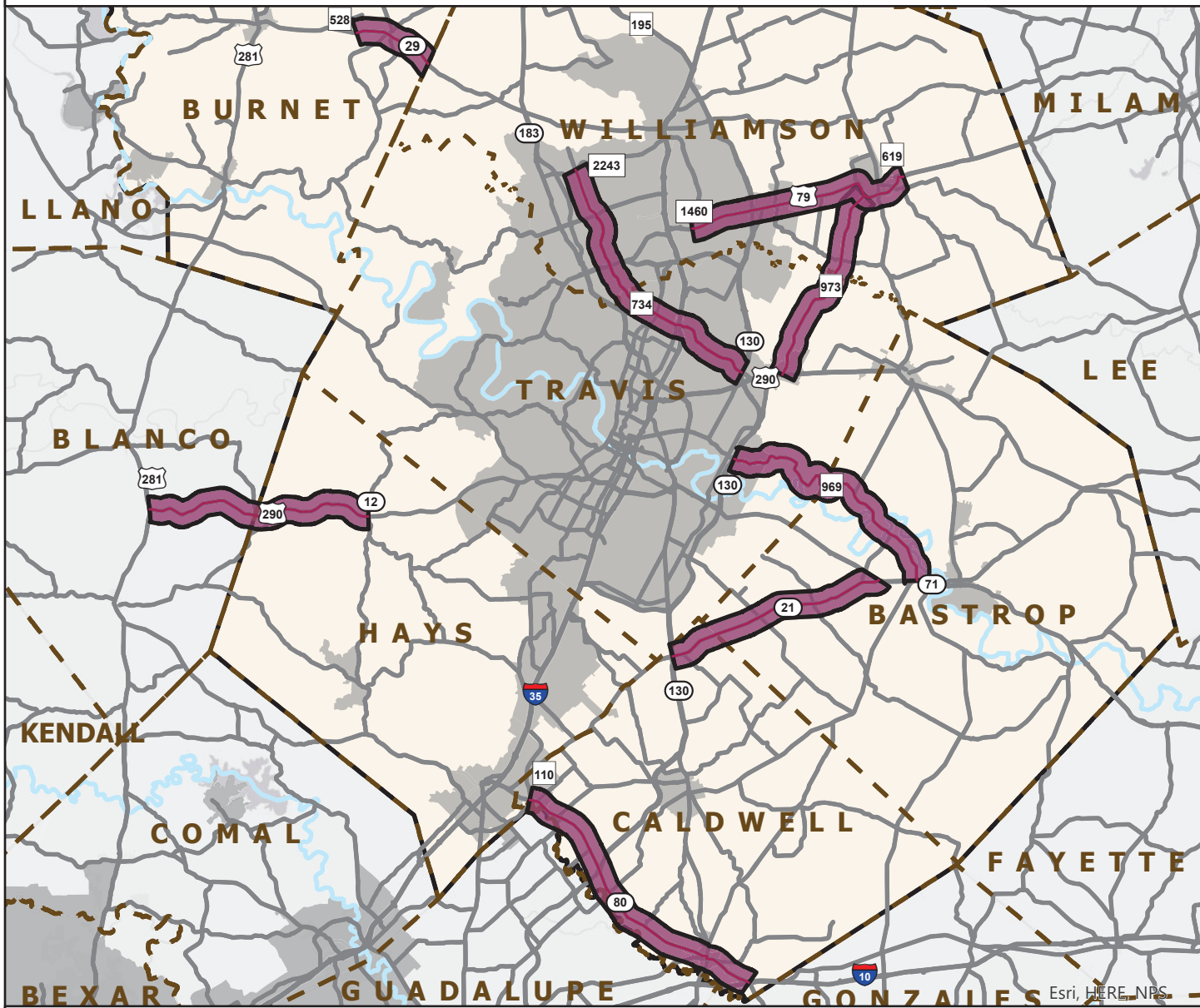
SAN ANTONIO DISTRICT

IH 10 Improvements	Operational and Safety Improvements FM 464 to SH 123 Bypass - Guadalupe County/Seguin	\$30,000,000
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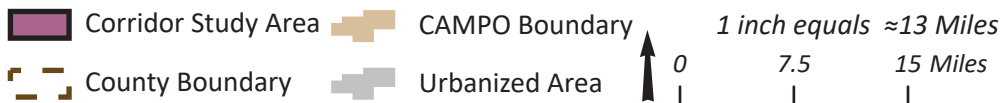
SH 130 CORRIDOR (AUSTIN AND SAN ANTONIO DISTRICTS)

Safety Improvements		\$10,000,000
Congestion Relief/Air Quality Mitigation Strategies		\$11,000,000

Attachment B - Corridor Location Map



Corridor	County	Limits		Length (miles)	Current Configuration/Utilization				
		From	To		Roadway Configuration	Bikes/Peds	Public Transportation	AADT (2019)	% Trucks
FM 734 (Parmer Lane)	Travis/ Williamson	RM 2243	SH 130	22.5	4-6 lanes, divided	Sporadic bike lane and sidewalk,	Capital Metro planned route addition	22,200-62,500	3.6%-4%
FM 973	Travis/ Williamson	US 79	US 290	16.3	2 lanes, undivided	None	None	5,500-17,200	5.2%-9.4%
SH 80	Hays/ Caldwell	FM 110	IH 10	26.3	2 lanes, center turn lane segments	None	None	5,900 - 18,600	6.6% - 8.9%
FM 969	Bastrop/ Travis	SH 71	SH 130	22.1	2 lanes, undivided	None	None	4,600-24,600	5.0% - 9.0%
US 290	Hays	RM 12	US 281	18.3	2-4 lanes, undivided with center turn lane	None	None	7,000-33,200	3.1%-5.4%
SH 29	Burnet	FM 258	Williamson Co. Line	6.8	4 lanes, center turn lane segments	None	None	13,900-36,400	11.2%-18.2%
US 79	Williamson	FM 1460	FM 619	18.6	4 lanes, divided	None	CARTS stop adjacent to facility	7,800-40,100	5.5%-28.9%
SH 21	Bastrop/ Caldwell	SH 71	SH 130	17.3	2 lanes, undivided	None	None	11,200-17,100	9.4% -10.3%



Attachment C - Corridor Profiles

Corridors limits and pertinent data from the 2019 TxDOT Roadway Inventory are identified in **Table C-1**. Individual projects and studies from the 2045 RTP and 2021-2024 TIP that are associated with each corridor are listed in **Table C-2** and **Table C-3**. Background data from the 2045 RTP and profiles for the seven corridors are provided in the subsequent sections. **Table C-4** indicates the projects listed in the online RATP map, although no definitive project date or number was provided, as well as set project limits.

TABLE C-1. SUMMARY OF CORRIDOR LOCATIONS

Corridor	County	Limits		Length (miles)	Current Configuration/Utilization				
		From	To		Roadway Configuration	Bikes/Peds	Public Transportation	AADT (2019)	% Trucks
FM 734 (Parmer Lane)	Travis/ Williamson	RM 2243	SH 130	22.5	4-6 lanes, divided	Sporadic bike lane and sidewalk	Capital Metro planned route addition	22,200- 62,500	3.6%-4%
FM 973	Travis/ Williamson	US 79	US 290	16.3	2 lanes, undivided	None	None	5,500- 17,200	5.2%- 9.4%
SH 80	Hays/Caldwell	FM 110	IH 10	26.3	2 lanes, center turn lane segments	None	None	5,900 - 18,600	6.6% - 8.9%
FM 969	Bastrop/Travis	SH 71	SH 130	22.1	2 lanes, undivided	None	None	4,600- 24,600	5.0% - 9.0%
US 290	Hays	RM 12	US 281	18.3	2-4 lanes, undivided with center turn lane	None	None	7,000- 33,200	3.1%- 5.4%
SH 29	Burnet	FM 258	Wilco Line	6.8	4 lanes, center turn lane segments	None	None	13,900- 36,400	11.2%- 18.2%
US 79	Williamson	FM 1460	FM 619	18.6	4 lanes, divided	None	CARTS stop adjacent to facility	7,800- 40,100	5.5%- 28.9%
SH 21	Bastrop/ Caldwell	SH 71	SH 130	17.3	2 lanes, undivided	None	None	11,200- 17,100	9.4% - 10.3%

(Source: 2019 TxDOT Roadway Inventory)

TABLE C-2. 2045 RTP PROJECTS ON THE IDENTIFIED CORRIDORS

Corridor	Project ID	Sponsor/ Co-sponsor	Description	Limits	Let Year	Estimated Cost (million)
FM 734	61-00180-00	WILLIAMSON COUNTY	CONSTRUCT 3-LEVEL DIAMOND INTERCHANGE	@ SH 45	2027	\$28.6 M
	61-00148-00	WILLIAMSON COUNTY	WIDEN 6-LANE DIVIDED TO 2-LANE LIMITED ACCESS WITH 3-LANE FRONTAGE ROADS IN EACH DIRECTION	Williamson County Line to SH 45	2028	\$20.2 M
	61-00149-00	WILLIAMSON COUNTY	WIDEN 4-LANE DIVIDED TO 4-LANE LIMITED ACCESS WITH 2-LANE FRONTAGE ROADS IN EACH DIRECTION	SH 45 to FM 1431	2036	\$148.0 M
	51-00178-00	TXDOT / CITY OF AUSTIN	WIDEN 4-LANE DIVIDED TO 6-LANE DIVIDED	IH 35 to US 290	2030	\$118.5 M
	61-00074-00 (RTP) 61-00133-00 (TIP)	TXDOT / CITY OF AUSTIN	WIDEN 4-LANE DIVIDED TO 6-LANE DIVIDED	RM 1431 to SH 45	2022	\$62.5 M
	53-000010-00	CAPITAL METRO	CAMERON/DESSAU METRORAPID LINE FROM ACC HIGHLAND TO TECH RIDGE	HIGHLAND MALL BLVD to TECH RIDGE PARK & RIDE	2025	\$9.7 M
FM 973	51-00182-00	TXDOT	WIDEN 2-LANE UNDIVIDED TO 6-LANE DIVIDED	US 290 TO US 79	2030	\$143 M
SH 80	31-00010-00	CALDWELL COUNTY	WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED	SH 21 to US 183	2045	\$640 M
FM 969	51-00180-00	TRAVIS	EXISTING 2-LANE ROADWAY TO 4-LANE DIVIDED	HUNTERS BEND RD TO BASTROP COUNTY LINE	2045	\$543 M
	51-00022-01	TRAVIS	WIDEN FM 969, AN EXISTING 2-LANE UNDIVIDED ARTERIAL TO PROVIDE FOR TWO ADDITIONAL TRAVEL LANES, A CONTINUOUS LEFT-TURN LANE, SHOULDERS AND A SIDEWALK N ONE SIDE OF THE ROADWAY	FM 973-HUNTERS BEND RD	2021	\$12.57 M
US 79	61-00091-00	TXDOT	WIDEN FROM 4 LANES UNDIVIDED TP 6-LANE DIVIDED	FM 1460 to FM 619	2035	\$124.3 M
	61-00092-00	TXDOT	ADD ONE LANE IN EACH DIRECTION	I-35 TO E OF FM 1460	2022	\$45.0 M
US 290	41-00125-00	HAYS COUNTY	RECONSTRUCT FROM 4-LANE UNDIVIDED TO 4-LANE DIVIDED	RM 12 TO BLANCO COUNTY LINE	2045	\$101.0 M
SH 21	41-00124-00	TXDOT / BASTROP COUNTY / HAYS COUNTY	WIDEN FROM 2-LANE UNDIVIDED TO 4-LANE DIVIDED	SH 71 to SH 80	2027	\$771.0 M

(project data from the CAMPO 2045 RTP)

TABLE C-3. 2021-2024 TIP PROJECTS ON THE IDENTIFIED CORRIDORS

Corridor	Project ID	Sponsor/ Co-sponsor	Description	Limits	FY	Estimated Cost (million)
FM 734	74-00012-00	TxDOT	ITS DEPLOYMENT	SH 45 N TO US 290 E	N/A	\$9.1 M
	61-00133-00	TxDOT/CITY OF AUSTIN	RECONSTRUCTING EXISTING 4-LANE DIVIDED ROADWAY TO A 6-LANE DIVIDED ROADWAY	RM 1431 TO SH 45	N/A	\$62.5 M
FM 969	51-00022-01	TRAVIS COUNTY	WIDEN TO PROVIDE 2 ADDITIONAL TRAVEL LANES, CONTINUOUS LEFT TURN LANE, SHOULDERS AND A SIDEWALK	FM 973 to HUNTERS BEND ROAD	2021	\$10.9 M
US 79	61-00118-00	TxDOT	ADD ONE LANE IN EACH DIRECTION	IH 35 TO EAST OF FM 1460	N/A	\$51.1 M
SH 29	21-00006-00	BURNET COUNTY	RECONSTRUCT FROM 4 LANE TO 11 FT FOUR LANE WITH 12 FOOT CONTINUOUS TURN LANE AND 5 FOOT SHOULDER	RM 243 N TO WILLIAMSON COUNTY LINE	2021	\$5.6 M
SH 80	41-00006-00	HAYS COUNTY	INSTALL LEFT TURN LANE AND ELIMINATE GAP IN SHOULDER FOR BICYCLE TRAVEL	SH 21 TO CR 266	2022	\$3.1 M
	31-00001-00	TxDOT/HAYS COUNTY	INSTALL LEFT TURN LANE AND ELIMINATE GAP IN SHOULDER FOR BICYCLE TRAVEL	CR 266 TO FM 1984	2022	\$5.7 M
FM 973	51-00363-00	TxDOT	UPGRADE TO 4-LANE DIVIDED	WILLIAMSON COUNTY LINE TO US 290	2028	\$35.9 M
	61-00253-00	TxDOT	UPGRADE TO 4-LANE DIVIDED	FM 1660 TO TRAVIS COUNTY LINE	2028	\$8.4 M
	61-00254-00	TxDOT	UPGRADE TO 4-LANE DIVIDED	FM 1660 TO US 79	2028	\$28.1 M

(project data from the CAMPO 2021-2024 TIP)

TABLE C-4. RATP PROJECTS ON THE IDENTIFIED CORRIDORS

Corridor	Project Description
FM 734	Primarily bike lanes, but small mix of shared-use path planned across the corridor.
FM 973	Bike lane planned from US 290 to the Travis CL
SH 21	No Plans
FM 969	Planned shared use path from SH 130 to Delta Post Rd. Proposed Tier 3 Bike Street from Delta Post Rd. to Webberville
US 79	Shared Lane from IH 35 to Hutto
US 290	No Plans
SH 29	No Plans
SH 80	Eliminate shoulder gaps

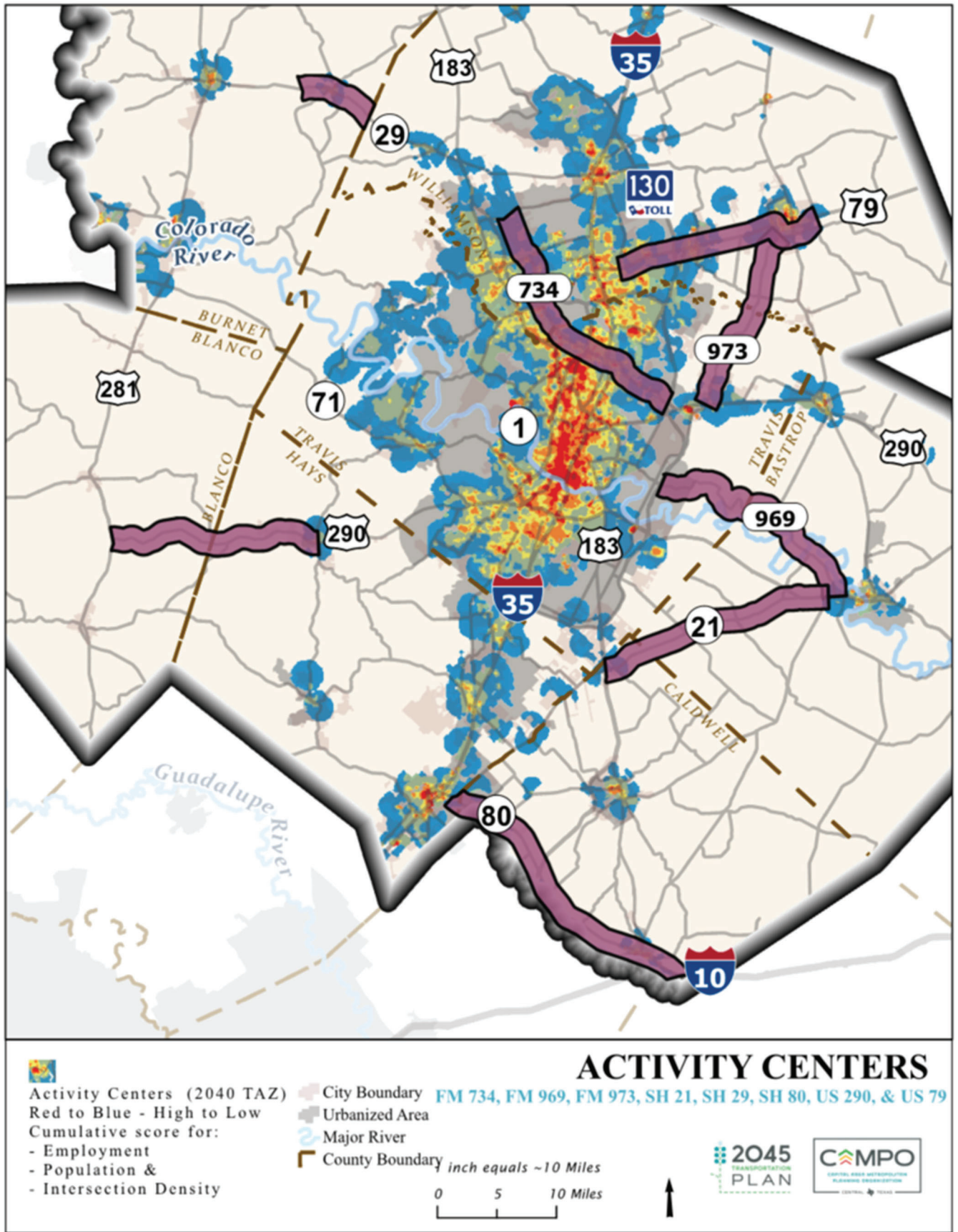
(project data from RATP online map)

Data from the 2045 RTP

The seven corridors were overlaid with regional system data from the 2045 RTP related to activity centers, safety, transit, active transportation, and freight movement to provide context and demonstrate regional significance.

- **Figure C-1** shows how the seven corridors connect to existing and emerging regional activity centers. These regional activity centers represent places that attract people to shop, work, and socialize and are defined by the relative density of population and employment. Transportation investments within or connecting to regional activity centers are generally considered to have the highest utility.
- **Figure C-2** displays corridor crash rates compared to the statewide average for comparable facilities and the locations of “hot spot” intersections with significant crash activity. All seven corridors have at least one segment with higher than average crash rates and/or a “hot spot” intersection.
- **Figure C-3** displays existing Capital Metropolitan Transportation Authority (Capital Metro) transit service and existing and planned Capital Area Rural Transportation System (CARTS) routes. Except for FM 969 and FM 973, existing or planned transit service is located along the corridors. It should also be noted that this map does not include service in the recently passed Project Connect System Plan, which lists Parmer Lane as a potential future corridor for enhanced MetroRapid bus service.
- **Figure C-4** illustrates the Active Transportation Plan Vision Network, including Tier 1 (10 years or less), Tier 2 (11-25 years), and Vision Connector (25 years and beyond) corridors. All seven corridors, with the exception of Parmer Lane which has active transportation projects indicated in the TIP, have at least some portion of proposed or potential upgrade of active transportation facilities, although no specific project timeline or duration are given.
- **Figure C-5** shows the Texas Highway Freight Network, roadways that are integral to the safe and reliable movement of goods. With the exception of FM 969, SH 80, and FM 973, these corridors are part of the Texas Highway Freight Network. The Secondary Freight Network is associated with first/last-mile trip and goods movement related to warehousing and distribution.

FIGURE C-1. ACTIVITY CENTERS



Revised: 4/15/2021

FIGURE C-2. REGIONAL CRASH RATES AND DANGEROUS INTERSECTIONS

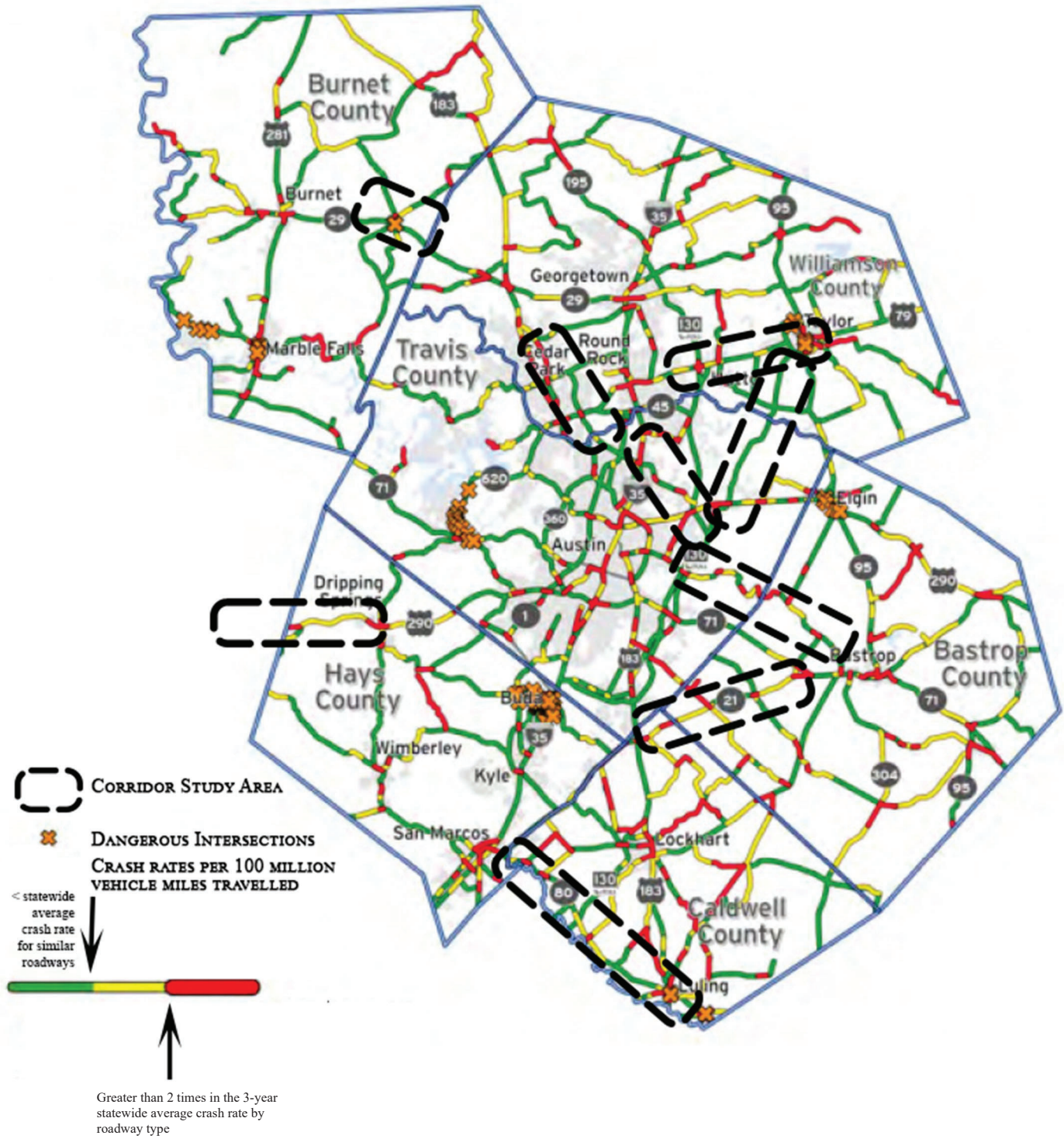
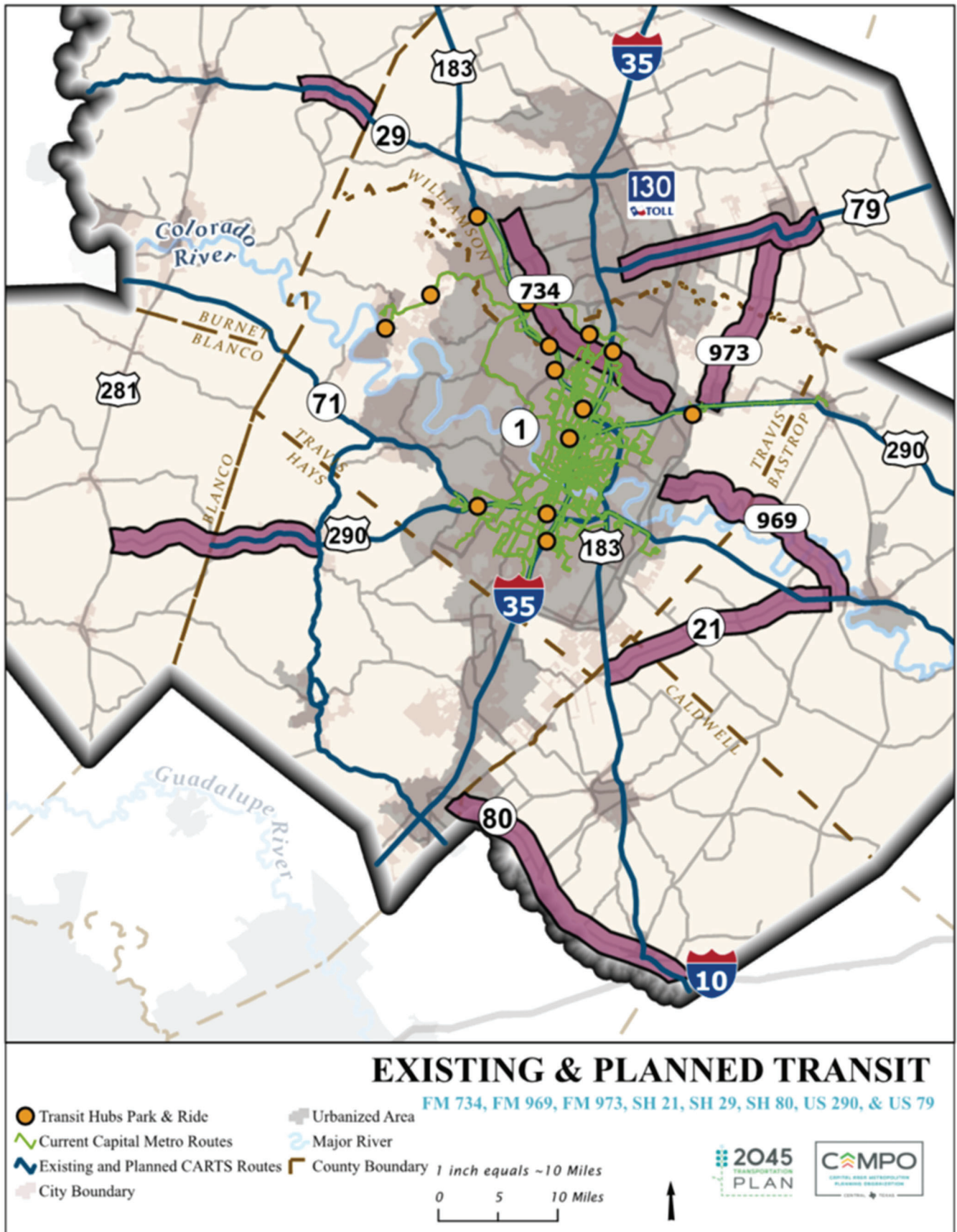
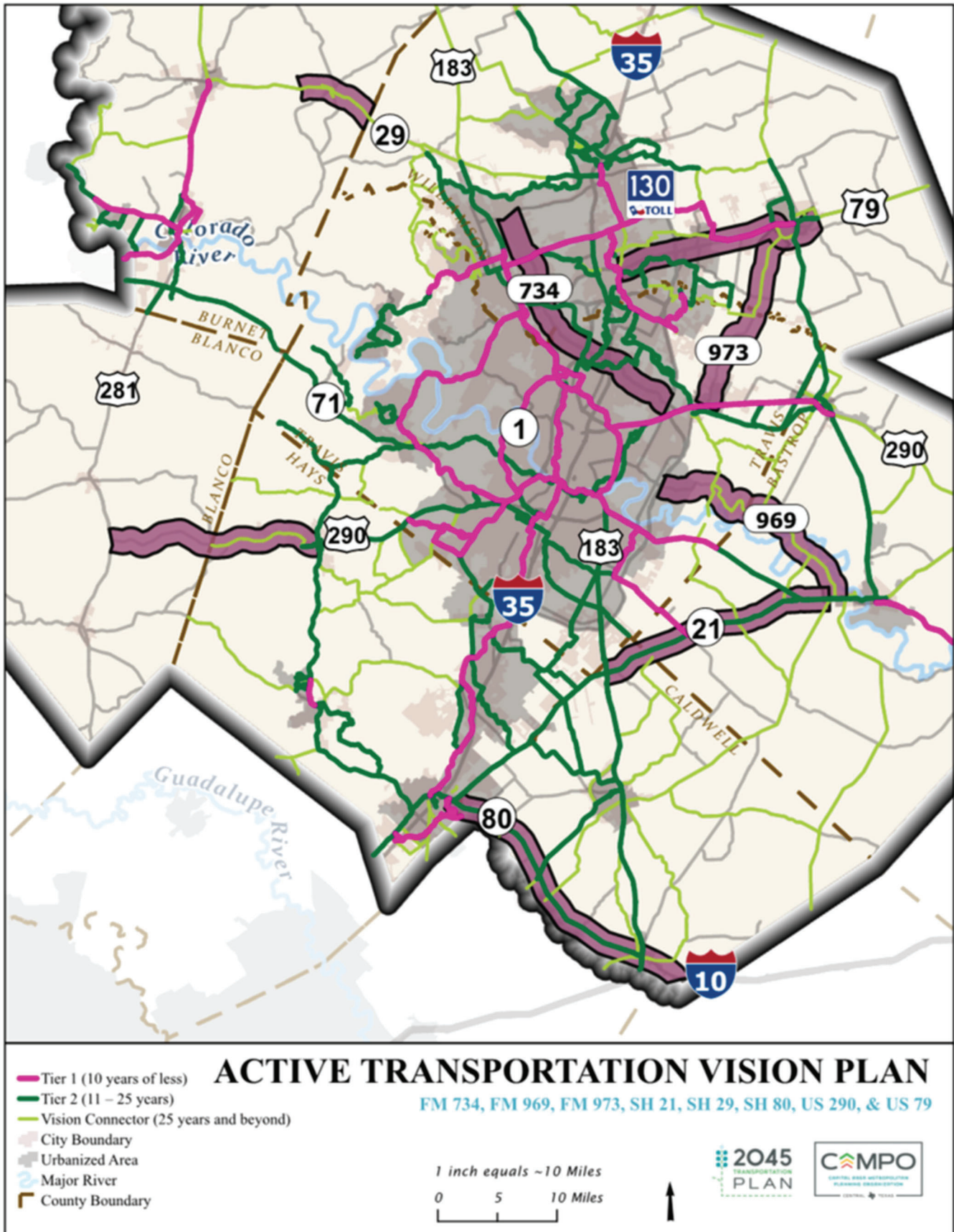


FIGURE C-3. EXISTING AND PLANNED TRANSIT ROUTES



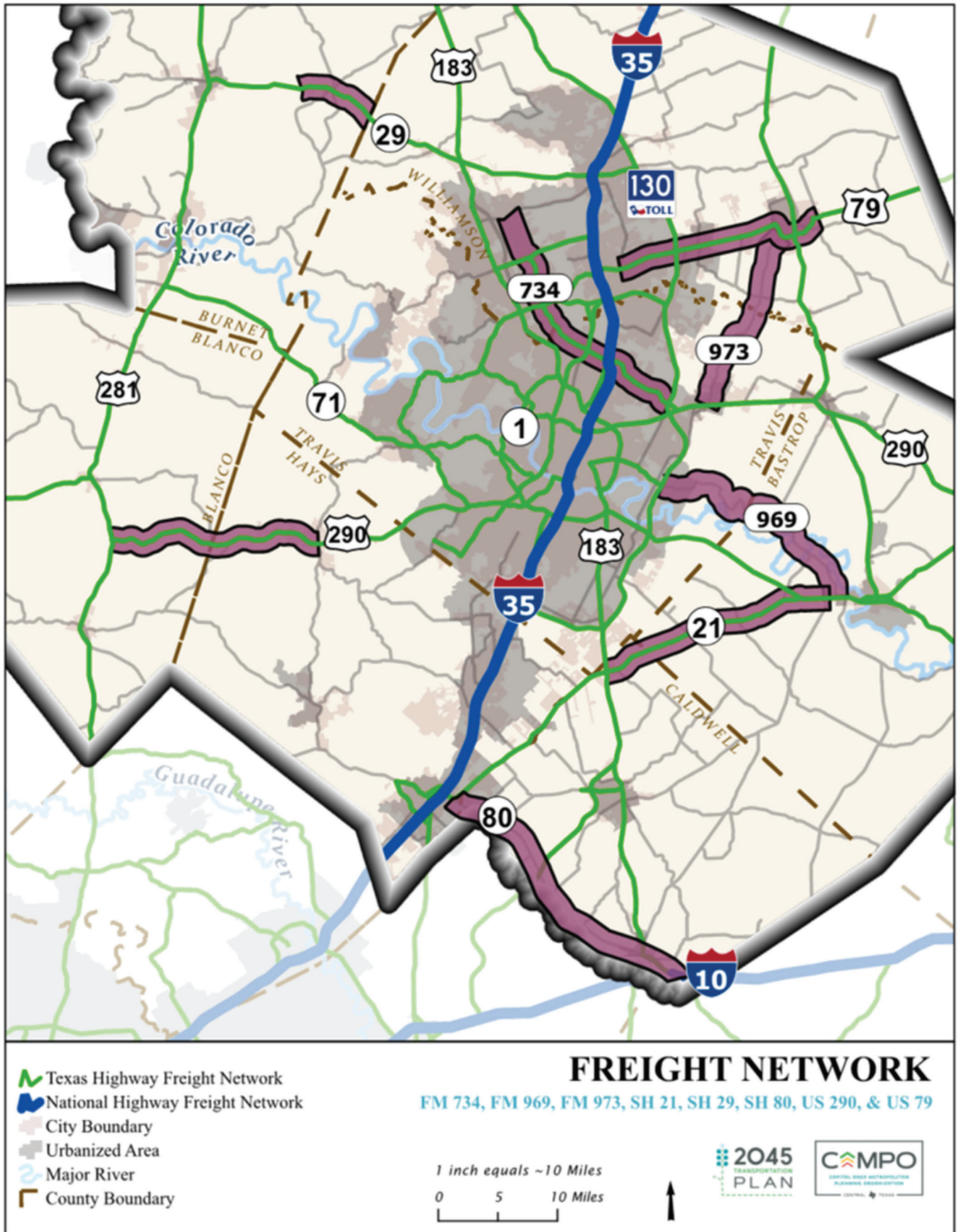
Revised: 4/15/2021

FIGURE C-4. ACTIVE TRANSPORTATION PLAN VISION NETWORK



Revised: 4/15/2021

FIGURE C-5. TEXAS HIGHWAY FREIGHT NETWORK



Revised: 4/15/2021

CORRIDOR PROFILES

734 FM 734 (Parmer Lane)

FM 734 (Parmer Lane), from RM 2243 to SH 130, is a multi-lane divided principal arterial spanning 22.5 linear miles and connecting major activity centers in Williamson and Travis Counties. Parmer is home to many tech offices including 3M, GM, Home Depot and the new Apple Campus. Not only is the corridor a major east-west connector for technology sector jobs; but it provides connections to major controlled access roadways such as SH 45, Loop 1 (MoPac), IH 35, and SH 130; and fast-growing suburban communities such as Leander, Cedar Park, north Austin, and Manor. Additionally, the Capital Metro Project Connect System Plan includes Parmer Lane as a potential future corridor for enhanced MetroRapid bus service. There are currently more than \$230 million of planned projects within the project corridor listed in the RTP to be let within the next 10 years.



FM 973

FM 973 is a minor arterial two-lane undivided roadway from US 79 to US 290. Connecting Taylor to the Manor/East Austin area, FM 973 carries 5,500 to 17,200 vehicles per day. FM 973, in its entirety, terminates at US 183 just south west of the Circuit of the Americas and provides access to a large area of the eastern metropolitan region. Currently, no bike, pedestrian and public transportation facilities are planned in the 16.3-mile corridor area.



SH 80

SH 80 is a minor arterial located in Hays and Caldwell County, connecting the growing communities of Luling and San Marcos. SH 80 will connect from FM 110 (currently under development by Hays County) on the western terminus to IH 10, inclusive of a potential new alignment around Luling. SH 80 is listed as a Vision 2 active transportation corridor and is not a part of the freight network. However, the eastern edge of the corridor ties into an existing planned transit route. SH 80 is planned for expansion in 2045 and will be widened from a two-lane undivided facility to a four-lane divided facility.



FM 969

FM 969 in total spans 29 miles from downtown Austin to Bastrop. From SH 71 to SH 130, this 22.1 mile stretch of FM 969 has been designated as a corridor of regional significance for the growing east Austin and Bastrop region. Currently 5-9% of the 4,600-24,600 vehicles a day are trucks travelling across the corridor. FM 969 is a two-lane undivided roadway with no current bike, pedestrian or public transportation amenities. This corridor includes several segments with crash rates that are higher than the statewide average. The western portion of FM 969 is planned for construction in 2021 and in addition to expanding the facility for two additional travel lanes, sidewalks are also included in this \$10.9 million dollar project. A future project currently planned for 2045 will expand the roadway to 4-lanes to the Bastrop County Line.

 **US 290**

US 290 West is a principal arterial servicing the hill country from the Austin region. This corridor of regional significance begins at the US 281 intersection and continues east to RM 12 in Dripping Springs. Located in Hays County, this 18.3-mile stretch is a two-lane facility with center lane and has traffic ranging between 7,000 and 33,000 vehicles per day across its segments. 2.9-4% of that traffic is truck traffic and there is currently no bike and pedestrian amenities across both of these corridors. From the Hays County line to US 281, US 290 is about 9-miles long and is a two-lane undivided facility with no center-turn lane.

 **SH 29**

SH 29 is a principal arterial roadway, which crosses the future expansion of the 183A toll road and provides connectivity into Burnet and Georgetown. This corridor of regional significance stretches from FM 258 (west of Bertram) to the Burnet/Williamson County line. While there are no projects within the RTP, reconstruction is scheduled for SH 29 within the TIP in 2021 and calls for a center turn lane and the addition of a 5-foot shoulder. Traffic on SH 29 ranges from 13,900-36,400 vehicles per day with truck percentages ranging between 11 and 18 percent.

 **US 79**

US 79 is a principal arterial connecting the Cities of Round Rock, Hutto, and Taylor in Williamson County. It is also the primary route linking Williamson County and the Bryan / College Station area. The 18.6-mile segment between FM 1460 to FM 619 is primarily a 4-lane divided roadway though Hutto and is undivided with a two-way left-turn lane outside of the Hutto area. The US 79 corridor is envisioned as a multimodal connector and is listed in the Active Transportation Plan as a Tier 2 facility and is included as a proposed CARTS route. Additionally, this segment of US 79 is part of the Texas Highway Freight Network. The RTP currently lists two widening projects on US 79 – one for \$45 million anticipated to let in 2022 and the second for \$124 million in 2035.

 **SH 21**

SH 21 is a principal arterial between Bastrop County and Caldwell County, connecting the growing communities of Bastrop and San Marcos. From SH 71 to SH 130, SH 21 is a 2-lane, two-way, undivided principle arterial spanning 17.3 miles in Bastrop and Caldwell County. More than half the length of this corridor exceeds the statewide average. Additionally, it is included the Active Transportation Plan as a Tier 2 connector, however, no projects were mentioned explicitly in the CAMPO RATP online map. There are currently more than \$770 million in improvements planned to let in 2027 within the project corridor limits.¹

¹ Construction cost for approximately 35 miles of roadway between SH 71 in Bastrop County and SH 80 in Hays County. The portion of this project in Bastrop County is 13.9 miles.

Attachment D - TxDOT Project Development Process

This flowchart shows the project development process for major reconstruction projects or new facilities. The development process can vary from 3 to 20 years or more, depending on required environmental tasks and ROW impacts. Project development for resurfacing, restoration, or rehabilitation construction projects have more limited resources and scope; therefore, they will have reduced environmental and right of way processes to complete and a subsequent abbreviated project development process.

